

# 159TH COMBAT AVIATION BRIGADE

# THUNDER

# *ENLIGHTENING*



*Inside this issue:  
TF Thunder takes the reins  
Gen. Cody's advice to  
deploying Soldiers*



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## *The 159th CAB TF Thunder Enlightening*

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# Commander's Corner

As I write this, our organic task forces have completed their reliefs in place and transfers of authority. I could not be prouder of the entire team.

While the brigade is just arriving, we are fortunate to welcome several additional units as part of the team. Task Force Dragon (1st Battalion, 4th Aviation Regiment) from Fort Hood, Texas, is led by Lt. Col. Charles Bowery and Command Sgt. Maj. Timothy Todd. They have already been doing a great job for the past nine months in theater and rotate out this summer.

We also have several Medevac units that have joined the team. Company C, 1st Bn., 214th Avn. Rgt. (from Germany), led by Maj. Pat Zenk and 1st Sgt. Kyle Brunnell, is providing Medevac support to Regional Command South-West. Co. C, 1st Bn., 52nd Avn. Rgt. (from Alaska), led by Maj. Shane Mendenhall and 1st Sgt. Jeffery Pinnell, arrived at the same time as the rest of the Brigade and are providing equally great Medevac support to Regional Command South. Finally, Co. B, 1st Bn., 171st Avn. Rgt., led by Capt. Johnny Wandasan and 1st Sgt. James Burkhart, is a CH-47D Chinook National Guard unit from Hawaii. Truly a great team, and this formation speaks to the flexibility of our entire Army.

In addition to providing the rotary wing aviation support during our tour, we will also assist the Afghanistan Air Force in the development of their helicopter forces. We look forward to working with them to expand their capabilities in support of their country.

Even though the majority of the brigade is deployed, our own organic Medevac company, Co. C, 7th Bn., 101st Avn. Rgt., is in the process of resetting following their redeployment from both Iraq and Afghanistan. Hats off to them for a great rotation.

I know that during the course of the year there will be some tough issues that arise. While I don't know what those are yet, one of the lessons we as an Army have learned is the importance of having a strong rear detachment to handle those issues. I'm confident that Maj. Jim Gafney and 1st Sgt. Doug Askew are the right set of leaders to serve as the Rear Detachment command team. They, along with the equally great task force rear detachment command teams and our second-to-none Family Readiness Support Assistants, are an unbeatable team.

Finally, as an organization we need to pass along a sincere thank you to the 101st Combat Aviation Brigade (Task Force Destiny). Many of us have gone through multiple deployments and the accompanying relief in place with other units before – with some being better than others. However, to a person, we all have said that this was the overall best transition that any of us have ever had. We congratulate the entire Destiny Brigade on a job well done as they transition back to CONUS for some well deserved rest.

Air Assault!



A handwritten signature in black ink that reads "Keith J. Royer".

A word from

## Brigade Command Sergeant Major

Well, it's official, Task Force Thunder has assumed the mission from TF Destiny; I would like to thank them for making the relief-in-place process as good as or better than any other RIP I have taken part of. There were minor issues here and there, but overall they did an outstanding job setting us up for success. The rest is up to us.

I have all the confidence in the world that we are up to the test. We have confident and competent leaders; our Soldiers are well equipped and well trained. Our morale is high, and we are already taking it to the enemy.

For the Soldiers of TF Thunder, this tour will be what you make it. If you have a good attitude, I can guarantee your tour will be more enjoyable than if you have a bad attitude. Your attitude affects not only your life, but those around you, so keep this in mind and make the effort to have a good attitude.

This will be a successful tour as long as we do our jobs to standard. Standards and discipline are the keys to all we do; we cannot cut corners, ever. The lives of others depend on every one of us doing exactly what we are supposed to do. Do not be fooled, there will still be brave Americans who will pay the ultimate cost, but do not be a contributing factor because you did not complete a task to standard - that is a burden no one should have to bear.

I want to challenge the entire brigade to do more than spend a year away from your loved ones. You are going to be here anyway, so you might as well do something to return better than when you left. I don't care what you choose to do, but seek self improvement in something. Set a challenging but achievable goal and work to meet it. The key here is you have to work for it, it must be challenging. If it is not, then you didn't really reach high enough. That being said, it must also be achievable; don't set a goal that cannot be achieved, as it will only bring you down when reality sets in. Your goal should be just that, your goal. Not your first sergeant's or commander's or your buddy's. It has to be something that you want - to learn to play the guitar, to complete that degree you have been talking about, or to hit the gym to get the physique you always wanted. Whatever it is, it needs to be yours. Once you decide what you want to do, let others know what it is. It's harder to quit if others know what you are aiming for. Friends help friends achieve their goals; they lift each other up, not bring each other down.

For the families of TF Thunder, stay connected to your family and friends and Soldier; this is as important to a successful tour as any other element. There are plenty of avenues to do this, Facebook, Skype, phone calls, the old reliable snail mail. The choice is yours, just choose a medium that fits your lifestyle and keep in touch. Remember there is a lot of stress on both sides of this deployment, so let's not add stress to our loved ones by adding to theirs if there is nothing they can do about it. There are support teams here and at Fort Campbell to assist both the Soldiers and the family members. Use them early and often; do not try to carry the whole world on your shoulders when there are trained personnel ready and willing to assist. Ask your chain of command or family readiness group leader if you have any questions



on how to get in touch with these people.

Everyone should know by now the planned date for their R&R leave, if not get with your first sergeant to find out. We need to have predictability, and this is important to all of us Soldiers and families alike. Noticed I said planned, as there are some things that are out of our control. Please make sure your loved ones are not locked in for a set start and end date. It may move left or right for any number of reasons.

To close, I would just like to say that I am proud to have been selected to serve you as your Brigade Command Sergeant Major. I will do everything I can to ensure you have everything you need to execute your mission. I am available to anyone in the TF, and I will be through everyone's areas as often as I can, or you can stop by my office. The only thing I ask is that if you have a problem, try to handle it at the lowest level first. I will work any issue you bring me, but understand my first course will probably be asking your chain of command what they have done to resolve the issue. Give them the courtesy of at least letting them know what is going on first.

God bless you all!

*B C TH*



# History of the 159th

The 159th Combat Aviation Brigade was formed in 1997 as the 159th Aviation Brigade (Assault), 101st Airborne Division (Air Assault). Between 1997 and 2001, the brigade deployed units to Bosnia, Kosovo, Trinidad and Tobago, and Central America. Following 9/11, elements of the brigade deployed to Afghanistan in support of Operation Enduring Freedom. In 2003, the 159th deployed in support of Operation Iraqi Freedom.

Under Army Transformation, the unit was re-designated as a combat aviation brigade in 2004. Following its re-designation, the 159th CAB deployed again to Iraq in 2005.

In December 2008, the 159th Combat Aviation Brigade, Task Force Thunder, deployed to Afghanistan in support of Operation Enduring Freedom. Headquartered out of Bagram Airbase, the brigade task force provided full-spectrum support to CJTF-101, CJTF-82, CJSOTF, USFOR-A, and International Security and Assistance Forces arrayed across an area of responsibility the size of Texas.

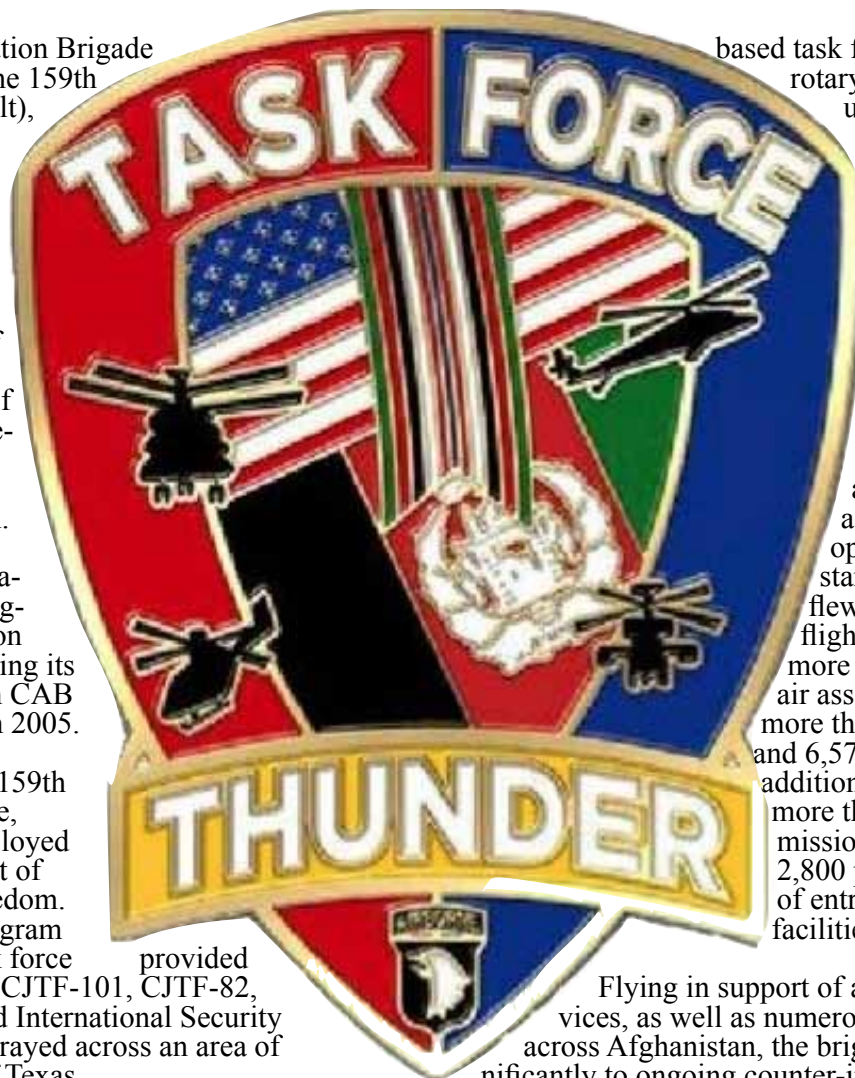
The 159th Combat Aviation Brigade assumed responsibility as the only U.S. aviation brigade operating in Afghanistan in support of Operation Enduring Freedom 09-11. Due to the decentralized nature of the fight, the limited aviation assets in theater, and the vast geographic expanse requiring aviation support, the Brigade established four distinct multi-functional task forces based out of Bagram, Jalalabad, Salerno, and Kandahar with follow-on establishment at Shank. The joint, coalition-

based task force included 138 rotary-wing aircraft, seven unmanned aerial systems, and 28 various fixed-wing aircraft, with an oversight relationship for Polish, French and Czech aviation units.

In 2009, the Brigade Task Force provided both direct and general support, as well as full-spectrum aviation operations, to all regional commands operating in Afghanistan. Task Force Thunder flew more than 136,000 flight hours, conducted more than 500 deliberate air assaults and executed more than 132,000 Soldiers and 6,574 tons of cargo. In addition, the unit executed more than 2,400 MEDEVAC missions, moving more than 2,800 patients from point of entry to appropriate care facilities.

Flying in support of all U.S. military services, as well as numerous coalition partners across Afghanistan, the brigade contributed significantly to ongoing counter-insurgency operations in Afghanistan, furthering the influence and legitimacy of its newly established government, and protecting the Afghan people.

The 159th Combat Aviation Brigade is continually at the forefront of Army Aviation. Honor, duty and innovation are the hallmarks of the Soldiers who continue the proud tradition as the Thunder Brigade continues to "Press On" for America's Army and the United States of America.





# 159th Cases its Colors

Photos by Spc. Jennifer Andersson





# Task Force Thunder assumes authority of aviation mission

Story and photos by Spc. Shanika L. Futrell  
*Task Force Thunder Public Affairs*

KANDAHAR AIRFIELD, Afghanistan (March 12, 2011) – The only two sister aviation brigades in the Army made history March 12 as they swapped places during a transfer of authority ceremony here. The 101<sup>st</sup> Combat Aviation Brigade, Task Force Destiny, handed over the reins of the aviation mission throughout Regional Command – South to the 159<sup>th</sup> CAB, TF Thunder – both brigades belong to the 101<sup>st</sup> Airborne Division.

This is only the second time one sister brigade has relieved the other in a combat zone.

Col. Bill Gayler cased his unit's colors for their safe transport back to Fort Campbell, Ky., after which Col. Todd Royar uncased his brigade's colors for the first time since Jan. 25 when they were covered at Fort Campbell. After the symbolic casing and uncasing of the colors was complete, Maj. Gen. James L. Terry, commanding general, Regional Command-South, sent-off the 101<sup>st</sup> CAB and welcomed the 159<sup>th</sup> CAB.

"Colonel Gayler, you and your Soldiers are indeed the 'Wings of Destiny.' Your performance here at Regional Command-South was nothing short of brilliant," he said.

"The fact is that your brothers on the ground fight harder because you have been there for them. Your missions were broad and varied, accomplishing air assaults, air attacks, MEDEVAC and sustainment. You have done a superb job in balancing resources and exceeding the standards in performing each of these critical functions."

Terry also addressed the incoming 159<sup>th</sup> CAB and its command, advising them on their coming missions in support of RC-South.

"Colonel Royar and Task Force



**Col. Todd Royar, the 159<sup>th</sup> Combat Aviation Brigade commander, and Command Sgt. Maj. Eric C. Thom, the 159<sup>th</sup> CAB command sergeant major, salute the colors after uncasing their brigade guidon during a transfer of authority ceremony here March 12.**

Thunder, like your brothers and sisters in Destiny, Task Force Thunder has served notably and repeatedly in Afghanistan and Iraq. We value your experience. You will carry Destiny's mission forward in a difficult fight."

Gayler thanked his unit, 101<sup>st</sup> CAB, for a successful time in theater.

"It has been a great honor to serve alongside all of you in working to defeat this insurgency while improving the ability of the Afghan people to live and work in a better place. You have posted another chapter in your long and proud lineage. You and your families have answered the call of duty again, and I am very proud of you. You have accomplished every task before you with vigor and discipline, but the full measure of your efforts are certainly best described by those you support.

"Colonel Todd Royar, Command Sergeant Major (Eric) Thom and the Soldiers of the great Task Force Thunder, we wish you nothing but the absolute best," he said. "We know that you are prepared and eager to get at this mission, as you have been since the day you stepped foot on this terrain. There is no brigade I'd rather transfer this mission to than you. We'll be watching you very

closely over the next year to see that you, too, take it to the next level, and we know you will. Best of luck to you."

Royar acknowledged TF Destiny and their accomplishments.

"Aircraft are flying, and we are doing the mission, but it is a day to honor what TF Destiny, Bill Gayler and his team, have accomplished - not only their service, but their sacrifices and their success," he said. "You have set the benchmark for aviation standards across the Army and certainly here in Regional Command-South. We have big shoes to fill, but we are up to the challenge. Now it is time for you and your entire team to go ahead and take a well deserved rest, God speed to you and your formation as you get back to Fort Campbell and spend time with family friends and loved ones."

Royar ended the ceremony by speaking out to the brigade combat teams on the ground.

"Know that Task Force Thunder has the same philosophy as TF Destiny. We are here to make you successful. It is not about us; it's about your success on the ground, and we will do everything possible to ensure your success every day of the week."

# Sounds of Thunder



*Sgt. Jimmy Toun  
Troop E, TF Palehorse  
Training NCO*

*"The one thing I could not do without on the deployment is my rice cooker, because ... I love eating rice."*



*Pvt Nellie Robbs  
HHT, TF Palehorse  
Orderly Clerk*

*"The one thing I could not do without on the deployment (are the) aviation wings that belong to my boyfriend, because the day I left, he gave them to me to keep him with me always."*



*Lt. Col. John Smith  
TF Fighting  
Commanding Officer*

*"The one thing I could not do without on the deployment is my wedding picture, because that is the happiest day of my life."*

*Spc. Mario Diaz  
Troop E, TF Palehorse  
Armorer*

*"The one thing I could not do without on the deployment is my (phone), because I can do anything on it."*





# Transfers of Authority



*TF Attack*



*TF Thunder*



*TF Fighting*



*TF Lift*



*TF Palehorse*



*TF Wings*



# New Clarksville Base:

## IRONY IN THE NAME

By Spc. Jennifer Andersson  
TF Thunder Public Affairs

Can it be possible the name “New Clarksville Base” is a misnomer, given it has such a colorful history?

In 1947 Clarksville Base opened for operation, though construction was not complete until 1948. It was a fort within a fort, constructed entirely within the confines of the Fort Campbell Military Reservation, with the land being used under a leasing agreement.

The facility was operated by the Defense Atomic Support Agency from the late 1950s until it was turned over to the Army on Sept. 30, 1969. It was formerly an Atomic Energy Commission facility, operated by the Sandia Corporation out of Albuquerque.

The base was a special weapons storage area, equipped to arm and maintain atomic weapons.

Second Lt. (Ret.) Mike Delgado of the Honor Guard Company, 101st Airborne Division, assigned to Clarksville Base during the 1950's, said Clarksville Base was, in fact, used to store atomic weaponry.

“My function was to carry out the cover mission of the Honor Guard, which was to provide military funerals, welcome visiting dignitaries, and to participate in parades,” he said. “That’s the cover mission – we were pretty soldier boys. In reality, our true, classified mission was to escort atomic munitions all over the world.”

Due to its classified status, it was a high-security area during its lifespan. It was operated by the Navy and secured by the U.S. Marine Corps. For added security, it had two parallel rows of fencing, the interior fence electrically charged.

Retired Col. Walter L. McMahon, former Deputy Director of Maneuvers for the 101st Airborne Division in 1943, said, “Clarksville Base was staffed by the Navy, guarded by the Marines, while the Air Force flew the goods out of here, and we, the Army, would get on the airplane with the materiel, and stayed with it until we got to Germany, Japan, or wherever the mission was to take the parts for the weapons.”

Building 419, lovingly called “Gravel Gertie,” used for maintenance and assembly of weapons, was capable of containing a low level blast up to one kiloton. The communications center was housed in buildings 318 and 411. Building 318, now Building 7740, is an intricate underground maze of vaults, corridors and rooms. Protected by 10 feet of reinforced concrete 40 feet beneath the earth, a hospital wing designed for civil defense in the event of nuclear war existed, though known only to a few.

The base was self-sustaining, with its own power plant and water treatment plant.

There are some accounts about Clarksville Base passed on only by word of mouth, adding to the mystique of its lore. It is rumored that during the early 1960s, a 101st Airborne Division commander flew over the base, a no-fly zone, to take a look at the base. The story goes that his helicopter was threatened to be shot down if it proceeded on its present course, with warning shots actually being fired. Also, it is said that some trainees were electrocuted by the charged fences on the base between 1967 and 1969. These events remain unconfirmed due to the highly-classified nature of the ac-

tivities being conducted inside the base.

DASA closed the base after Radon-222 was detected due to natural gas build up deep inside the facility.

They turned Clarksville Base over to Fort Campbell on Sept. 30, 1969 after they declared the facility “surplus”.

Many Fort Campbell units have since used Clarksville Base for numerous reasons.

Clarksville Base, known now as New Clarksville Base,

has seen new construction in the last year, and has been designated for use by the 159th Combat Aviation Brigade, 101st Airborne Division.

Some of the battalions of the 159th CAB have completed their moves to the New Clarksville Base, while some, including brigade headquarters and headquarters company, have yet to move from their current location. The move is slated to be complete by 2013.



Photo courtesy of Don F. Pratt Museum



# HELICOPTER MAINTAINERS

Story and photos by Spc. Shanika L. Futrell  
Task Force Thunder Public Affairs



keep missions going

When it comes to Apache helicopter maintenance, Delta Company, 3<sup>rd</sup> Battalion, 101<sup>st</sup> Aviation Regiment, 159<sup>th</sup> Combat Aviation Brigade, 101<sup>st</sup> Airborne Division, is beyond compare.

Day in and day out, many “Attack” Apache helicopter maintainers and armament aviation and electrical system Soldiers work hard to keep their aviation team mission ready.

“Apache helicopters are what our maintenance group maintains and we do our job with confidence and focus on our fundamental responsibilities,” said Sgt. Johnathan Sears, Apache crew chief.

Keeping the bird in the air is mission essential, and the maintainer’s pride themselves in doing their job effectively and accurately to standard.

“When an aircraft is ready for maintenance, it is grounded and we safe it,” said Sgt. Donny Hale, an armament and electrical systems Soldier.

To safe the bird, the crew removes all the ammunition.

“The log book is then reviewed for any faults the aircraft may have,” he said. “The problems the aircraft has will then be fixed step-by-step following the manual.”

There are different levels of maintenance.

“There are three levels of maintenance: aviation unit maintenance, aviation intermediate maintenance, and depot level maintenance,” said Sears. “Approximately 80 percent of maintenance can be fixed by us, which is AVUM.”

Scheduled maintenance and inspection processes based on a helicopter’s flight hours are essential.

“There is one phase maintenance interval, which is at 500 hours,” said Sgt. 1<sup>st</sup> Class Terrance Yates, production control Non-Commissioned Officer in charge.

“During the PMI, the armament Soldiers remove the avionics boxes for inspection,” said Hale. “The maintenance and the armament Soldiers work together as a team in order to have the aircraft mission ready.”

“Once the aircraft is brought in to the hangar, we not only safe the aircraft and ground it, but we strip it down and inspect looking for cracks, corrosion, chaffed wires, basically anything that looks wrong,” said Sears.

There are several areas to inspect on the aircraft, so the team is split up into sections.

“There are 14 different sections that our team splits into, so that we are able to cover down on the aircraft in a timely manner,” said Sears.

After the aircraft is reassembled, the technical inspector conducts the last inspection before a test flight happens.

“Before the aircraft is powered up, the TI has to inspect the aircraft, and then the maintenance personnel and test pilots inspect the rotor rig, and track and balance,” said Yates. “This is to guarantee the blades on the aircraft are spinning correctly.”

Once all the maintenance and inspections are done, the aircraft is sent back to the helicopter pilot in mission-ready condition.

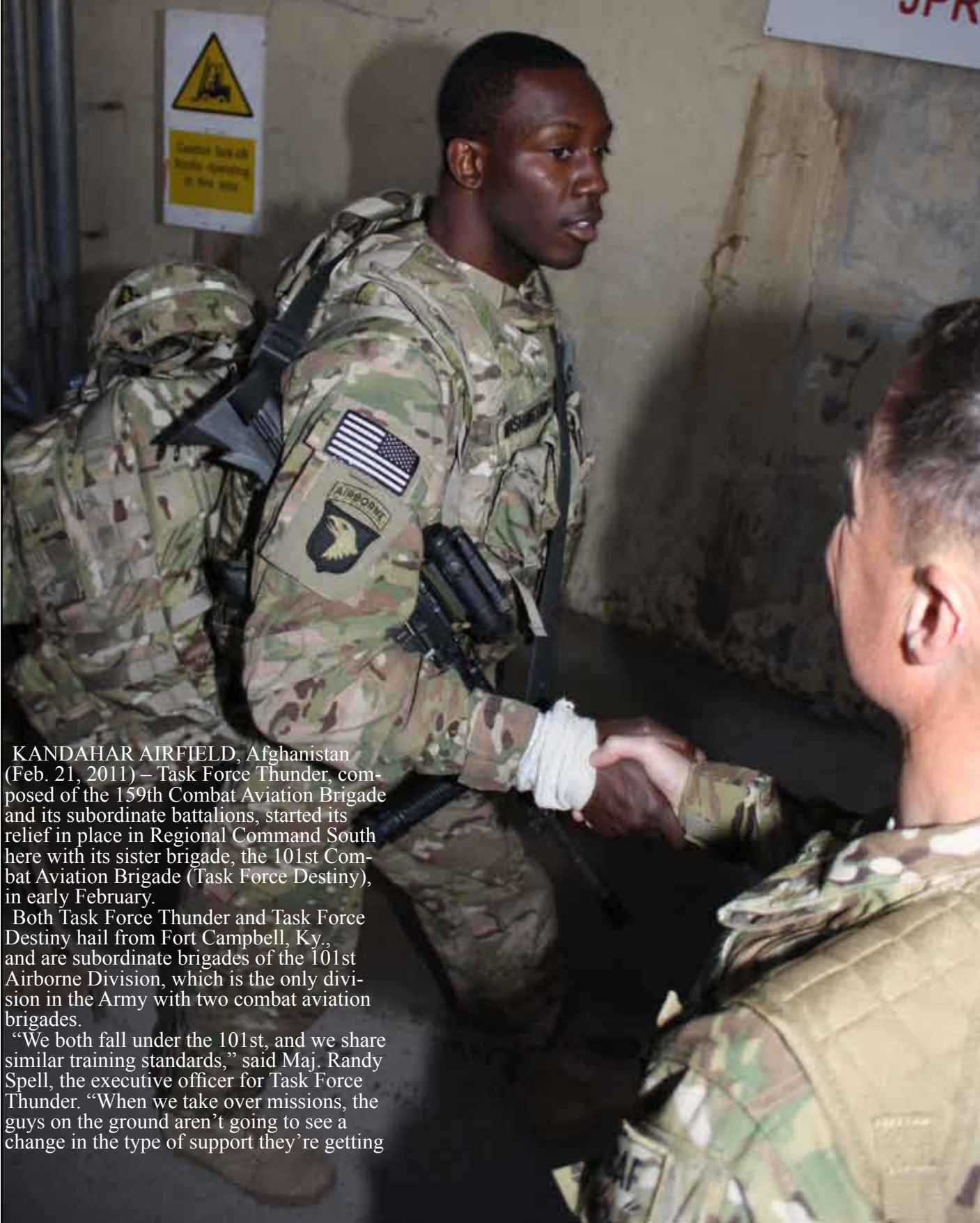
“Just as the pilots are important to completing a flight mission, we are just as important,” said Hale. “The aircraft will always need to be maintained in order to be flown.”





# Task Force Thunder rolls into Afghanistan

Story and Photos by Sgt. 1st Class  
Stephanie L. Carl  
Task Force Thunder Public Affairs



KANDAHAR AIRFIELD, Afghanistan (Feb. 21, 2011) – Task Force Thunder, composed of the 159th Combat Aviation Brigade and its subordinate battalions, started its relief in place in Regional Command South here with its sister brigade, the 101st Combat Aviation Brigade (Task Force Destiny), in early February.

Both Task Force Thunder and Task Force Destiny hail from Fort Campbell, Ky., and are subordinate brigades of the 101st Airborne Division, which is the only division in the Army with two combat aviation brigades.

“We both fall under the 101st, and we share similar training standards,” said Maj. Randy Spell, the executive officer for Task Force Thunder. “When we take over missions, the guys on the ground aren’t going to see a change in the type of support they’re getting



(Left) Soldiers from the 563rd Aviation Support Battalion, Task Force Fighting, arrive here in the early morning hours Feb. 16, while Soldiers from the 101st Combat Aviation Brigade, Task Force Destiny, wait to board the plane to head home from their deployment. The 563rd ASB is part of the 159th Combat Aviation Brigade, Task Force Thunder, which is replacing Task Force Destiny as the main aviation unit in Regional Command South. Both units are part of the 101st Airborne Division at Fort Campbell, Ky., which is the only division with two combat aviation brigades.

from the air.”

As Task Force Thunder flows into Afghanistan, its personnel and equipment participate in the complex process of reception, staging and onward integration, which prepares them to take over their role as the main aviation element of the regional command. This process includes receiving the Soldiers into theater, receiving equipment, and building aircraft and other critical systems. Gradually, these systems will replace Task Force Destiny’s and assume operations here.

Maj. Jason Kahne, the unit support operations officer, played an integral role in the RSOI process, coordinating the flow of all personnel and aircraft from Fort Campbell to Regional Command South.

“The most difficult part of this is synchronizing the aircraft flow,” Kahne said. “As Task Force Destiny is pulling their aircraft out of the fight, we have to be able to inject ours, and that means we have to move the right mix of personnel for build teams into Afghanistan in conjunction with the airframes.”

The build teams are the Soldiers who prepared the aircraft for transport to Afghanistan by folding blades and disassembling various parts to make the helos more compact for transport. These same Soldiers are responsible for reassembling the aircraft in theater.

While the teams are putting the

aircraft back together, pilots and their crews have to participate in academics that prepare them for the missions they will fly in the extreme conditions of Afghanistan. Once the aircraft buildup is complete, the helos undergo modifications that protect crews flying through hostile areas. Then it’s time for maintenance test flights.

The maintenance test flights highlight another important part of RSOI. It’s not just the Soldiers and aircraft that have to make it into theater at the right time. There are also multiple containers filled with the smaller pieces of equipment that are critical to the mission. In total, Kahne and his staff facilitated the movement of nearly 73,000 square feet worth of equipment and containers.

Among these smaller pieces of equipment were some of the tools and parts the maintainers need to fix the helicopters when they require service.

Also inside those containers were some of the creature comforts that will help get the approximately 2,500 Soldiers of Task Force Thunder through the year away from home. Before they could pull those comfort items out of their containers, they had to have a place to call their home away from home.

Capt. Luke Chivers, the brigade mayor, was responsible for that part of the RSOI process.

“As the brigade mayor, I’m respon-

sible for the everyday living conditions of the Soldiers, from making sure they have beds to making sure the showers are working.”

Chivers has the difficult task of balancing needs versus wants.

“There are certain things that are non-negotiable; these are things that cause illness or safety issues,” he explained. “Those things are priorities. Everything beyond that, we have to have a compelling argument for. We have to make sure we aren’t asking for more than any other Soldier is getting.”

In addition to making sure the Soldiers have a place to hang their hats, Chivers also coordinates their reception when they arrive in theater.

“The mayor cell sets the tone for the whole deployment,” he said.

“Travelling is tough, so if you start off received properly by your unit, spend the minimum amount of time in the passenger terminal and can move right into billeting, it helps the morale out a lot.

“But if the RSOI process isn’t done correctly, Soldiers are losing their most valuable asset, and that’s time,” Chivers said.

That time is particularly critical during the relief in place and transfer of authority, when Task Force Thunder Soldiers have a limited amount of time to get their equipment up and running, and assume their roles in supporting Regional Command South.

(Opposite) Lt. Col. John Smith (right), the commander of the 563rd Aviation Support Battalion, Task Force Fighting, greets Savannah-native Pfc. Christian Washington, a truck driver with the unit, as he arrives at Kandahar Airfield Feb. 16. Task Force Fighting supports the 159th Combat Aviation Brigade, Task Force Thunder, which is on a one-year deployment from Fort Campbell, Ky., to provide aviation support to Regional Command South.



# Brigade



# Ball

# 2011





# Making the grade:

## NEW STAFF SERGEANT SETS EXAMPLE FOR OTHERS



After achieving a 798-promotion point cutoff score Feb. 1 newly promoted Staff Sgt. Benjamin C. Franklin became the first air defense tactical operations center operator and maintainer promoted to that grade in nearly a year.

By Sgt. 1st Class Stephanie L. Carl  
*Task Force Thunder Public Affairs*

KANDAHAR AIRFIELD, Afghanistan (March 4, 2011) – Around the 21st of each month, many specialists and sergeants anxiously await the release of promotion cutoff scores.

With the Army downsizing, some of these scores are climbing increasingly higher. In March, cutoff scores for sergeant were at 798 for 53 military occupational specialties.

Recently promoted Staff Sgt. Benjamin C. Franklin knows all too well what it's like to see 798 as a cutoff score month after month. February 1, Franklin became the first Non-Commissioned Officer in his career field to attain the rank of staff sergeant in nearly a year.

"After I went to my first promotion board for staff sergeant, I didn't even wait for points to come out," he said. "I knew I wasn't going to make it."

Franklin immediately asked his first sergeant, 1st Sgt. Derrick Davis, if he could go back to the board.

"He more demanded it than asked," Davis said. "I was kind of surprised, because he's usually pretty quiet."

Franklin scored a 149 at his first board, which put him at one point shy of the 798 cutoff for 14J, which is an air defense tactical operations center operator and maintainer.

The second time he appeared before the board, he was sponsored by the brigade operations sergeant major.

"I was more worried about letting my sergeant major down than impressing the board," Franklin said. "You can't teach that type of heart or character," Davis said.

The promotion board is just one of the requirements for promotion. There are a few other requirements that are within the control of the individual Soldier to achieve promotion. One of the biggest things Soldiers say they have difficulty accomplishing is civilian education.

Despite two back-to-back deployments – a 14-month Iraq tour with the 82nd Airborne Division and a 12-month Afghanistan tour with the 159th Combat Aviation Brigade – Franklin still managed to squeeze in time to earn an associate degree, which maxed out his civilian education points at 100.

"As a Pfc., one of the first things I did when I got to my first duty station is went to the education center," he said.

It wasn't easy, but Franklin was determined to get his degree.

"Sergeant Franklin always had his bag and school books with him," said Chief Warrant Officer 2 Richard C.

Lozeau, the air defense command and control systems integrator for the 159th Combat Aviation Brigade and Franklin's supervisor for this deployment and his previous deployment with the unit.

"Whenever he had time, which wasn't of-

ten, he pulled them out."

Lozeau is one the reasons Franklin worked so hard to reach staff sergeant.

"The minimum requirement to submit a warrant officer packet is that you have to be a staff sergeant," Franklin explained. "I've worked with a couple of warrant officers now, including Mr. Lozeau, and it's been my goal for the last three years to become one of them."

Through his current deployment, Franklin has met his last requirement for submitting his warrant officer packet – a letter of recommendation from a chief warrant officer 3 within the career field. But that doesn't mean he's going to stop there.

"I don't need a bachelor degree to become a warrant officer, but I know it will help strengthen my packet," he said.

That's a testament to Franklin's character.

"If I give him a task, he doesn't want to fail," Lozeau said. "If the Soldiers need an NCO to look up to, he's definitely the one. He's not one of those guys to just let things happen; he takes them by the reigns and makes them happen for him."

Franklin recognizes this attribute in himself, and is quick to offer advice to other Soldiers who are where he was just a few months ago.

"Don't wait for the points to come to you," he said. "Go after the points."



**FORT CAMPBELL, Ky.**  
(Feb. 22, 2011) - Newly promoted Staff Sgt. Benjamin C. Franklin, an air defense tactical operations center operator and maintainer with the 159th Combat Aviation Brigade, gathers with his family for a group photo before his deployment to Afghanistan.  
(Photo by Spc. Jennifer Andersson)



# VTC keeps Soldiers and Families connected during deployments

Story and photo by Spc. Shanika L. Futrell  
*Task Force Thunder Public Affairs*

KANDAHAR AIR FIELD, Afghanistan (March 3, 2011) – Video teleconferencing is one of the many ways Soldiers of the Task Force Thunder, 159<sup>th</sup> Combat Aviation Brigade, can communicate with their families while deployed here.

This kind of communication is used only for special occasions such as weddings, a birth of a child, holidays, reenlistments, awards and promotions.

Sgt. 1<sup>st</sup> Class Juan Corral, the brigade's automations Non-Commissioned Officer in charge, was promoted via VTC from here to Fort Campbell, Ky., where his wife Netta, along with his son and three daughters were able to see him pinned the rank of sergeant first class and reaffirm his oath of enlistment.

"It was heart warming to have both of my families here on one of the most important days in my career," said Corral. "I say both of my families, meaning of course my wife and kids, but my company as well. I could not have achieved this alone. Both of my families have supported me, and I thank them for the motivation to continue what I do daily."

Families are relieved when seeing their Soldier on live footage, reassuring them that their Soldier is doing well.

"When you're deployed any communication with your family brings up your morale, it helps you to be effective at your work, which helps to complete the mission successfully," said Master Sgt. Jose Urbacz, senior career counselor for HHC, Task Force Thunder, 159<sup>th</sup> CAB.

"It helps to bring the stress down on both ends, so they don't have to worry about how one another are doing throughout the Soldier's deployment."

"This was a real honor not only for myself, but my children as well," Netta said. "To have them see their father excel in his career and be able to tell him face-to-face that they love him, and to see and hear him say it back meant the world to them and me."

VTC is not only a way to create that special moment between the Soldier and his family; it's also used to help accomplish missions.

"VTC allows us to communicate with foreign forward operating bases over a secure network to ensure all of our shops within the brigade are on track with any mission requirements," said Spc. Patrick Tercius, one of the

brigade's automations customer service assistants.

With the different organizations trying to gain information VTC remains on a secret network and is effective when hooked up correctly.

"The main challenges of conducting a VTC (are) the type of networks that are being used and the configuration of the equipment," said Tercius. "We have to ensure the network and the equipment is hooked-up correctly, because if it is not setup properly we would not be able to communicate effectively."

Communication has come along way for troops on the ground.

"Back before VTC's were heard of, I was in an approximate 400-man battalion with very limited e-mail and phone access," said 1<sup>st</sup> Sgt Derrick Davis, HHC BDE, TF Thunder, 159<sup>th</sup> CAB. "The Internet connection was poor, and there were only two cell phones and two MWR NIPR phones for all of us to use."

Now, many Soldiers use their own cell phones, Internet connections are much more accessible, and VTCs can make the most special moments a shared memory.

Deployment can be rough on any Soldier and family, and communication is a way to help relieve some of the stress that it brings. If there is a special event that you would like to share over VTC, contact your local family readiness support assistant or your chain of command to find out your options.



**KANDAHAR AIR FIELD, Afghanistan – Sgt. 1st Class Juan Corral, the automations non-commissioned officer in charge at Headquarters and Headquarters Company, Task Force Thunder, 159th Combat Aviation Brigade is pinned by Maj. Raymond Delucio, the communications officer, at HHC, TF Thunder, 159th CAB during a video teleconference from here to Fort Campbell, Ky., with his family March 3.**



# 159th CAB leads the way in Multicam

Story and photos by Spc. Jennifer Andersson  
*Task Force Thunder Public Affairs*

**If there's one constant in the Army, it's change.**

Before the Soldiers of the 159th Combat Aviation Brigade, 101st Airborne Division, deployed, in addition to items necessary for the deployment, they were issued a new uniform.

The 159th CAB, 101st Abn. Div., is the first aviation unit issued the multicam uniforms, said the brigade's aviation life support equipment officer, Chief Warrant Officer 2 James A. Fields, of Independence, Mo.

The multicam works much better for concealment on the ground than the digital Army Combat Uniform pattern worn in garrison, Fields said.

"When it was tested against other patterns, it offered the most concealment against different terrains," he said.



## Supply and Demand

The distribution of the approximately 750 multicam aviator sets was tricky due to the necessity of a quick turnover.

"It was kind of a crunch," Fields said. "They didn't get the material to start producing this until the first week of December."

The ALSE shop was so rushed to get the multicam that Staff Sgt. Lynn Leon, 159th CAB ALSE Noncommissioned Officer in charge, would have to drive to the manufacturer to get them back to the Soldiers in a timely manner.

"Before Christmas, I physically drove down to Alabama, put them in the back of a truck, and drove them to Fort Campbell every week to get them here," he said.

The first shipment went to the port operations personnel and the aircrews who were responsible for getting the unit's aircraft transported overseas, Leon, of State College, Penn., said.

As the manufacturer produced more, he would drive to Alabama again.

The next shipment was designated for the Rota, advanced party and torch parties, those parties who would leave garrison early to lead the way for the deploying Soldiers as they arrive in theater, said Fields.

Main Body Soldiers and late deployers were the last scheduled to receive their multicam issue, he said.

## What's the difference?

The design of the body armor has been changed not only in pattern, but in function as well.

"This is a separate body armor system – it's not the IOTV," Fields said. "This system was developed in 2005, when we got the air warrior system. The ones prior to this had a pocket that stuck in the plate, towed in at the bottom. It had Velcro and a handle on it. That's what we had in '01."

Pilots and crew chiefs receive the same vest, even though they wear them differently.

"Pilots sit in an armored seat, so they only need a plate in front," said Fields. "A crew chief gets one in the front and the back because he's the one walking around. On the old system, for the crew chiefs, there were clips with Velcro and you hung a plate on the back."

The new design allows for faster release of the vest in the

**FORT CAMPBELL, Ky. - Spc. Josh Ziglar, aviation life support equipment technician for 4th Battalion, 101st Aviation Regiment, 159th Combat Aviation Brigade, 101st Airborne Division, of Andalusia, Ala., assists Capt. Amanda McCarthy, a UH-60 pilot attached to 563rd Aviation Support Battalion, 159th CAB, 101st Abn. Div., of St. Louis, Mo., to secure her flight gear. The 159th CAB is the first aviation unit to wear the multicam-pattern uniforms.**

event of an emergency.

"You release the clips and drop the plate to the ground," Leon said. "It was designed so if you had to (escape and evade) on the ground, you wouldn't have to stop and pull it out."

The two piece design is not only simpler, but more efficient in the long run.

"It's better this way, because the other pieces would get sand in them," said Fields. "When you pulled the rig, sometimes they wouldn't release. Sometimes they would be ripping the buttons out of it, and there was more maintenance on it. So, they found that going to this system was better overall."

## Change for better, but not for good

Soldiers of the 159th should not get too attached to the new pattern.

"When we get home, we are turning this stuff back in," Leon said. "They're going to put it into a reset program and hand it out to the next people going out."

The reset program is, in essence, a recycling program for items issued to deploying Soldiers. The items turned in will be inspected. Anything useable will be washed, resewn,

reinspected, and reissued to the next cycle of deploying Soldiers, Leon said.

## Go with what works

The overall response to the multicam pattern seems to be positive.

Task Force Thunder medic Pfc. Ashley L. Keen of Walled Lake, Mich., prefers the multicam over the ACU.

"We should just have one uniform," Keen said. "I think we should be allowed to wear these in garrison, as well as on (rest and recuperation)."

But it's not just all about the look of the uniform. Its functionality must be considered as well.

Spc. Rocky Hudson, command group driver for Headquarters Support Company, 563rd ASB, of Puyallup, Wash., has seen several changes in the uniform since he first wore the Army uniform in 1990.

"I really like the buttons on the cargo pockets. Velcro wears out way too quickly, in my opinion," said Hudson.

"I much prefer the multicam flight suit over the ACUs," said Capt. Amanda McCarthy, UH-60 pilot assigned to 563rd Aviation Support Battalion, of St. Louis, Mo. "The material breathes more, and they're more comfortable."



**FORT CAMPBELL, Ky. - Chief Warrant Officer 2 James A. Fields, 159th Combat Aviation Brigade's aviation life support equipment officer, of Independence, Mo., explains to Capt. Amanda McCarthy, a UH-60 pilot attached to 563rd Aviation Support Battalion, 159th CAB, 101st Abn. Div., of St. Louis, Mo., the differences and improvements in the new gear issued to aircrew.**



# Cody passes on words of advice to deploying Soldiers

Gen. Richard A. Cody greets 159th Command Sgt. Maj. Eric C. Thom before an officer professional development session at Fort Campbell, Ky., Jan. 11.



Story and photos by Sgt. 1st Class Stephanie L. Carl  
*Task Force Thunder Public Affairs*

FORT CAMPBELL, Ky. (Jan. 11, 2011) – On Jan. 17, 1991, then Lt. Col. Richard A. Cody fired the first U.S. rounds of Desert Shield/Desert Storm from an AH-64 Apache. As a battalion commander with the 101st Airborne Division, Cody led the assault that kicked off the war.

Cody went on to become a general and serve as the Vice Chief of Staff of the Army, before his retirement in 2008. But his change in positions didn't change his focus or his philosophy, which he shared with deploying Soldiers from the 159th Combat Aviation Brigade Jan. 11 during a visit here.

"As stretched as we are, the Army has not collapsed because of its leadership," he said to a group of enlisted Soldiers during lunch at the 4th Brigade Dining Facility.

Cody also met with leaders from throughout the brigade to reinforce to them how important their role is. His biggest focus, though, was on the individual Soldier.

"You all raised your right hand in a time of war," he said. "You all told America, 'In your time of need, send me.'"

Cody joined the Army during the Vietnam era, and

though he did not personally serve in Vietnam, he served alongside Soldiers who did. Many of those Soldiers were drafted into the Army, and his experiences as a young leader serving with people who were forced to serve piqued his curiosity as to why today's Soldiers made a conscious decision to serve during a time of war.

"Every place the Army goes it leaves behind a better place," Spc. Manuel Parra told Cody. "I wanted my kids to grow up in a better place."

Parra, who serves with 3rd Battalion, 101st Aviation Regiment, is a native of Columbia and grew up in the same area of the country where the notorious Pablo Escobar led the Medellin drug cartel. On Dec. 2, 1993, Escobar's reign as the "World's Greatest Outlaw" ended when Colombian forces, assisted by members of the U.S.'s Delta Force, found him hiding in downtown Medellin.

When Parra shared his background with Cody, the retired general nodded his head with understanding. Cody said he knew that area well, as he spent time deployed to Columbia.

As Cody went around the room, asking each Soldier to share why they joined the Army, he also shared tidbits of himself and his own experiences, giving the young Soldiers an opportunity better understand how all the individuals in the Army come together to form one entity.

"You belong to an Army where people are more important than machines," he said as he began to reflect his early years in the Army. "You don't serve in an Army where the guy next you was told 'Go to jail or join the Army.' You don't know what it is to be a platoon sergeant carrying a (.45 caliber pistol) to walk through the barracks."

Cody also highlighted another key difference between the Vietnam era and today when he began to talk about the composition of the Army and why today's Soldiers make such an impression on him.

In 1978, 78 percent of males 17-24 were able to meet the standards required to join the Army, he said. In 2008, that number was down to 35 percent. After sharing those statistics Cody emphasized how valuable each of the Soldiers are to the mission, particularly in aviation.

"I know Apache pilots think they're Gods, and Blackhawk pilots think they're the better pilots," he said with a smirk, as the Soldiers already knew he flew both airframes. "But they couldn't do it without you."

He then shared a football analogy. "Where's the Soldier from Dallas?" Cody asked the room. "We all remember Tony, right?"

Laughs picked up around the room, as many recalled the 2006 playoff debacle when Cowboy Tony Romo dropped his hold on the football for a 19-yard field goal, sacrificing the team's Superbowl chances to Seattle.

"In many cases, you're the holder," Cody said.

As Cody prepared to leave, he reminded the Soldiers to take care of each other and how that would help them to be successful through the deployment and their careers.

"Carry your rucksacks," he said. "And when the person next to you starts to struggle with his, lend a hand, because tomorrow, he's going to help you with yours."

"Make good contributions, because the guys on the ground are depending on you. This little session is going to make my year, and as you go through yours, I want you to think about yourself and your service, and what it means."

"Look at the person in the mirror with pride, then look at each other that way, because you're all part of a small group that volunteered to do this."



Gen. Richard A. Cody listens as a Soldier from the 159th Combat Aviation Brigade shares his thoughts on the deployment cycles of aviation brigades.



# FARP teams aid in mission success

Story and photos by Spc. Shanika L. Futrell  
*Task Force Thunder Public Affairs*



Sgt. Courtney Sykes (Left), the section chief and shift leader for the forward ammunition and refueling point here, rearms the aircraft by placing a rocket in its pod, as Pfc. Eric Kee, an OH-58D Kiowa armament, electrical and avionics system repairer, watches to ensure safety and proper installation. FARP personnel provide the aircraft with what it needs to ensure mission success.

KANDAHAR AIRFIELD, Afghanistan (March 4, 2011) – Forward arming and refueling points for Task Force Thunder, 159th Combat Aviation Brigade, are places where aircraft can receive fuel and ammunition to continue providing coverage for troops on the ground.

“What we do here at the FARP is critical to the mission the pilot and his crew are tasked with,” said Sgt. Courtney Sykes, the section chief and shift leader, Troop E, 7th Squadron, 17th Cavalry Regiment. “So it is important that we have good communication between the pilot and the armament Soldier to ensure the aircraft receives what it needs properly, safely and in a timely manner. We pride ourselves

on providing a speedy, remarkable customer service, so the coverage needed to save the lives of our brothers is available.”

“Showtime,” said several Soldiers as an OH-58D Kiowa approached the FARP for service.

The armament Soldier, Sgt. Michael Skipper, the pad chief for the FARP here, used hand signals to find out what the pilot needed. The pilot gestured back, indicating he needed a drink; this told Skipper the pilot needed fuel.

After a flurry of hand signals from Skipper, the petroleum supply specialists standing near the pump set to work.

“When an aircraft lands, I ground the aircraft and communicate with the pilots to make sure the needs

for their mission are met,” Skipper said. “I also ensure the safety of all Soldiers near the aircraft at all times. One other armament Soldier is out on the pad with me to provide ammunition service to the aircraft if it is needed, whether it is servicing the .50-cals or loading (rockets) in the rocket pods, we get the job done and fast to ensure mission success.”

Safety is paramount when out on the FARP to not only keep all Soldiers safe and in the fight, but also to keep the aircraft on schedule.

“It is very important to me that every Soldier is safe while servicing aircraft here,” said Skipper. “We do not need any accidents. All personnel here are important to the mission, and conducting all of them

safely allows us to always provide that fast, accurate service needed to get the crew back in the fight.”

Petroleum supply specialists have to have situational awareness when ensuring the hose is bonded to the aircraft before pumping fuel, and when shutting off the fuel to disconnect the hose.

“The biggest thing is safety,” said Sykes. “Making sure the aircraft is grounded and ensuring that the personnel that are refueling the aircraft are not getting in front of the gun or directly behind the rocket pods and ensuring the nozzle is under the gun, are very important.”

All personnel on the FARP ensure their individual job is done by checking behind themselves.

“The checking and recheck of the

bond between the hose is important, because the fuel could harm an individual if it gets in the eyes, causing potential blindness,” said Sykes. “We never get too comfortable as Non-Commissioned Officers with our job, and we ensure that our Soldiers do not become complacent either.”

In addition to maintaining safety standards, the Soldiers on the FARP also ensure they are well-rounded. If, for some reason, one individual is missing, there’s always someone else there who knows that person’s job too.

“We all work together as a team,” said Skipper. “Teamwork is the key to success in every mission. We ensure that we cross-train all positions to keep the mission going

strong and effectively.”

After the fuel is shut off, and the hose is disconnected and placed in its proper place, all Soldiers move away to the front of the aircraft allowing the pilots to see them, leaving Skipper to show the pilot the aircraft is ungrounded and cleared to leave.

“Hand signals are important throughout this entire process of servicing any aircraft,” said Skipper. “We use them from the time the bird lands to the time the pilot is ready for takeoff. As a pad chief, I ensure the bird is cleared to leave after it is ungrounded. After the bird leaves, all personnel regroup to our holding area waiting to service the next bird safely and in a timely fashion.”



Pfc. Eric Kee, an OH-58D Kiowa armament, electrical and avionics system repairer for the forward ammunition and refueling point here, rearms the aircraft by placing a rocket in its pod.



# Sling loading:



By Spc. Jennifer Andersson  
Task Force Thunder Public Affairs

KANDAHAR AIR FIELD, Afghanistan – When cargo absolutely, positively has to be there in a hurry, Soldiers from Task Force Thunder, 159th Combat Aviation Brigade, 101st Airborne Division, make sure it's there on time: they simply sling load it.

Sling-load operations allow cargo to be moved from one point to another without size restrictions.

"We're only weight-limited; we're not space-limited on the outside," said Sgt. Michael Pettit, a flight engineer from Company B, 7th Battalion, 101st Aviation Regiment, 159th CAB, 101st Abn. Div., of Lexington, Ky.

"Sling loads are used primarily if you can't take the loads by ground

transportation," said Chief Warrant Officer 3 Warrnee P. Bagay, a Company B, 1st Bn., 171st Avn. Regt., Hawaii Army National Guard CH-47D instructor pilot and maintenance test pilot, attached to TF Thunder, from Ewa, Hawaii.

While UH-60 Blackhawk helicopters are also used for sling loads, the CH-47 Chinook helicopters are used more often, due to greater carrying capacity of both troops and cargo.

"We stand ready to do whatever is requested, including sling loads, but it has not been requested of us yet," said Capt. Kevin Matthews, commander of Co. C, 4th Bn., 101st Avn. Regt., 159th CAB, 101st Abn. Div., of Libertyville, Ill.

"The majority of the loads are

taken by (Chinooks), just because of weight restrictions other aircraft have that the (Chinooks) can do," Bagay said.

Sling load operations could be used for any cargo that does not exceed the weight restrictions for the aircraft.

"I've slung anything from a truck in a cargo net to teddy bears in a cargo net," Pettit said. "We took teddy bears to a village northeast of Jalalabad for the villagers for a Hearts and Minds mission we were doing one time. You're only limited by your imagination."

Terrain features sometimes prevent ground vehicles from delivering goods to personnel in hard-to-reach locations. For that reason, sling loads

are the better form of transportation.

"We are not limited by terrain," said Sgt. 1st Class Anthony West, 3rd Flight Platoon Sergeant with Co. B, 7th Bn., 101st Avn. Regt., 159th CAB, 101st Abn. Div., of St. Mary's, W. Va.

If an urgent request comes from a landing zone requiring fuel or water, it is delivered much faster being slung by helicopter than it is by truck, and it keeps Soldiers out of harm's way, Bagay said.

But everything has its obstacles.

"The biggest challenge to sling loading is dirt," said Pettit. "It gets in your eyes. You're hanging upside down underneath the helicopter, and it gets in your face."

Brownouts are a major problem pilots and aircrew often face, especially in Afghanistan.

"Brownout is the rotor wash of the aircraft. As the aircraft comes closer and closer to the ground, the rotor wash is kicking up the sand, the loose dirt on top of the ground, and you get to the point where, just as the aircraft is touching the ground, you lose all visual reference," said Chief Warrant Officer 2 Brandon C. Vance, a Co. B, 1st Bn., 171st Avn. Regt., Hawaii A. N. G. CH-47D pilot, attached to TF Thunder. The native of Las Vegas, whose home is now Waipahu, Hawaii, said, "You just finish the approach. So you're flying blind for about two seconds."

Weather can also affect the sling-load operation.

A head wind is ideal for a sling load, but, naturally, that is not always possible.

"If you're on the top of a ridge-line, you're exposed pretty much to the full brunt of winds," Vance said. "You might be lucky and have

a headwind, so the aircraft will fly nice and stable for you, or you might have to try to hold a crosswind hover, to keep that load right where you want it.

"The nature of the load, it's like a pendulum action, it swings around," he said. "Because I can't see the load when I'm flying, the guy who's looking out the hole at the load has to judge what the load's doing and what the aircraft is doing, and then tell me when the conditions are right to lower the aircraft for the touchdown, and he'll release the load."

Teamwork is a vital aspect of a sling load. If the team does not work as a whole, or team members do not communicate, problems could arise.

"We have to trust the guys who rig the load," West said. "If it's not rigged properly, there's a chance of dropping it or not taking it at all. So, we have to trust those guys. Plus,

we, as a crew, train constantly. The pilots know to trust us (flight engineers), because we're the ones who have our eyes on the load. The pilots never see the load. Once they're over top of it, they can't see it anymore, so we're the ones who make sure they're properly hooked up."

"We're lucky, being a Guard unit," Vance said. "We're very much like a family – we all work well together. We've known each other for a longer amount of time. We're not constantly PCSing in and out, so we're able to know each other and the way people do things. The crew coordination is vital to doing sling loads. I think we do a really good job."

For troops on the ground awaiting supplies, timeliness and full delivery of the cargo is crucial.

"If I was a troop on the ground waiting for a supply delivery, and I knew it was being sling loaded, I could expect it would arrive there without being damaged or blown up, and delivered on time," Pettit said.

"We have a quicker, more efficient way of doing things than ground transportation," he said.

The most important aspect of moving cargo by sling load is the safety of the Soldiers.

"The biggest benefit is our ground troops don't go into harm's way," Bagay said. "It stops them from getting hit by (improvised explosive devices). It limits their time on the road."

"When we have to move these large things, every time I sling something, that's one less truck or one less convoy on the road that's susceptible to the things the bad guys put on the road for us," Vance said. "If I move it in the air, it's safer than him moving it across the road. We do diligence for safety from both aspects of it, but every time we fly it, that's one less guy who has to drive it."





# *A day in the life*





# Through your eyes



We want to show this year through your lens too. If you have photos you'd like to share, whether you are a Soldier deployed or a family member at home, send them to [159cabpao@gmail.com](mailto:159cabpao@gmail.com).



# TF THUNDER LEGAL



## Notaries, Powers of Attorney & Military Justice Pickup/Drop off

S-M 0900-1130 & 1300-1800

DSN/VOIP: 841-2525; SVOIP: 841-2031; Centrixs: 265-0418

BLDG # 407A - Screaming Eagle

### **KAF Military Police**

Bldg# 7110 All American

841-1461

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### **KAF LEGAL ASSISTANCE**

**841-1163**

0730 – 1800: Mon - Sat

1200 – 1800: Sunday

**Bldg# 245**

### ***KAF Trial Defense Service***

**841-2449**

*Article 15s: Walk-ins M/W/F @ 0930*

*Chapters: Walk-ins Tue/Thur @ 0930*

*All other needs: Mon – Sat 0900 – 1800*

### ***CID***

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**841-1548**

*0900-1700 Mon – Fri*



## **GENERAL ORDER #1**

- **Anyone who violates General Order #1 may receive punishment under UCMJ, including Article 15 and/or administrative separation.**
- Maintain positive control of your weapon at all times, chambering a round is prohibited unless authorization has been given.
- Privately owned firearms and ammunition are prohibited.
- Alcohol consumption is prohibited.
- Drugs and drug paraphernalia are prohibited, to include K2, spice, salvia etc.
- Gambling of any kind is prohibited.
- Possessing/buying/selling/transferring/displaying/ and creation of any pornographic material is prohibited.



***This is not the complete GO1.***



Good News:

## Chaplain's Message

# Maj. Brian Curry

### Keeping Pace

During my 17 years in the Army I have observed many Soldiers finish a PT test with the help of a pacer. Many Soldiers find running two miles in the time the Army difficult and need a pacer to help them manage their time. A deployment will test a person's ability to manage the stress of separation and handle hardship. Some Soldiers and spouses will do better than others due to their resolve and commitment to finish this year strong.

A deployment can feel like a long race and a marathon. Some runners waste too much energy at the beginning of the race and burn out toward the end. When running a marathon one has to know the pace they want to keep and constantly check it. In other words, they have to a plan on how they want to run the race.

I encourage you to pace yourself this year, have a vision on how you want to finish this deployment and start pacing yourself toward that goal. I have found over the years that I can easily set goals but I need a good pacer to help me reach them. Let your friends and family know your goals. Empower them to ask you from time to time how you are doing reaching your goals.

I depend on my faith as a pacer, faith provides guidance and direction when facing life's hardships. Faith helps us to stay focused on what our priorities should be and how to withstand the storms of life. Who you depend upon to provide you support can determine how well you run the race. I have found that a good



community can provide support and encouragement when we feel overwhelmed.

The 159th Religious Support Teams will continue to help you keep pace throughout this deployment. The Rear-D Chaplains are planning a Strong Bonds Retreat for Families of deployed Soldiers later this year. We will have more information about the retreats in April. We will send the information out through your FRG. Our Task Force Chaplains will continue to help our Soldiers keep pace this year until we all return home.

Keeping Pace With You!

CH (MAJ) Brian Curry



