

WARRIOR TIMES

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Warrior Exercise 91 11-01

Fort Hunter Liggett, Calif.



No road? No problem

671st engineers forge their own trail

Article and photos by Sgt. Tracy Ellingsen
304th Sustainment Brigade

There wasn't a boat ramp, so they made one. There wasn't a bridge, so they built one. There wasn't a way across, but that didn't stop them.

Soldiers of the 671st Engineer Company from Portland, Ore., hauled in, constructed, utilized, deconstructed and hauled away an Improved Ribbon Bridge in less than seven hours at Hughes Reservoir May 18. Once constructed, they used the bridge to ferry Humvees from one side of the reservoir to the other.

Hughes Reservoir is in an isolated part of Fort Hunter Liggett with rough terrain surrounding it on all sides. The first challenge the 671st encountered was finding a piece of the shoreline to use as a boat ramp. The tall reeds that surround the reservoir were likely to get stuck in the hinges of the bridge pieces and to ruin the whole mission. The unit found and cleared a small



Members of the 671st Engineer Company stand atop their completed Improved Ribbon Bridge in Hughes Reservoir. The unit was in and out in less than seven hours.

patch of land for their trucks to use for offloading the boats and the bridge segments.

The next step was to use the boats to tow the bridge segments to the middle of the reservoir where they were linked together using a series of latches. Once the bridge was assembled and deemed safe, it was loaded up with Humvees and towed to the other side of the reservoir.

When it came time to disassemble the bridge, the unit performed the same series of events, this time in backwards order.

Back home, the 671st usually trains on the Willamette River, which courses through Oregon.

"We try to train out on the water at least every other month," said Sgt. Pierre Dubois, 30, the unit's senior boat operator. The 671st takes their training seriously because when deployed, they function in very much the same way.

In 2008, nearly 70 members of the 671st were reassigned to the 341st Bridge Company and deployed to western Iraq. While stationed in Iraq, they operated a bridge that ferried military vehicles across the Euphrates River to shave up to 45 minutes off convoy times, said Sgt. Ryan Deschenes, a mechanic in the unit.



Sgt. Pierre Dubois, 30, the Senior Boat Operator for the 671st Engineer Company drives the safety boat during the unit's training.

From the Commanding General

By Brig. Gen. James T. Cook, Commander, 91st Training Division

The 91st Training Division wants to thank all of the 84 units and the more than 4,500 Soldiers, Marines, and Airmen for conducting a realistic and safe training exercise. WARRIOR 91 11-01 was one of the best and safest exercises to date. We attribute this excellent training experience to the leadership and great work from all your units. We look forward to seeing many of you at the Combat Support Training Exercise next year. Please extend our thanks to your family

and loved ones for their sacrifice in allowing you to continue this honored profession. If you have any creative solutions for making this exercise better please send your ideas to the staff.

Take Care and be safe.
"Powder River"



Chaplain's corner

THE GREATEST AMONG YOU

By Maj. Guenter D. Nyanankpe Sr.
Chaplain, 208 Regional Support Group

Do you consider yourself the greatest in the world? Who is the greatest in your world? Many people have argued on the greatest US President, movies, sport team, actor, actress, country etc. This argument arises from the "Pride of Life," the unavoidable struggle within man for striving to be the best. Everyone wants to be the greatest. In the Gospel of Luke 9:46-48, we find strange words "...he who is least among you all--- he is the greatest."

Fortunately, this question was settled approximately 2,000 years ago, using a very humble Object Lesson (A Little CHILD).

As I reflected on this question and on my personal experience as parent, I learned the following about the unique characteristics of a child.

1. A child has a forgiving spirit (not harboring grudges in the heart). You can punish a child and few minutes later, the child will forget the treatment and become willing to comply with parental guidance.

2. A child is simple minded, and provides the most elementary solutions to

problems (most solutions in life are not the most complicated Course of Action (COA), but the most elementary).

3. A child has a cheerful appreciation of things (kind hearted). A child has a cheerful spirit and may return thanks for the simplest of services.

4. A child has contentment in little things (gifts, favors, aids, achievements, goals). During Christmas, a child will jubilantly receive any gift wrapped under the Christmas tree regardless of its value. Therefore, I believe that true "humility" is the key to being the greatest.

5. What does "humility" truly mean? Humility means being content in all circumstances. For adults that's difficult but for a child many times the simple things will make a child content. A child who is proud to ask his or her parents may not get anything.

But a humble child casts all of his or her anxieties on the parents. We as humans should not be proud to seek out God for our problems and trials.

During this upcoming Memorial Day, I want to encourage you to focus inwardly and seek humility in all that you and I do.

I urge everyone to remember the sacrificing deeds of those heroes who have gone before us. May we ever strive to become humble as a child. For truly, to be the leader, we must be willing to be

the servant. Let us put aside all pride and become humble in our services to others. We can surely become the greatest in our generation.



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SAFETY REVIEW - WHEN VEHICLES GET STUCK!!

By Charles Quinones, Exercise Safety Officer

Recovery of a vehicle is retrieving or freeing immobile, inoperative, or abandoned material from its current position and returning it to operation or to a maintenance site for repair. These actions are usually limited to towing, lifting and winching. If towing is required, the distance is typically limited to the nearest Unit Maintenance Collection Point.

Almost anyone with some imagination and military might can attempt to extract or recover another vehicle, but that is not what the task calls for. Recovery is a hazardous and time consuming art that must be accomplished with safety in mind. You can perform a recovery with limited resources. However, the more resources at your disposal the safer your operation will be.

In any of these operations, remember to use brainpower to make up for a lack of available horsepower. Take your time in figuring your rigging and always include safety. Sloppy planning results in wasted time and may further damage your vehicle and equipment as well as injure yourself and others. Recovery failures are often the direct result of haste.

In a combat environment time and security is of the essence and is major factor in the overall operation. In a training environment weather and safety become the major factors.

FOCUSING ON THE WINCH RECOVERY

Many military trucks are equipped with winches. Your thoughts should always be about how to get the most from a winch without danger to personnel or abuse to the equipment.

Your vehicle technical manual completely describes the winch on your vehicle and details of its operation, care, and maintenance. FM 20-22 explains general characteristics, effective capacities, and details for use. To ensure your safety, the protection of your equipment, and the success of your recovery operation, use the following as a guide:

Check the capacity of your winch. The capacity shown on the manufacturer's plate is the maximum with one layer of cable on the drum. Each successive layer increases the diameter of the drum and reduces the winch capacity to as little as 50 percent of the rated capacity when the last layer is being wound on the drum.

Check the cable for rust, kinks, or frays. Estimate the total resistance. Consider grade or slope, weight of the vehicle, and type of terrain. Then add a reasonable factor for safety.

Check your equipment. Be sure you rig safely to overcome the resistance with the equipment available. Select or provide a suitable anchor. Remember, the purpose of this operation is to recover a vehicle, not to pull stumps.



These photos are from incidents that happened within a 48 hour span of time during Warrior 91 11-01.

Photos courtesy of Exercise Safety Office

Rig and check rigging. Do not put power on your winch until you check every element in your rigging and are satisfied that you made no mistakes.

Clear personnel from the danger area. All persons observing the operation should stand outside the angle formed by the cable under stress at a distance at least equal to the distance between the two most distant points in the rigging. Clear personnel away before tightening the cable. Stand clear of a winch cable before it is tightened. A cable being tightened may break and whip back with enough force to seriously maim or kill.

After using the winch, have one person or preferably two pull back on the cable while it is wound slowly and evenly on the drum in accordance with the appropriate vehicle operator -10 TM. Keep the cable lubricated according to the vehicle lubrication order.

Overloaded winch pin. When the winch is overloaded, the shear pin breaks to protect the cable. Never use makeshift shearing of unknown strength to replace a broken pin. Too strong a pin may snap the cable and damage the winch. Use only authorized replacement pins. Do not depend on the shear pin for protection. Even with the proper pin installed, a kinked, damaged, or weakened cable may snap. Vehicles with electric winches have circuit breakers to protect the winch from overloading. Check the appropriate vehicle operator -10 TM for correct winch.

So long as there are missions in the far reaches of this earth, Soldiers will render vehicles inoperable. Some Soldiers take this type of activity for granted and feel they can hook a winch to the vehicle and just "pull that sucker" out.

Well it may look easy in the movies, but that is far from the truth. Soldiers need to safely perform these duties. A safe mindset will always equal a safe recovery!

Warrior's Photos



Soldiers at Forward Operating Base 8J respond to Oppositional Forces during a mock attack on the base. Marines from the Marine Aerial Refueler Transport Squadron 352, from Miramar, Calif., provided illumination for the battlefield in the form of parachuted flares. (US Army photo by Sgt. Tracy Ellingsen)



Pfc. Scott Boreing, with the 449th Engineer Company from Fort Thomas, Ky., shaves in the evening hours at Forward Operating Base Ward. The 21-year-old Soldier is from Cincinnati, Ohio. (US Army photo by Sgt. Tracy Ellingsen)



Tech. Sgt. Efren Lopez of 4th Combat Camera stationed at March Air Reserve Base shoots imagery from the field during Global Medic. (U.S. Air Force photo by Tech. Sgt. Christopher Hibben)

What they did (part three of three)

By Staff Sgt. Bob Van Tuinen, 91st Training Division

Chief Warrant Officer 4 Jerry Lawson serves with the 91st Division as both a civilian employee and a Soldier.

In his civilian position, as the Supervisory Logistic Management Specialist, Lawson is responsible for all logistical needs for the exercise to include, but not limited to: food, water, ice, tents, military vehicles, rental vehicles and fuel. As Chief warrant officer four (CW4) he is responsible for equipment maintenance.

Lawson started preparing for the exercise by identifying vendors to provide estimates for different services or equipment necessary for the exercise. These numbers were used to create the logistical portion of the exercise budget. Once the budget had been approved, he developed the contract requirements and sent them to contracting so they could select and hire the contractors who were the best fit.

One thing that Lawson has changed for Warrior exercise is that food service is no longer contracted. He uses Army Cooks and Nutrition Specialists to prepare the food for the Soldiers on the Forward Operating Bases (FOBs). Using Soldiers rather than contractors for food service not only saves a lot of money (USARC estimates about a million dollars), it ensures training for our Cooks and Nutrition Specialists so they can increase their proficiency.



Jerry Lawson