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DESTINY FLYER



AUGUST 2010, ISSUE 4



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FOR WALKING

*PURPLE HEART
BEATS STRONG*

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DESTINY FLYER

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Hellcats

Capt. Eric Rempfer

1st Sgt. Grant Stange

Task Force Saber

Lt. Col. Hank Taylor

Command Sgt. Maj. Douglas Jourdan

Task Force No Mercy

Lt. Col. Scott Hasken

Command Sgt. Maj. Maurice Terry

Task Force Eagle Assault

Lt. Col. John Kline

Command Sgt. Maj. Annette Hunter

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Lt. Col. Brad Ninness

Command Sgt. Maj. Mark Lindsey

Task Force Troubleshooter

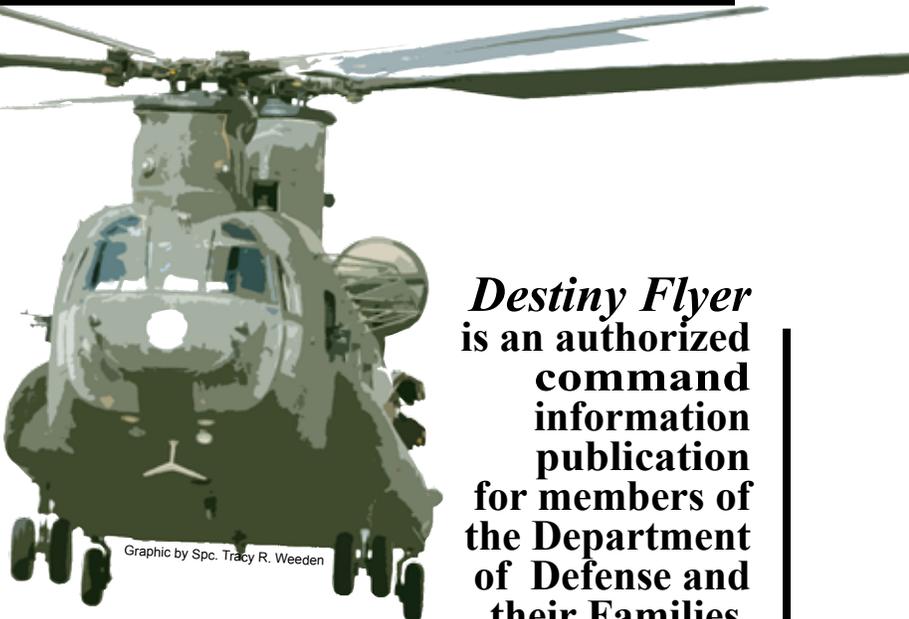
Lt. Col. William Ferguson

Command Sgt. Maj. Todd Vance

Task Force Dragon

Lt. Col. Charles Bowery

Command Sgt. Maj. Timothy Todd



Destiny Flyer is an authorized command information publication for members of the Department of Defense and their Families.

Content of this magazine is not necessarily the official views of, or endorsed by, the U.S. Government, Department of Defense or Department of the Army.

The content of this monthly publication is edited by the Task Force Destiny Public Affairs Office, APO AE 09355.

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ON THE COVER:

Soldiers wait for a CH-47 Chinook helicopter to transport them to their destination. Transporting personnel is one of the major operations performed by the Chinooks of B Company, Task Force Shadow.

Photo by Staff Sgt. Sadie Bleistein

Command Central



Photo by Spc. Tracy R. Weeden

Col. William Gayler, Task Force Destiny commander, accompanies Brig. Gen. Ben Hodges, Regional Command (South) director of operations, on a visit to TF Destiny aircraft maintainers Aug. 8, recognizing them for their hard work.

Destiny Families,
Hello to
all of you
again from hot
and sunny Kandahar!

I hope this letter finds all of you doing well. I want to open this letter by thanking you for everything you do for all of us back home.

Life is certainly fast paced for us here, and there is no way we could maintain our efforts without your support.

As we move toward the end of summer and to the mid-point of our tour here, our Soldiers have never been stronger, more focused or determined.

As an extra bit of added motivation, we have just concluded the Pre-Deployment Site Survey with our replacement brigade, the 159th Combat Aviation Brigade. It is always good to see our replacements coming over!!

As usual, I can report to you that all of our Soldiers continue to perform at an extraordinarily high level. In every specialty and at every level, the Task Force Destiny team continues to make a huge

difference here in Regional Command (South).

Our task forces continue to provide tremendous aviation support to the 2nd Brigade Combat Team from our own 101st Airborne Division (Air Assault), the Dragoon Soldiers from the 2nd Stryker Cavalry Regiment, the Raider Soldiers of 1st Brigade, 4th Infantry Division, and many other special operations and coalition forces. Our combined operations with our great ground units have resulted in a great deal of pressure being placed on insurgent forces outside of Kandahar, which will continue for some time.

In our sixth month in country, our Soldiers are confident, but not complacent, and their efforts all across southern Afghanistan are making a significant difference in the mission and in the lives of the people of Afghanistan.

We are extremely proud to be supporting the surge of forces as part of the main effort in southern Afghanistan.

As you all know, we recently redeployed 86

Soldiers back to Fort Campbell, Ky. This was not something we wanted to do, but became something we had to do after additional forces were added to the brigade in the last couple of months.

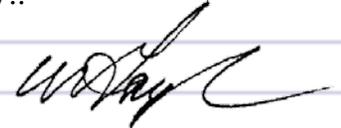
By standing direction from our senior leadership, the number of Soldiers in the brigade must stay at or under a certain level. Every Soldier is incredibly valuable to us, and in fact many who have redeployed will likely return back here to Afghanistan later in the year to finish out the deployment and ensure all our Soldiers and equipment make it out of Afghanistan in a timely manner.

In closing, as the Rest & Recuperation schedule is in full swing now, I hope you enjoy your time with your Soldier when it is their turn to come home. They have all certainly earned a well-deserved rest.

I thank each one of you for the sacrifices you continue to make and ask that each of you keep everyone here

in your thoughts and prayers. May God bless each and every one of you.

Air Assault and Wings of Destiny!!



William Gayler
COL, TF DESTINY
101st CAB



Photo by Staff Sgt. Sadie Bleistein

Command Sgt. Maj. Trevor Beharie, Task Force Destiny, folds the U.S. flag aboard a CH-47 Chinook helicopter after a Soldier's reenlistment ceremony on the aircraft June 25.

Hello to all of the Destiny Brigade's Family, friends and loved ones. I hope this update finds you in good health and high spirits. I know that summer vacation has ended, school clothes and supplies have been purchased and the kids are back to school. Most parents are celebrating with a quiet cup of coffee in the morning before work while others welcome the extra time to get caught up on things that have sat on the back burner over the summer. I hope that everyone had a safe and enjoyable summer break.

We are mid stride in the deployment cycle; this is great news for both Soldiers and Families. However, we have a lot more work to do here to make this country safe

for the Afghan people. You can rest assured that the Soldiers of the Destiny Brigade continue to remain focused and steadfast in our mission. Many of our Soldiers have taken their much deserved R&R leave and have visited with their loved ones back at home. As I go around and talk with them, they are more than happy to share with me how great it was to reunite with their Families and the fun time they had. Much like everyone in our brigade, they are all looking for a much longer stay at home. It is also great to see the excitement in the Soldiers eyes as they talk about their loved ones and support they receive from back home. Keep up the good work! Without your support, we could not do what we do and be as successful as we are here.

Our team has been receiving accolades from all levels of leadership, as well as ground units that we support. The Soldiers of the Destiny Brigade were visited this month by a couple of distinguished leaders. Brig. Gen. Ben Hodges, Regional Command (South) director of operations, paid a visit to our maintainers. He stopped by the hangars to shake hands and thank our Soldiers who are keeping our helicopters flying in support of our Nation's main effort against terrorism and oppression. These dedicated, resilient men and women are directly responsible for the combat readiness of our fighting force in the skies over Afghanistan. Their workmanship has a direct impact on the brigade's ability to support our coalition brothers and Afghan partners on the ground who are also doing great work in support of the Afghan people.

Command Sgt. Maj. Scott Schroeder, 101st Airborne Division (Air Assault) command sergeant major, also paid a visit to the Soldiers of Destiny this month.

The focus of his visit was to talk with the Soldiers and express the pride the 101st Airborne Division (Air Assault) leadership has for our hard working brigade team. He visited with the Soldiers of each task force on Kandahar before traveling to Patrol Base Wilson to see the Soldiers of Task Force Strike (2nd Brigade Combat Team). Several Soldiers were presented with the coveted Combined Joint Task Force-101st command coin for excellence in recognition of their service to the people of Afghanistan. He told the Soldiers of the Destiny Brigade that he had several senior leaders from different branches of service speak of their gratitude for the support their service men and women are receiving. They went on to say that when help is needed, they knew the Soldiers and helicopters of Task Force Destiny would be on time and on target. The Destiny Soldiers are living up to the high standards of the Screaming Eagles. You too can be equally proud of them.

The United Service Organizations is opening their newest location on Kandahar this month. This will provide a venue for Soldiers to decompress from their hectic work schedules. This USO location is said to be the biggest location in this theatre of operations.

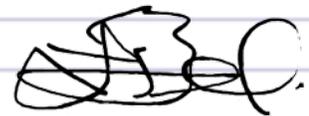
TF No Mercy in Tarin Kowt recently opened a Morale, Welfare and Recreation computer and phone center. The center provides Soldiers with the use of phones and computers to stay in touch with all of their loved ones back home. Soldiers were also provided with pool and ping-pong tables for some added fun and relaxation to help relieve the stress of deployment.

TF Eagle Assault has continued to improve their footprint by adding a great gym for the Soldiers to relieve stress as well as get physically fit. I hear

Lt. Col. John Kline, TF Eagle Assault commander, has a great fitness challenge for the Soldiers of his task force. I think I will check it out the next time I visit.

I have had the pleasure over the past few months to travel to outlying forward operating bases and participate in missions with various units within our task force. Having been out there with our Soldiers while they perform their missions has made me swell with pride. We have the best Soldiers in the Army who are doing amazing things for our country as well as the Afghan population; they are true heroes.

In closing, I would just like to say thank you to all of the Rear Detachment leadership, Soldiers, Family Readiness Group, Families and friends back home. All of your hard work and the sacrifices you make for us here are greatly appreciated. You are the core of our support and make our time away that much easier knowing we have your full support. Keep the mail and care packages coming, your Soldiers love to hear from you! May God continue to bless the Soldiers and their Families of the Destiny Brigade as well as our Nation and our Army.



Trevor Beharie
CSM, TF DESTINY
101st CAB

*“But he, willing [wanting] to justify himself, said unto Jesus, And who is my neighbour?”
Luke 10:29*

CHAPLAIN'S

Corner

Graphic by Spc. Tracy R. Weeden

In the movie, “The Four Feathers,” the main character Harry Faversham left England in the 1880s to search for his friends in the King’s army of Sudan. In his quest, Harry got lost and was near death in the vast deserts of Africa. Then, just as his life was deteriorating, he was rescued by an African, Abou Fatma, who cared for his needs.

Stunned by the man’s kindness to a stranger, Harry asked why his new friend had done so much for him. Fatma’s response was simple yet direct: “God put you in my way!”

In the story of “The Good Samaritan” a priest and a religious man whose very calling was to help those in need ignored the needs of the fallen traveler who had been left for dead on the side of the road to Jericho. In fact, we read in the scripture, “... They passed by on the ‘other side.’” A Samaritan, which the Jews had no dealings with came to the man. He gave his time and resources caring enough to help the hurting stranger, displaying the compassion of Christ. He bandaged his wounds, brought him to an inn, and took care of him. This traveler had been “put in the way” of three men, with only one responding.

Would you be “the one?” Would you be the one to give of yourself, your time, your resources, your money and your best (in the story, the oil and wine) to someone in need?

The word “compassion” does not always correlate with what

**By Capt. Kevin Trimble,
TF Shadow chaplain**

we see and do each day. How often does the word come to your mind in the context of our service? If you are like most, you don’t often think about compassion.

I find myself drawn to another passage in the Bible, Ephesians 4:32, which said, “Be kind and compassionate to one another, forgiving each other, just as in Christ God forgave you.” The writer, Paul the Apostle, has encouraged the people to whom he was writing to be different. He gives them several ways this is to happen as a matter of ‘putting off and putting on,’ then sums up the chapter with words which challenge us to be ‘kind and compassionate.’

Who has God put in your way for you to be kind and compassionate to? A co-worker, a civilian or an Afghan citizen for us to care for their needs and see not just our military might but the heart and soul of compassion.

Over the years we have adopted Ephesians 4:32 as a purpose statement for our family. We have been exhorted by it, convicted by it, have used it to correct our words and attitudes and, in general, have allowed God to remind us that as someone who follows Him, we are to be compassionate each day.

To everyone we meet, we will

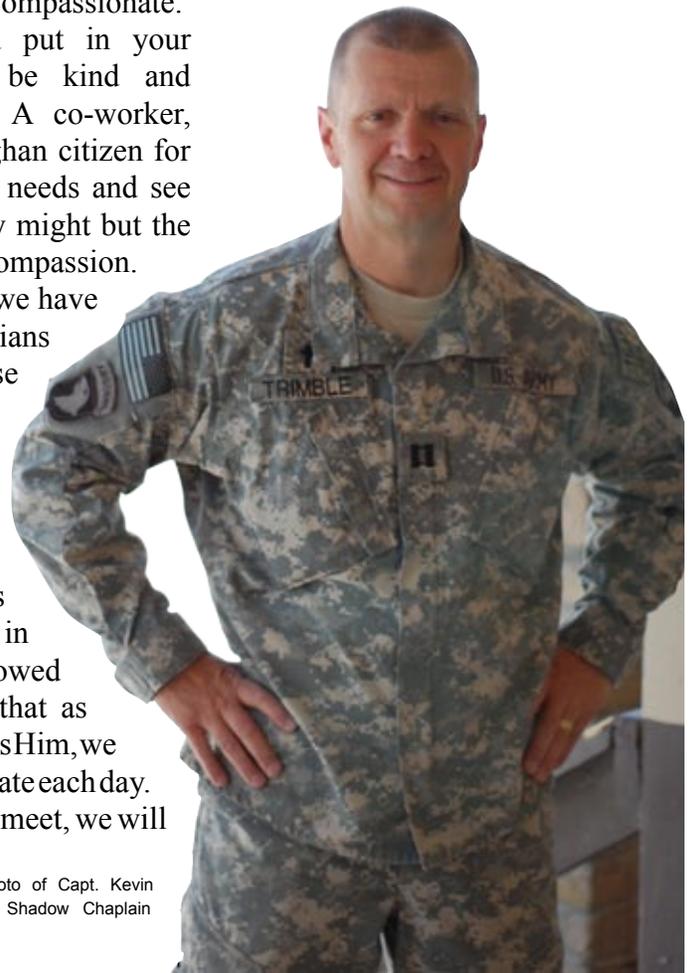
either show the love of Christ or the indifference of self.

How will you respond this week to someone Christ places “in your way?”

Think about it:

**“COMPASSION
NEVER GOES OUT OF
FASHION”**

Lord, I need Your help even to see the needs of people around me and then to know how to care for them. Give me a heart of compassion like Yours and opportunities to express Your Love.



Courtesy photo of Capt. Kevin Trimble, TF Shadow Chaplain



These BOOTS were made for walking

Story by Spc. Tracy R. Weeden,
TF Destiny public affairs noncommissioned officer

Photo by Staff Sgt. Ashley Moreno

CAMP NATHAN SMITH, Afghanistan – In Kandahar province, Afghanistan, a class of Afghan National Police women graduated the first official coalition sponsored training course Aug. 5, wearing traditional burqas, ANP uniforms and combat boots.

Soldiers from TF Shadow donated boots and other essential articles of clothing to the 11 women who graduated, and plan to provide assistance in future courses.

Because women have not completely been integrated into the ANP, they often do not get issued the uniform items they need to perform their jobs, said 1st Lt. Elizabeth Merwin, E Co., Task Force Shadow maintenance platoon leader and Dari linguist.

To lend a helping hand to these women, Capt. Kevin

Trimble, TF Shadow Chaplain, helped collect boots, burqas, sunglasses, socks and gloves from Soldiers, churches and friends to donate to the graduates, he said.

This training course is scheduled to continue, therefore the need for these items will also.

The Afghan Ministry of the Interior selected the Self-Security Awareness course developed in Kabul by the Norwegian Police and are now working with ANP instructors and the Canadian Civil Police to introduce it to Kandahar.

The training is focused on providing women the opportunity and training they need to be strong and successful policewomen.

The 12-day training course is taught by two Afghan policewomen with the support and assistance of coalition forces. During this course, members of the American,

Canadian and Norwegian forces helped administer the training.

The women were taught to assess threat levels and determine how much force is necessary, said Merwin. They learned take down techniques, first-aid, and various weapons skills to help them on the job.

The course focused on giving these women the confidence and skills they need to serve in the ANP.

The majority of these women are struggling to support their children, said Merwin. They join seeking security for their families.

Supporting the ladies by providing them the necessities to perform their jobs will lessen their burden.

The women were so proud to put on their new boots and burqas, said Merwin.

Something as simple as an article of clothing brings about

a sense of pride and purpose.

There are approximately 400,000 women in Kandahar City, and only 23 trained ANP women, said Merwin. This has created a drive to train more ANP women.

It is important to have female ANP officers due to the severe restrictions of Afghan culture.

“A man who is not related to a woman cannot search her or enter her home unless a male family member is present,” said Merwin. “That inhibits our forces from doing searches.”

ANP women are walking a fine line, playing a very important and risky role in the security of Afghanistan.

“We don’t want to alter their culture, but improve their lives,” said Merwin. “Getting women involved in the security effort will be slow but effective.”

The Women’s involvement in security here has accelerated in different ways.

Gen. Dastgier Mayar, Kandahar’s Sarpoza Prison warden, said he was happy to see the city of Kandahar adopt this training program and proud to see his city making progress toward security.

ANP women will be able to assist security forces on different levels, allowing them to strengthen security throughout the city.

Several of the graduating women have been working as prison guards and watching over the female inmates at Sarpoza, said Merwin.

Dastgier said he has seen the strength and courage of women from other countries, and is happy to see women of his own country moving in the same direction.

Female ANP officers can help control narcotics and violence within their community.

Abdul Ranjbar, director of



Photo by Staff Sgt. Ashley Moreno

A student practices rescue and first-aid techniques on 1st Lt. Elizabeth Merwin, E Company, TF Shadow maintenance platoon leader, who helped with their training.

Kandahar’s Counter Narcotics Department, said he has already seen ANP women making a difference in anti-narcotics efforts, and is pleased to see the force expanding.

After this course, the graduates are prepared and ready to make a difference in the security of their city.

One graduate said she is happy to have the opportunity

to serve her people and improve the lives of women in Kandahar province and her community.

She thanked everyone who was involved for giving her that opportunity, saying she was very grateful for all the encouragement and support she received.

The women were very grateful for the instructors and assistance of coalition forces.



Photo by Spc. Tracy R. Weeden

Graduates of the Women’s Afghan National Police training course in Kandahar province, Afghanistan smile after receiving their ANP graduation certificates Aug. 5 at Camp Nathan Smith.

Photo by Spc. Tracy R. Weeden

***Right:* A student who graduated the first coalition sponsored Women’s Afghan National Police training course in Kandahar, Afghanistan Aug. 5 removes her boots donated by a Soldier of TF Shadow after returning from the shooting range her last day of training.**



To show their gratitude, they constantly offered them gifts, such as trinkets and henna.

“Afghan women are very affectionate,” said Merwin. “If you give them something, they feel obligated to give you something in return.”

The instructors and participants were not doing it for the gifts.

Merwin said the most gratifying part of her involvement was seeing them transition from submissive, docile women to empowered women of authority.

Bottoms up!

By Maj. Patrick T. Birchfield,
TF Destiny brigade surgeon

Hot enough for you?

The leaders in this brigade have done an absolutely amazing job preventing heat casualties, but it is still HOT, so don't let your guard down. Some tips to mitigate the risk to your Soldiers:

- Adhere to work/rest cycles and rest in the shade.
- Encourage frequent drinking, but not to exceed 1.5 quarts per hour or 12 quarts per day. Drink cool water if possible.
- Ensure Soldiers are well hydrated before work. Ask about their urine color, if the urine is clear they are well hydrated.
- Ensure Soldiers are eating a drinking regularly giving them adequate time for consumption. A little table salt on meals is okay when the heat category is high.
- Spot check your Soldiers and ensure battle buddy checks. Be aware of each other's eating, drinking and frequency of urination.
- Consider uniform alterations in high heat index situations.

And remember to take your Doxy. These precautions can help prevent some of the most serious illnesses we encounter while deployed. Nobody takes better care of you than yourself.



Carry a hydration system with you wherever you go, like this assault pack. Make sure you fill it with bottled water. This will ensure you always have water available.



Photo by Spc. Bree Pye

Wash hands frequently, to prevent the spread of germs.

“There’s something going around,” said an anonymous Task Force Shadow pilot.

They were right. There has been an abnormal rise in the number of diarrhea cases. These are self limiting and do not affect mission readiness, but you can keep yourself from becoming a statistic!

The number one way you can keep from getting the “bubble gut” is by WASHING YOUR HANDS like you have obsessive-compulsive disorder. Before you eat and after you use the latrine are the most important times, but before and after you smoke are also helpful. Use of hand sanitizer is fine if your hands don't have gross dirt on them. Eating only at well monitored dining facilities is key, and I especially recommend not eating at the kebob house or T.G.I. Friday's.

If you have diarrhea that doesn't resolve in two to three days, go to your aid station for evaluation. Be sure to drink plenty of fluids and take extra precaution not to “share the joy” by sanitizing commonly used equipment that you touch, such as phones, keyboards, doorknobs, etc.

Work/Rest and Water Consumption Table

Applies to average sized, heat-acclimated soldier wearing BDU, hot weather. (See TB MED 507 for further guidance.)

Easy Work	Moderate Work	Hard Work
<ul style="list-style-type: none"> • Weapon Maintenance • Walking Hard Surface at 2.5 mph, < 30 lb Load • Marksmanship Training • Drill and Ceremony • Manual of Arms 	<ul style="list-style-type: none"> • Walking Loose Sand at 2.5 mph, No Load • Walking Hard Surface at 3.5 mph, < 40 lb Load • Calisthenics • Patrolling • Individual Movement Techniques, i.e., Low Crawl or High Crawl • Defensive Position Construction 	<ul style="list-style-type: none"> • Walking Hard Surface at 3.5 mph, ≥ 40 lb Load • Walking Loose Sand at 2.5 mph with Load • Field Assaults

- The work/rest times and fluid replacement volumes will sustain performance and hydration for at least 4 hrs of work in the specified heat category. Fluid needs can vary based on individual differences (± ¼ qt/hr) and exposure to full sun or full shade (± ¼ qt/hr).

- **NL** = no limit to work time per hr.

- **Rest** = minimal physical activity (sitting or standing) accomplished in shade if possible.

- **CAUTION: Hourly fluid intake should not exceed 1½ qts.**

Daily fluid intake should not exceed 12 qts.

- If wearing body armor, add 5°F to WBGT index in humid climates.

- If doing Easy Work and wearing NBC (MOPP 4) clothing, add 10°F to WBGT index.

- If doing Moderate or Hard Work and wearing NBC (MOPP 4) clothing, add 20°F to WBGT index.

Heat Category	WBGT Index, F°	Easy Work		Moderate Work		Hard Work	
		Work/Rest (min)	Water Intake (qt/hr)	Work/Rest (min)	Water Intake (qt/hr)	Work/Rest (min)	Water Intake (qt/hr)
1	78° - 81.9°	NL	½	NL	¾	40/20 min	¾
2 (GREEN)	82° - 84.9°	NL	½	50/10 min	¾	30/30 min	1
3 (YELLOW)	85° - 87.9°	NL	¾	40/20 min	¾	30/30 min	1
4 (RED)	88° - 89.9°	NL	¾	30/30 min	¾	20/40 min	1
5 (BLACK)	> 90°	50/10 min	1	20/40 min	1	10/50 min	1

For additional copies, contact: U.S. Army Center for Health Promotion and Preventive Medicine Health Information Operations Division at (800) 222-9698 or CHPPM - Health Information Operations@apg.amedd.army.mil. For electronic versions, see <http://chppm-www.apgea.army.mil/heat>. Local reproduction is authorized June 2004



CP-033-0404

Soldiers should drink the recommended amount of bottled water depending on their work load and environment.

Photo by Staff Sgt. Sadie Bleistein



Look out **BELOW!**

**Story and graphics by
Spc. Tracy R. Weeden,**
TF Destiny public affairs
noncommissioned officer

KANDAHAR AIRFIELD, Afghanistan – Task Force Shadow’s CH-47 Chinooks from B Company executed their first low cost, low altitude aerial delivery resupply to troops at a combat outpost in Afghanistan July 26.

A low cost, low altitude airdrop is the delivery of supplies rigged in bundles with single-use, recycled parachutes dropped from an aircraft at a low altitude.

This first-time airdrop was to certify the Pathfinders on the ground and the aircrews were capable of conducting these procedures.

“It was a huge success because not only were we able to certify and verify the ground portion of it, but we did the same with the aircrew by verifying their stabilization and qualifications,” said Chief Warrant Officer 4 John Nikolao, TF Shadow standardization instructor pilot.

The pilots used one of two common aerial delivery communication methods to acquire their target ground location.

Pathfinders on the ground guided the aircraft into the designated drop zone using the verbal initiated release system, said Nikolao. They gave the pilots steering commands by radio to establish them on an inbound course depending on the threat and wind.



Photo by Spc. Tracy Weeden

Chief Warrant Officer 2 David E. Fabunan, Task Force Strike jumpmaster, peers off the back ramp of a TF Shadow CH-47 Chinook helicopter waiting to perform a practice drop for the Pathfinders on the ground to confirm their accuracy.

The alternate method is using VS-17 marker panels, highly visible two foot by six foot long panels, strategically placed to mark the drop zone, said Capt. Jill Rahon, B Co., TF Shadow Chinook pilot.

Certifying that they could do this safely and accurately

was important to be able to do this type of resupply in the future.

“The whole idea is to be able to provide support to the COPs (combat outpost) or FOBs (forward operating base) that are difficult to get to, or are in a high threat area,” said Nikolao. “Instead of the aircrew being engaged

while taking off and landing, they can drop these bundles.”

Airdrop missions can protect the safety of the troops on ground.

They prevent ground forces from the risk of going on convoys to retrieve the needed materiel because we can drop them inside the perimeter of the compound, said Nikolao.

Not only do airdrops prevent the need for convoys, but they lower the number of troops required for the mission.

“Lower altitudes significantly increase accuracy which permit the use of much smaller drop zones and reduce the force size needed to secure the area,” said Chief Warrant Officer 2 David E. Fabunan, TF Strike jumpmaster.

The accuracy of an airdrop depends on the cooperation of the Pathfinders, jumpmaster and aircrew as a team.

TF Shadow’s goal was to drop the bundles within a 30 to 50 foot diameter target, said Nikolao. Normally, an airdrop within 50 meters of the target is acceptable, but they prefer to be more accurate for safety measures.

Before dropping the bundle, the aircraft and jumpmaster did a test drop with a weighted ammunition can, attached to an identifying streamer certifying the target area was reached.

For training, a test drop is made to confirm communications and accuracy, said Fabunan. The Pathfinder calling in the aircraft will use this to observe the direction, speed and altitude of the drop, so they may adjust the flight path accordingly.

The low cost, low altitude aerial delivery system can be utilized for either emergency or routine resupply missions



Photo by Capt. Jill Rahon



Photo by Spc. Tracy R. Weeden

The jumpmaster waits for the Chinook pilots to give the order to “execute” the airdrop before pushing the bundle out the back of the aircraft. The Chinooks are equipped with “Helicopter Internal Cargo Handling Systems”, rollers, which allows for less force when dropping a bundle weighing over 200 pounds.

to smaller COPs or FOBs.

Air drops are used to resupply water, field medical supplies, emergency food rations and ammunition, said Nikolao. An emergency request can usually be delivered in a minimum of three hours depending on the location.

The aircraft does not have to slow down to landing speeds

in order to maneuver an airdrop, decreasing the danger of the resupply mission for the aircrew.

Air drops allow the aircraft to come in quickly, at a low altitude and deliver bundles by means of recycled parachutes, said Nikolao.

The disposable parachutes used for airdrops cost less because they are made of recycled material.



Photo by Spc. Tracy R. Weeden

Spc. Kenneth Hoke, TF Strike ammunition specialist, prepares a bundle of water to drop off at a small combat outpost in Afghanistan July 26 during TF Shadows first low cost, low altitude aerial resupply mission.

A recycled parachute cost approximately \$150 compared to \$500, the price of a normal parachute, said Fabunan. Low cost, low altitude parachutes are ideal for operations in remote areas where recovering a parachute is difficult due to safety and operational reasons.

The Pathfinders must predict how the load will travel depending on the wind, speed and altitude, advising the pilots when and where to drop the load.

These parachutes open within two seconds which is just enough to help dissipate the impact and minimize the forward throw, said Nikolao.

When a bundle leaves

the aircraft, it is traveling at a speed equal to the aircraft, continuing to move in the direction of flight until gravity and the parachute take effect—this is considered forward throw.

“The bundles are cushioned with energy dissipating material such as honeycomb, felt or cellulose wadding depending on the load requirements,” said Fabunan. “A sufficient amount is placed in between layers to prevent damage.”

After conducting this certification, TF Shadow now has a safe and efficient alternative to conduct resupply requests.

“This will allow TF Shadow to be more flexible in

supporting ground forces at outer COPs and FOBs,” said Rahon.

TF Shadow’s first low cost, low altitude airdrop performed with TF Strike was a success, giving them a safer way of delivering supplies to areas where they may be in risk while landing. They are now more versatile and able to support areas they may not have been able to support before.



Voices of Destiny

Messages to our families ...



Daddy loves you, princess. I'll see you soon!

-Spc. Joseph Rice, Headquarters and Headquarters Company, Task Force Shadow flight operations specialist



I'm thinking of you, stay strong.

-Capt. Andrew Chapman, Headquarters and Headquarters Company, Task Force Shadow flight surgeon



I love you and miss you so. I'll be home to watch the Titans beat the Indianapolis Colts.

-Sgt. 1st Class Perry Washington, E Company, TF Shadow distribution platoon leader

C Company is going strong with the medevac mission supporting NATO forces in southern Afghanistan. We're half-way through. Can't wait to see you guys back home.

-Staff Sgt. Audrey Ramos, C Co., TF Shadow flight medic





PURPLE HEART

beats strong

Photos by Staff Sgt. Sadie Bleistein,
TF Destiny public affairs officer

Story by Spc. Tracy R. Weeden,
*TF Destiny public affairs
noncommissioned officer*

Spc. Patricia Fowler, B Company, Task Force Shadow UH-60 Blackhawk helicopter crew chief, received a Purple Heart for wounds she sustained in action Aug. 5 while deployed in support of Operation Enduring Freedom at Kandahar Airfield, Afghanistan.

Fowler was a crew member of a chase helicopter on a medevac mission when the aircraft came under enemy fire while flying over Helmand province May 6.

Five rounds impacted the aircraft, and one of those rounds ricocheted off the window frame and struck her helmet.

She sustained head trauma from the impact of the bullet and shrapnel that embedded in her left shoulder.

Fowler said she did not know what hit her until they landed and evaluated the situation. When she removed her helmet there were two bullet holes, an entry and exit.

Fowler has been in the Army since April 2008. Her awards include the Army Service Ribbon, Global War on Terrorism Medal, National Defense Service Medal and now the Purple Heart.





Cargo Helicopter SUPER SOLDIER



Sgt. Jeff Elinburg, D Company, Task Force Shadow maintenance supervisor, was selected to receive the Cargo Helicopters Users' Super Soldier award at their annual conference in Huntsville, Ala. in October 2010.

This award was founded to honor the Soldiers who care enough to do the best job in all endeavors; dare to find better ways of maintaining the CH-47 Chinook helicopter; and share their knowledge with peers, subordinates and superiors.

"To actually get recognized for caring about what you do is pretty awesome," said Elinburg. "But I wouldn't be getting it without my team."

Elinburg humbly gives a majority of the credit to his Soldiers for winning the Super Soldier award.

"One man can't change a transmission by himself," he said. "I'm lucky to have a team that actually cares about what they are doing."

Elinburg focuses on the outcome of his mission as a Chinook maintainer.

"I always think about those Soldiers who will be getting on this aircraft to go on a mission or go home

on R&R," said Elinburg. "It makes me feel good to know that a Soldier can go home and hold their son because of us."

With this in mind, Elinburg and his team strive for safety.

"We've seen what happens when something goes wrong, and do everything within our power to prevent that from happening," said Elinburg. "We keep the aircraft flying in a safe manner."

He does superior work not for the recognition, but understand his essential mission.

"He embodies the team concept and demands the same from his Soldiers," said Capt. Erin Foley, D Co., TF Shadow maintenance platoon leader. "He understands that in order for the unit to succeed, his Soldiers must trust each other and work together towards a unified goal."

To win the Super Soldier award, one must be creative and dedicated to the welfare of the Chinook's crew members.

"When he or his Soldiers run into a problem not covered in a maintenance manual, he encourages them to discuss the problem among themselves and other CH-47 personnel in order to create an innovate solution to the problem," said Foley.

Story, photo and graphics by Spc. Tracy R. Weeden, TF Destiny public affairs noncommissioned officer

HISTORY

THE RETURN

OF

A GENUINE

“GHOSTRIDER”



Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III graduating flight school December 1975 after much support from his wife Diane.

Story by Capt. Joe Davis, Task Force Eagle Assault logistic officer in charge

Chief Warrant Officer 4 Walter “Walt” R. Jones III is one of the few Vietnam Veterans on active duty service today.

His career spans across four decades and includes 30 years of active duty Army service. He witnessed the transformation of Army Aviation from the first air assaults in Vietnam to those of the Global War on Terror and has significantly contributed to the reshaping of aviation tactics.

In addition to his qualifications on four other helicopter designs, Jones has become a superior technical expert on the UH-60A and L model Blackhawk helicopters having flown and maintained them since their introduction into the Army. He attended the very first UH-60A Aircraft Qualification Course

79-01 and now, 31 years later, is serving in Afghanistan in the same unit he was first assigned in the 1970s and the first to field the UH-60A Blackhawk helicopter - the “Ghostriders,” now D/5th Battalion, 101st Aviation Regiment.

Jones was born in Idaho at Mountain Home Air Force Base, a Strategic Air Command base, where his father was stationed. In 1970, Walt left home and joined the Army. In September, he was assigned to the 162nd Assault Helicopter Company – the Vultures, in Can Tu, Vietnam. His first job was a door gunner on the UH-1H, commonly recognized as the “Huey” Night Hawk. As a door gunner, Walt spent a lot of time with his fellow crew members maintaining the aircraft and preparing for missions, and he soon became a crew chief. He logged 324 combat hours during his six month tour and accumulated almost as many stories.

Jones recalls a number of missions

when his crew was assigned to transport the elite members of the U.S. Navy SEALs. One of those memories involve waiting in a pick-up zone as the SEALs would walk out of the jungle mist to load the helicopters wearing T-shirts, black Keds tennis shoes and ball caps instead of regular uniforms.

“It was just like a scene out of Apocalypse Now,” he said.

Walt’s aircraft was part of a five-ship mission to insert the SEALs into a known Viet Cong village. The SEALs were carrying the XM16 with a 250 round ammunition belt.

“Something we had never seen before,” said Jones.

Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III sitting in the cockpit of a UH-60 Blackhawk helicopter after one of many maintenance test flights to keep the aircraft safe and in the fight while deployed to Afghanistan in 2008.





Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III, D Troop, 4th Squadron, 7th Cavalry, UH-1H Huey and OH-58 Kiowa helicopters maintenance test pilot in Korea between 1980 and 1981, sitting in the cockpit of one of his aircraft.

Walt also remembers several occasions where his crew inserted troops into landing zones covered with tall elephant grass. As the Soldiers jumped from the Huey, they would simply disappear into the elephant grass. It was impossible to know how far they fell or what happened to them.

On one occasion, this particular type of mission nearly proved to be fatal for Jones. As his aircraft approached the LZ, the pilots were instructed to execute a 180 degree turn and hover 200 yards away to position troops in a more ideal location. This made him instantly nervous – someone was asking for his crew to loiter on an LZ, and that made them a big, slow-moving, noisy target. Sure enough, as soon as the pilots completed the reposition, they were attacked from multiple directions by small arms fire. As Jones and his fellow door gunner returned fire while the Soldiers were exiting the Huey, an armor-piercing round hit his aircraft from the rear and lodged in his machine gun barely missing him by inches. Another

during his time in Vietnam was crewing what he calls the “Smoke Bird.” This particular Huey had a circular ring mounted just aft of the straight engine exhaust. Oil was fed into the ring, and nozzles ejected it into the hot exhaust, causing the oil to burn, creating a thick smoke screen behind the helicopter. Part of the reason he enjoyed crewing this aircraft was because the crew manned a .50 caliber machine gun, twin M-60 machine guns, a grenade launcher, and the crew chief and two door gunners kept their “free 60s” close to them. As Jones says “it was armed to the teeth,” but it had to be because in order to lay the smoke screen effectively, they had to slow down to a mere 40 knots – which once again made the aircraft incredibly vulnerable.

In March, he received word of an upcoming mission to go into a known “hot zone.” A fellow crew chief, by the name of Pinkleton, or “Pinky” for short, asked Jones to come along and gun for him in place of his new “cherry gunner”

round impacted the front of the Huey and just missed his head. He would later pull the one out of his weapon as a souvenir.

We all learned a valuable lesson that day, never loiter over a potentially hot LZ, said Jones

One of the jobs Jones enjoyed the most

who was too inexperienced for such a dangerous mission. Walt and Pinky were on the lead aircraft of five, along with two pilots and 11 South Vietnamese soldiers from the Army of the Republic of Vietnam. At about 800 feet above the LZ, they began to receive small arms fire. Some of the enemy fire consisted of incendiary rounds from a .51 caliber machine gun.

“The VC would use a .51 caliber gun so that they could utilize our .50 caliber rounds, but we couldn’t use theirs,” said Jones.

These particular rounds “looked like orange basketballs” flying past the helicopter. Unfortunately for Jones, one of those rounds struck the helicopter’s fuel cell, and the aircraft immediately caught fire. Had the fuel cell been less full, the fuel cell would have likely exploded, killing all on board. But instead, the pilots of the burning helicopter continued the descent, and Walt and Pinky fired as long as they could before the flames forced everyone to cram together near the front of the cabin.

As the flames got closer, the aircraft suddenly entered a violent spin. Chalk two would later state that they witnessed the tail boom of Jones’ helicopter “melt off” from the intense heat. Without a tail rotor to counteract the main rotor torque, the helicopter began to spin about 200 feet above the ground. Walt recalls hanging onto a seat leg with half his body flailing outside the helicopter, watching the spinning Huey toss ARVN troops into the rice patty below. Pinky was ejected just before the Huey impacted, and Jones said Pinky “skipped across



Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III (top left) in a group photo of the 162nd Assault Helicopter Company (Call sign Vultures) flight platoon he was assigned to during the Vietnam War from 1970 through 1971.

the wet rice patty like a stone – not a scratch on him!” Walt, however, hung on until impact when the skids buckled and bent upwards, catching him on his left thigh. He was knocked unconscious, his femur was broken, and his hand was bleeding from an AK-47 round. He later learned that it was Pinky who ran back to the burning aircraft and drug Walt to another helicopter for evacuation. There they met with the crew from Chalk 5, taken down by the same .51 caliber gunner, which had just exploded behind the fleeing crew.

After being treated for his injuries, Jones was sent to Fitzsimmons Army General Hospital located in Denver, Colo. Before he arrived, he wrote a letter to his parents with his bandaged hand – they thought he had written it drunk because the handwriting was so bad. They met him at Fitzsimmons where he spent time in a body cast before having his leg put into traction. He took eight

months to recover. Fitzsimmons was a top orthopedic hospital and therefore, received a number of injured Vietnam veterans like Jones. There, he recalls meeting a few characters with even wilder Vietnam stories than he could imagine.

Once he was well enough to take leave, he picked up his Mustang Mach 1 which he purchased while in Vietnam through the Army Air Force Exchange Service. When Jones went to pick up the car, he had to tie a clothes hanger to the walker on the bottom of his cast so that he could work the clutch with his hinged-knee cast.

Enjoying his new roadster, Jones took a road trip north to Rapid City, S.D. then to Mountain Home, Idaho and back to Rapid City before he returned to the hospital. It was quite a long trip and on the way back to Denver – he fell asleep at the wheel. He recalls waking up to a “floating sensation” – he was in mid air after driving off the side of a bridge. The car landed in a dry creek bed and

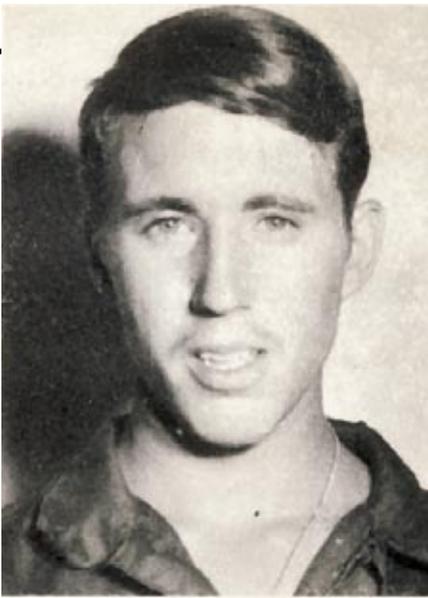
without a seat belt on, he was thrown into the steering wheel – breaking his femur again. He remembers hanging out of the car and looking up at the boulder his car missed by inches. An unknown motorist saw his car and notified an ambulance. Jones was sent back to Fitzsimmons where he underwent surgery to have

a metal bar with eight screws holding it against the bone to keep it from breaking again.

Jones’ own Vietnam experience left him ready to get out of the Army. However, during his end of service physical, his range of motion had improved so much that the doctor told him he was rehabilitated enough to stay in.

Soon after getting out of the hospital, he met his wife, Diane, through his sister back in Rapid City, S.D. Diane’s father was also in the Air Force and they were married when Walt was 19 and Diane was 18. Because Walt was underage at the time in South Dakota, his mother had to sign the marriage license.

Diane recalls her first memories of Walt: “I was in high school when I first met him. His sister and I were friends, but I didn’t meet him until after he was shot down in Vietnam and recuperating at Fitzsimmons in Denver. He would come home to



SP4 JONES

Rapid City whenever he could. On one of those visits, he picked his sister up from school and offered to give me a ride home also. I thought he was very cute and I was thrilled when a few weeks later he asked me out to dinner and a movie. He wasn't sure my parents would let me go out with him since he was a little older and a 'GI.' My parents liked him from the moment they met him."

After 11 months of total recovery, Jones returned to the Army at Fort Bragg, N.C. in the 82nd Airborne Division. Although his previous job was in aviation, the Army reassigned him as a telephone line repairman with the XVIIIth Airborne Corps. He was willing to do anything else to get out of that job. Luckily someone noticed his crew chief experience and sent him to B Company of the General Support Battalion that was in need of Huey crew chiefs. There, he flew VIP missions on the Huey assigned to the assistant division commander, then Brig. Gen. Warner, who later became the commander

of Special Operations Command. While at Bragg, the Yom Kippur War erupted when Syria and Egypt attacked Israel. Jones recalls sitting on the tarmac at Pope Air Force Base next to Fort Bragg with the entire division – waiting to deploy in case the Israeli's needed American help. After the first two days, the tide turned in favor of the Israelis and the 82nd stood down.

In December of 1974, Jones arrived at Fort Rucker, Ala. for Warrant Officer Candidate School and Flight School. At that time, aspiring aviators in Initial Entry Rotary Wing flew the Hughes TH-55 Osage, a reciprocal engine helicopter that weighed only 1,500 pounds. New pilots then graduated to the Huey simulator for their initial instrument training before getting in the actual helicopter for instrument flying and eventually tactical flight.

When it came time for aircraft selection, in addition to the Huey, three other aircraft were available to Jones and his classmates. He was not interested in the tandem-rotor CH-47 Chinook – "I didn't want anything to do with two rotors that meshed together." The AH-1 Cobra also made him nervous because of its horrible center of gravity. He had seen too many Cobra crashes in Vietnam and remembered the rotor blades having a tendency to decapitate pilots on hard landings. The OH-58 Kiowa was also available, but Walt was an air assault pilot at heart and would fly

nothing but the Huey. He loved the assault mission – getting troops on the ground and then getting them out when they needed it – no matter what. Walt's philosophy was simple: "No PZ is too hot – you get in there and get 'em out."

In December of 1975, his first assignment as Chief Warrant Officer 1 Jones was to the Ghostriders of D Company, 158th Aviation Battalion at Fort Campbell, Ky. The unit was suffering from the post-Vietnam force drawdown and had few commissioned officers, and senior warrant officers were scarce at the time, it was primarily warrant officer 1s and chief warrant officer 2s. But the unit cohesion was strong, and he and his fellow aviators began the critical work of developing and refining aviation tactics from the lessons learned in Vietnam – the first test for Army aviation air assault tactics in combat. They spent long hours training tactics, such as scattered formation flight, formation landings and techniques for countering the dreaded Soviet

Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III (left) sitting in front of a UH-1H Huey scheduled for maintenance during the Vietnam War 1971.





Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III enjoying the camaraderie of fellow Soldiers and crew chiefs in the same flight platoon while in line for chow during the Vietnam War 1971.

with no aircraft to talk to in the winter storm. The controller eagerly directed him to the part of the town where the hospital was supposed to be. After passing over the city on that heading, however, there was no hospital in sight. Concerned for the little girl's health, Jones looked for an alternative. Below he noticed a lone man in a snow plow clearing a parking lot. Walt decided to land and ask for directions. With the

ZSU-23 anti-aircraft artillery weapon system. Cooperation with the infantry was essential, and the Ghostriders worked diligently trying to learn how best to insert them. This was the birth of modern Army aviation tactics, techniques and procedures.

But the training did not always go smoothly. During an emergency training exercise at Eglin Air Force Base, Fla., Walt's commander decided to try a new tactic of landing all 45 of his Hueys simultaneously in a single dusty LZ – filling it full of helicopters to keep the opposing force from being able to land there at all. Walt was one of the first to land and luckily, he was proficient at dust landings. Unfortunately, many of his fellow pilots were not as proficient. The sky was soon full of dust and about 40 helicopters were trying to escape

the cloud without colliding. For hours he sat watching the other helicopters circle dangerously close to one another and attempt to land in the severely congested LZ. He almost resigned on the spot.

In 1978 the 158th was selected to provide humanitarian aid to the American cities in the north being shut down by winter storms. Many of the towns were without power. Jones and his copilot were informed that a hospitalized child needed to be picked up in Dayton, Ohio and returned back to Columbus, Ohio so she could be put on a kidney dialysis machine. He took off in a blizzard at night and headed west, trying to maintain visual contact with the ground. He contacted air traffic control and was surprised to hear an excited voice on the other side of the radio. Apparently his air traffic controller was bored to death

helicopter rotors spinning behind him, he ran up to the plow and asked the gentleman operating it how to get to the hospital.

As if this happened every night, the man nonchalantly instructed Walt to take a right at the traffic light up the street, and the hospital was three lights down on the left. Jones returned to his helicopter, flew down the road, turned right at the light, then flew three lights and landed at the hospital on the left. That night they saved the little girl's life.

Soon after that, the Ghostriders were informed that they would be the first unit to receive the new UH-60 Blackhawk helicopters. Jones attended the first UH-60 AQC - Class 79-01. Once again, he and the Ghostriders had ground breaking work ahead of them. UH-60 manuals were brand new and they had not been



CW2 WALTER R. JONES III
Tech Rep.
Custer, SD

field tested. As the unit movement officer, Jones was tasked with loading the first Blackhawks into Air Force transport planes, the C-5A, C-141, and the C-130. When he opened up the manual to figure out how to “kneel” the aircraft to load the transport planes, he noticed that the manuals were written for helicopters with skids – Blackhawks have wheels. Walt spent the next few months rewriting the manuals and flew about 50 hours until the Department of the Army decided to assign him elsewhere. Although against his wishes, he was sent to Korea after attending the Huey maintenance course to become a maintenance test pilot.

The next few years were a whirlwind of travel. Upon arriving at 4th Squadron, 7th Cavalry in South Korea, he met his executive officer who was excited to meet his new AH-1 Cobra and OH-58 Kiowa MTP – of course he was less than pleased to discover that Walt was just a UH-1 MTP. Jones quickly became OH-58 qualified

and then an MTP in the Kiowa as well. Later, Walt requested an intra-theater transfer from Korea to Hawaii and was approved, but the Army had different plans. Six months into his tour in Korea he was advised by DA that CONUS was critically short Blackhawk pilots and he would have to go back to a CONUS unit that had Blackhawks after completing the Warrant Officer Advanced Course.

After completing the Advanced Course, he was requested to become a UH-60 maintenance instructor at Fort Eustis, Va. The MTP course was in need of Blackhawk MTP instructors and he accepted the job – with all 50 of his UH-60 hours. There he became extremely proficient in his knowledge of aircraft systems. He was an Electrical, Hydraulic, Auxiliary Power Unit, and Start System instructor for four years. There, he also worked on his Associate Degree in Professional Aeronautics from Embry-Riddle Aeronautical University.

Walt and Diane loved their

time in Virginia and enjoyed a steady schedule with their two young daughters, Heather and Jenny. Diane recalls, “Probably the first duty station that the girls remember was Fort Eustis, and that was not the Army that they were to experience later! Walt was an instructor there so he pretty well had set hours and weekends free. So the girls were used to him being around.”

“I remember when we were stationed in Virginia, he would be home at or close to the same time everyday and my sister and I would wait for him in the front yard. He was always in his uniform and we thought he was pretty cool,” said Heather.

The next move was to Hawaii in December of 1984. Jones was hoping to be assigned to the Blackhawk unit, but his test pilot experience was needed in a Huey unit. The unit he was assigned to was in rough shape. The Operational Readiness

Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III being sworn in as a warrant officer during his graduation from flight school December 1975. Jones said he had no idea where his career as a warrant officer would take him from there.





Courtesy photo

One of the most memorable times in Chief Warrant Officer 4 Walter R. Jones' career, when his wife, Diane, pinned the rank CW4 on him during a promotion ceremony. He said he never would have made it if it had not been for her.

rating was around 38 percent - hardly a combat capable unit. His brigade commander made a deal with him - increase the OR rating back to acceptable levels and he would be moved to the Blackhawk unit. While Diane waited patiently - Walt spent long days making sure the unit maintenance was done to standard.

"The girls were 3 and 7 years old," says Diane. "We got to Hawaii and things were different. [Walt] was never home from when we first got there. One day Jenny who was 3 at the time said, 'I like the other Army better!' Of course kids adapt and they got used to the 'new Army'."

But the family loved Hawaii. After about six months, the unit OR rating improved dramatically and the brigade commander made good on his promise. Although he was still very busy, Walt and his family enjoyed the time they had together.

Jenny recalls one example of

Walt's approach to parenting, "In Hawaii, I was in the Girl Scouts. Whenever I had to sell cookies he would let me come into work with him. He would set me up a little table outside of his office and help me set up my cookies. Then he would go in his office and let me sell my cookies on my own. I loved going there to do that. I thought it was so cool to see how much everyone liked my Daddy, and how important he was. He always said he wasn't going to take the cookies in and sell them for me. It was important for me to have that experience and do it myself."

Heather also remembers how cool her father was to her, "When we were stationed in Hawaii, I remember we would go to the beach and he would surf, how many fathers surfed?!"

While in Hawaii, Walt participated in three separate rotations to Korea and two to Australia to demonstrate the capabilities of the Blackhawk. He worked closely with artillery

units moving 105mm Howitzer cannons around the main island.

He recalls his first experience with night vision goggles. During his initial goggle qualification check ride he was sling-loading a Howitzer beneath the helicopter and the selected landing zone turned out to be pure lava rock. The closer he got to the LZ, the grainier the goggle lenses got. He could look out to the side of the aircraft and see through the goggles fine, so he knew it wasn't a goggle failure. But once they got over the LZ, both Jones and the instructor pilot experienced white outs. As he increased power to begin the climb out from the LZ, he ran into high winds coming off the volcanoes and clouds. The combination of slow airspeed and high winds caused the cannon hanging below to start swinging from front to rear. He was ready to punch the load off but his IP told him to wait. Eventually, with both of them on the controls, they got the oscillation under control and returned back to the airfield safely.

His next unit was 1st Squadron, 6th Combat Aviation Brigade at Fort Hood, Texas. During his tour there, he spent three months as the D Troop commander and several months as a maintenance platoon leader in D Troop. When the 6th CAB was told they would not be part of Desert Storm, he called DA and asked to serve in Operation Desert Storm but was denied.

Heather remembers that day: "We were on vacation in South Dakota, visiting my dad's family when the first gulf war started. We rushed home so that dad could get ready to leave with his group. I

was about 10 or 11 and remember feeling scared. When we got back, he found out that he wouldn't be going and they needed him to stay state side. I was relieved as was my mother and sister I am sure, but my dad was really disappointed and upset. When I asked him why, he said that he signed up to defend and protect our country and that was his job to go over there. I didn't fully understand that until he got back in and deployed to Iraq. My dad doesn't complain. I know that he doesn't want to leave us, but he is a true hero and he enjoys serving his country. I hope that he knows the pride he instills in all of us."

Jones later volunteered to be the company commander of a maintenance company and was charged with moving D Company, 2nd Battalion, 101st

Aviation Brigade from Fort Hood to Fort Campbell. He volunteered for this assignment so he could return to the 101st Airborne Division at Fort Campbell. In July of 1993, Walt was informed his Fort Campbell stabilization would be dissolved and he now had the choice to serve either in Honduras or Panama. Jones retired July, 31 1993.

During his farewell ceremony, his battalion commander told a crowd of Soldiers and their families that "trying to keep Walt from retiring was like pulling teeth" – to which Walt replied "you can have my teeth sir, but I'm still retiring!" and handed the commander his set of false teeth. Jones thought it was one last good laugh for his great career.

After retiring from the Army, Walt's first job was with Sikorsky, and this job took him to Saudi Arabia to test fly Blackhawks at

King Khalid Military City with the Royal Saudi Land Forces Army Aviation Command. He spent five and a half years in and out of Saudi Arabia. He trained the Saudi MTPs on the Sikorsky Alpha, Lima and Victor model S70s and the Bell 406 Combat Scout – similar to the OH-58. Eventually the contract with Sikorsky was coming to an end in Saudi Arabia, but the Saudis did not believe that Sikorsky would simply redeploy all of the Sikorsky employees from the country in one day. Walt remembers the dumbfounded looks on their faces when they all left.

After several months, McDonnell Douglas was awarded the contract and Walt returned with many of the same former Sikorsky employees to find that not a single hour of flight time was logged while they were gone. The Saudi pilots apparently had absolutely no trust in their own mechanics to maintain the aircraft and had refused to

fly. While the contractor continued to change, including Boeing and the Al Salam Aircraft Company, Jones remained. Eventually, it was time to find something closer to home in Clarksville, Tenn. So Walt was hired by DynCorp to work in their technical supply division and later as an inspector for their airframe condition evaluation team in the region that included both Fort Rucker and Fort Campbell.

Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III visits with his youngest daughter, Jenny, and her family who came in from Omaha, Neb. before his third deployment with the Ghostriders.



These jobs kept Jones close to home but something was missing. In 2005 he came to Diane with a proposal – the Army was looking for MTPs and if he returned to active duty, the retirement pay would improve - so it would be a good deal. She knew what he was thinking immediately, “You want to fly again,” she said. He did. “Well you could have just said that,” she replied.

Diane was doubtful and said, “Well, when he first started considering returning to the Army, I really didn’t think that they would take him back. Ha!”

Walt’s mother agreed, “He’s too old, they’ll never take him back.” But both were surprised as he returned to Army service. Walt’s family was nervous about this move, but they knew

how much he missed flying. “He had sacrificed a lot during the years he had been retired so that we could stay here in Clarksville. He knew it was important to me and the kids that they got to stay in one place for high school,” says Diane. “I wanted him to be happy doing a job that he enjoys and so, here we are. I’m happy for him.”

Jenny, while serving in law enforcement in the U.S. Air Force, said, “I was so proud and happy for him. I thought it was neat that we would be serving at the same time.”

As Walt arrived at his new unit at Fort Campbell, he immediately recognized the unit patch. He was assigned to D Company, 5th Battalion, 101st Aviation – “Ghostriders.” It was the very same patch from his first unit in 1975, the same unit that first received

Blackhawks. Walt was home.

Today, Jones is the officer in charge of the quality control section of D Company that supervises the quality assurance of every aircraft in the battalion.

When he is not hard at work flying or managing his section, he is probably watching a Tennessee Titan’s game with Diane, Heather, and her family, or on the lake in the off season. He now has two grandchildren by each daughter. All his ladies are very proud of him and the great family they made together.

Jenny says, “I’m so glad [our parents] raised us like they did, because it made me a better person. I love my dad so much, and I am more proud than I can even express. He’s my hero, but not just because he’s a Soldier.

Courtesy photo

Chief Warrant Officer 4 Walter R. Jones III was chosen to reenlist one of his technical inspectors while in Iraq during 2006.



He is a great father. He's made so many sacrifices that I didn't really understand till now."

Heather agrees, "I don't even know that my dad knows how I feel about him getting back in, but I am very proud of my dad. He is a perfectionist and has an eye for detail."

Diane concludes, "His work is important to him and he's always given 100 percent. That's the type of person he is and has been all the years I've known him. He's happy being back in the Army and doing a job that he loves, and I'm happy for him. We were lucky and raised two great daughters. How it happened, I don't know."

As a commissioned warrant officer, Jones has the privilege of reenlisting young Soldiers. He always makes a point to say what an honor and privilege it is to give the Oath of Enlistment. It means a lot to him to be able to give the oath to someone at the beginning of their career, 40 years after he began his own journey.

"As I get older – my eyes get wetter," he says.

In his many years of service, Walt has enlisted and cared for countless Soldiers, fixed countless aircraft, flown over 3,800 hours, witnessed a complete changeover from analog to digital aviation technology, and ushered in an entirely new era of Army aviation. His ventures have taken him around the planet to places like Vietnam, Germany, Korea, Texas, Hawaii, Australia, Thailand, Saudi Arabia, Iraq, and recently Afghanistan. It has, no doubt, been quite an adventure so far. Those of us who have had the privilege to serve alongside Walt



Photo by Spc. Tracy R. Weeden

Chief Warrant Officer 4 Walter R. Jones III, maintenance test pilot, D Co., TF Eagle Assault, pulls on the blade ropes of a UH-60 Blackhawk helicopter upon returning to Forward Operating Base Wolverine, Afghanistan after a test flight June 1.

are unanimous in our opinion: and experienced Soldiers flying
Walt is perhaps one of the most America's sons and daughters
humble, hard working, caring, today – and it has been a privilege.



Courtesy Photo

TF Shadow Skymasters

Masters of Airspace in RC West

Story and photos by 1st Sgt.

John H. Rosmarynowski,
F Company, TF Shadow

FORWARD OPERATING BASE FARAH, Afghanistan – A small team of air traffic controllers from F Company, the Skymasters, Task Force Shadow has been assisting U.S. Navy air traffic controllers here to manage an average of 40 air movements daily since late March.

The air traffic at FOB Farah ranges from fixed wing aircraft, such as C-130 Hercules airplanes, to rotary-wing aircraft like UH-60 Blackhawk helicopters.

The mission was originally assumed by the 82nd Combat Aviation Brigade's TF Talon because of the need to provide positive control of airspace at the forward operating base. Air traffic controllers were sent to maintain and manage this new airfield.

Throughout the Skymasters time here, they have, and plan to continue to, exemplify excellence.

Lt. Col. Bradley Ninness, TF Shadow commander, has often said, "Wherever Shadow goes, it will be apparent that they are the best!"

FOB Farah is a small and densely populated home to U.S. and other International Security Assistance Forces. It is located in Farah province in southwestern Afghanistan which is one of the greatest areas of Taliban resistance in the western part of the country.

It would not be far-fetched to say the 101st Combat Aviation Brigade's mission and overall affect on the war is concentrated in RC (South),



Helicopters parked at Forward Operating Base Farah, Afghanistan.

its primary area of operations.

However, on a Forward Operating Base east of the Iranian border, in the heart of Regional Command (West), the Skymasters are busy seven days a week controlling air traffic in support of coalition forces.

Upon Arrival, the controllers saw problems and safety hazards which they have been able to correct.

Once on the ground, Sgt. Aaron B. Paradise, F Co., TF Shadow tower facility chief, immediately established rapport with all supporting personnel who help provide continuous airfield maintenance.

"Since creating a working relationship with the agencies, we've become more efficient at getting R&R Soldiers and civilians on aircraft going to other FOBs," said Spc. Jeremiah B. Johnson, F Co., TF Shadow tower shift leader.

Paradise has exhibited a keen vision and a "can do" attitude that has won over many of the FOB's key personnel and has been critical to the improvement

of daily operations on the airfield.

He is currently working on obtaining a new tower, airfield lighting and dust control for the aprons where aircraft are parked.

The Skymasters have already made improvements to flight schedules by working with the agencies operating here and created an improved method to ensure aircraft have suitable parking and ground handling, said Johnson.

In addition to flight operations, the Skymasters have made improvements to the airfield itself.

They improved the safety of the airfield by teaching the local nationals and other FOB employees how to use hand-held radios and signals from the tower when entering or operating equipment on the runway, said Spc. Malcolm J. Dean, F Co., TF Shadow air traffic controller.

The Skymasters have undergone a rigorous facility training program composed of tasks specific to the mission, equipment and meant to qualify them in successfully managing air



Spc. Malcolm J. Dean, F Company, TF Shadow Air Traffic Controller directing air traffic from their ATCS facility supporting Regional Command (West) at Forward Operating Base Farah, Afghanistan.

traffic in and around the FOB.

Sgt. 1st Class Takia T. Allen, F Co., TF Shadow ATC chief, recently tested and rated each of the controllers.

Allen originally assessed the tower as an Air Traffic Control Services facility, which is a mobile ATC facility in a High Mobility Multipurpose Wheeled Vehicle.

The equipment from the HMMWV can be put into a tower to make the tower a tactical terminal control system facility, a self-contained modular air traffic control communication system capable of rapid deployment.

Allen created a facility training program based on this mobile system to qualify them for their ATCS rating.

An ATCS rating is a qualification that a controller can receive while working in a facility or tower that does not utilize any of the ATC systems in the

Army inventory. It is considered a fixed base facility managed in a combat environment.

Allen spent approximately four days ensuring that the air traffic controllers followed the facility training program to the letter and as a result, all three of the original controllers are now ATCS rated and very proficient at their new job.

“The changes made have given pilots more confidence in the ATC and operations at Farah,” said Paradise.

In addition to their ATCS qualification, the Skymasters have also managed ATC emergencies.

In late April, they assisted with the reporting and recovery of a downed aircraft which landed just outside of the FOBs controlled airspace shortly after take-off.

Dean and Petty Officer 3rd Class Brett T. Swanson, U.S.

Naval Forces Central Command air traffic controller immediately called the tactical operations center here informing them of the situation and coordinated for security forces.

A detachment of Soldiers from both the U.S. and Italy were dispatched to recover the aircraft while the crew and passengers loaded onto another aircraft and continued to a nearby FOB.

The Skymasters successfully executed emergency procedures and were critical in relaying information to the TOC during the entire situation.

The air traffic controllers here have managed to adapt to their situation and environment by improving their conditions and procedures. They have proven to be successful in accomplishing their mission, and assisting the U.S. Navy in controlling the airspace around this small FOB.



Sgt. Aaron B. Paradise, F Co., TF Shadow tower facility chief, receives his “pink card” with ATCS rating from Sgt. 1st Class Takia T. Allen, F Co., TF Shadow ATC chief,

DUSK *till* Dawn

*Story and graphics by Spc. Tracy R. Weeden, TF Destiny
public affairs noncommissioned officer*

*Contributions and photo by 1st Lt. Jarod M. Hahn, E
Company executive officer, TF Shadow*

KANDAHAR AIRFIELD, Afghanistan – The night shift aircraft fuelers of E Company, Task Force Shadow often go unnoticed because they operate while the majority of the Army is resting, but when aircraft need fuel to continue their night operations, they are the ones on-call.

These Soldiers stand by every night from dusk until dawn with 2,500 gallon fuel trucks ready to go to the flight line for hot and cold refuels.

Hot refuel means the aircraft is running, while cold refuel means the aircraft has been shut down.

“After flying a long mission, it is nice to be able to just taxi in and shutdown because we know the refuelers are on their way,” said Chief Warrant Officer 3 Joe Maynard, A Co., TF Shadow UH-60 Blackhawk helicopter pilot.

Another unique and important mission the fuelers perform is filling thousands of fuel drums that are parachuted into remote bases all over Afghanistan.

Night fuelers face many different challenges.

Sleeping all day and then staying awake and eating at night takes some getting used

to, said Sgt. Brandon Kaschel, E Co., TF Shadow night shift noncommissioned officer in charge.

Responsibility is given to the junior enlisted Soldiers, giving them a sense of purpose and accomplishment.

“It’s kind of cool,” said Kaschel. “There is more responsibility on the night shift because less leadership is present, and we have to know what we are doing.”

These Soldiers who work the night shift, fueling aircraft on demand, enjoy the challenge of their job.

“I like working with Soldiers of the same rank as me,” said Spc. Daniel L. Walker, E Co., TF Shadow motor transportation operator.

Not only do they enjoy the challenges and expectations the night shift provides them, but they also have the opportunity to enjoy some cooler temperatures.

The best part about working the night shift is that it is not as hot as the day, said Walker.

“Besides the obvious need for fuel in aircraft, they ensure Task Force Shadow’s ground equipment is fueled up, also,” said Capt. Nick Craig, E Co., TF Shadow platoon leader.

“Everything from Aviation Ground Power Units, Gator Utility Vehicles, pressure washers, and generators are taken care of by my fuelers.”

Of course, as with any job, it has its ups and downs.

“We’re like a 7-Eleven,” said Kaschel. “Some nights we won’t get any calls and just refuel generators, then sit here all night.”

But every night is different, and there is no way of telling what will come up next.

“Sometimes we’ll do 15 aircraft and have every truck rolling around the runways,” said Kaschel.

On their down time, the crew must frequently check their equipment for any faults or deficiencies so when they get a call, they can immediately head to the flight line.

Their duties include conducting thorough preventive maintenance checks and services on all of the fuel tankers. They also test the fuel for water content.

“We come in and gauge the trucks, do a PMCS, top off the fuel if we need to and then AquaGlow the trucks,” said Walker. “AquaGlow tests it to make sure there is less than one part per million of water to fuel.”

Once these tasks are completed, the Soldiers relax in their office with movies, textbooks and food while they wait for the next call to come in.

At the same time, they must keep themselves alert and maintain

situational awareness so they do not fall asleep on duty or miss a call.

The Soldiers perform calisthenics and other light exercise to keep themselves alert such as hanging from ceiling beams and door frames doing pull ups or squeezing hand-strengthening devices while in the operations room waiting for the next call.

Although Soldiers may prefer a more fast-paced environment, to make time go by faster, they have a very important job here refueling aircraft for missions.

“FARPs (Forward Arming

and Refueling Point) are more fun,” said Kaschel. “It’s a lot faster pace and you feel like more of a Soldier when you’re out there.”

The FARP mission is also something E Co. handles in addition to night and day fueling. FARPs are located outside the ‘wire’ with less security making it more dangerous to flight crews and fuelers due to the possibility of attack.

The Soldiers here continue their hourly checks and services while getting calls to fuel aircraft just before the sun

starts creeping over the horizon.

Bags have formed under their eyes from remaining alert during the 12-hour shift, and they are relieved when the daytime crew arrives to sign for the equipment and assume the mission for the day.

Although the night shift may be out of sight and out of mind to many of the Soldiers here, their efforts greatly contribute to the task force’s and Regional Command (South)’s mission here in support of Operation Enduring Freedom.

“We cannot sustain combat operations without fuel,” said Craig.

Spc. David P. Rubio, E Co., TF Shadow petroleum supply specialist, puts on his fire retardant gloves before checking the 2,500 gallons of fuel inside the Heavy Expanded Mobility Tactical Truck for water content and doing preventative maintenance to ensure that the night shift refuelers are able to safely conduct their mission on the flight line at Kandahar Airfield, Afghanistan April 14.



DUST+OFF to the rescue

Photos by Staff Sgt. Sadie Bleistein
TF Destiny public affairs officer

Info provided by Capt. Robin Fine
C Co., TF Shadow executive officer

C Company, 6th Battalion, 101 Combat Aviation Brigade provides continuous, rapid-response medical evacuation capabilities to coalition forces, Afghan National Security Forces and the local populace of Afghanistan.

The company consists of pilots, crew chiefs, flight medics and flight operations personnel who provide 24/7 medevac coverage from five sites across Regional Command (South) and RC (Southwest). The company's UH-60A Black Hawk helicopters are the primary medical evacuation platform.

A medevac crew consists of two pilots, one flight medic and one crew chief with additional medical aid

provided by a flight surgeon or critical care nurse on select missions.

Equipped with state-of-the-art medical equipment, the flight medics perform rapid assessment, vital en route care and thorough patient hand-off to higher level care. The aircraft is configured to carry up to three litter and two ambulatory patients and is capable of hoisting patient loads of up to 600 pounds from 250 feet. The UH-60A has been retrofitted with powerful T700-GE-701D engines making it capable of consistent airspeeds of more than 150 knots and high altitude hoist operations. Standard launch time from notification to wheels-up for an urgent patient is seven to eight minutes.











Introducing...

TASK FORCE DRAGON

*Photos by Staff Sgt. Sadie Bleistein,
TF Destiny public affairs officer
Story by Spc. Tracy B. Weeden,
TF Destiny public affairs
noncommissioned officer*

KANDAHAR AIRFIELD, Afghanistan – Task Force Destiny welcomed a new addition to their operational command during an uncasing ceremony here Aug. 5.

TF Dragon, commanded by Lt. Col. Charles Bowery and Command Sgt. Maj. Timothy Todd, is an attack reconnaissance battalion supporting TF Destiny with AH-64 Apache helicopters, increasing fire power and security capabilities to combat operations here.

Usually known as 1st Battalion, 4th Combat Aviation Brigade, 4th

Infantry Division from Fort Hood, Texas, TF Dragon has the mission to conduct reconnaissance and surveillance, close combat attacks and air assault security in support of Operation Enduring Freedom with TF Destiny.

They also have additional aviation maintenance, logistical and administrative assets to support the mission here.

They have experienced three deployments to Iraq and are ready to take on the demanding environment and

combat operations in Afghanistan.

“I believe today, 1-4 Attack Reconnaissance Battalion has its own ‘rendezvous with destiny’ across Afghanistan, from the mountains of RC (East), to the plains of RC (North), to the river valleys and deserts of RC (South) in support of our special operations brothers on the ground and in the air,” said Bowery at the uncasing ceremony.

The battalion received the Meritorious Unit Citation for its last two deployments in support of Operation Iraqi Freedom.



UNC A S I N G



STAY FLYING *On The* WINGS OF DESTINY



Left: Spc. Michael Grandi, Headquarters and Headquarters Company, Task Force Destiny supply specialist, makes a speech during his reenlistment ceremony at Kandahar Airfield, Afghanistan July 29.

Below: Sgt. First Class Edwin Hernandez (left), TF Destiny equal opportunity advisor, and Master Sgt. Michael Brown (right), TF Destiny senior career counselor, fold the U.S. flag after Spc. Michael Grandi's reenlistment ceremony.



Photos by Spc. Tracy R. Weeden



Courtesy photo

Sgt. Jason E. North, D Troop, Task Force Saber AH-64 Apache helicopter repairer, is reenlisted by Col. William Gayler, TF Destiny commander and Apache pilot, at Kandahar Airfield, Afghanistan April 27.



Photo by Capt. Jill Rahon

THE "PACEMYDERMS," B COMPANY, TASK FORCE SHADOW, PICK UP SUPPLIES SUCH AS HESCO BARRIERS, SANDBAGS, FOOD, AMMUNITION AND WATER USED TO SUPPLY A NEW COMBAT OUTPOST FROM FORWARD OPERATING BASE WALTON, AFGHANISTAN LATE MAY.

