

AERIAL DELIVERY MAGAZINE

SPECIAL EDITION!

TACOM

A Tri-Annual Publication For The Aerial Delivery Community

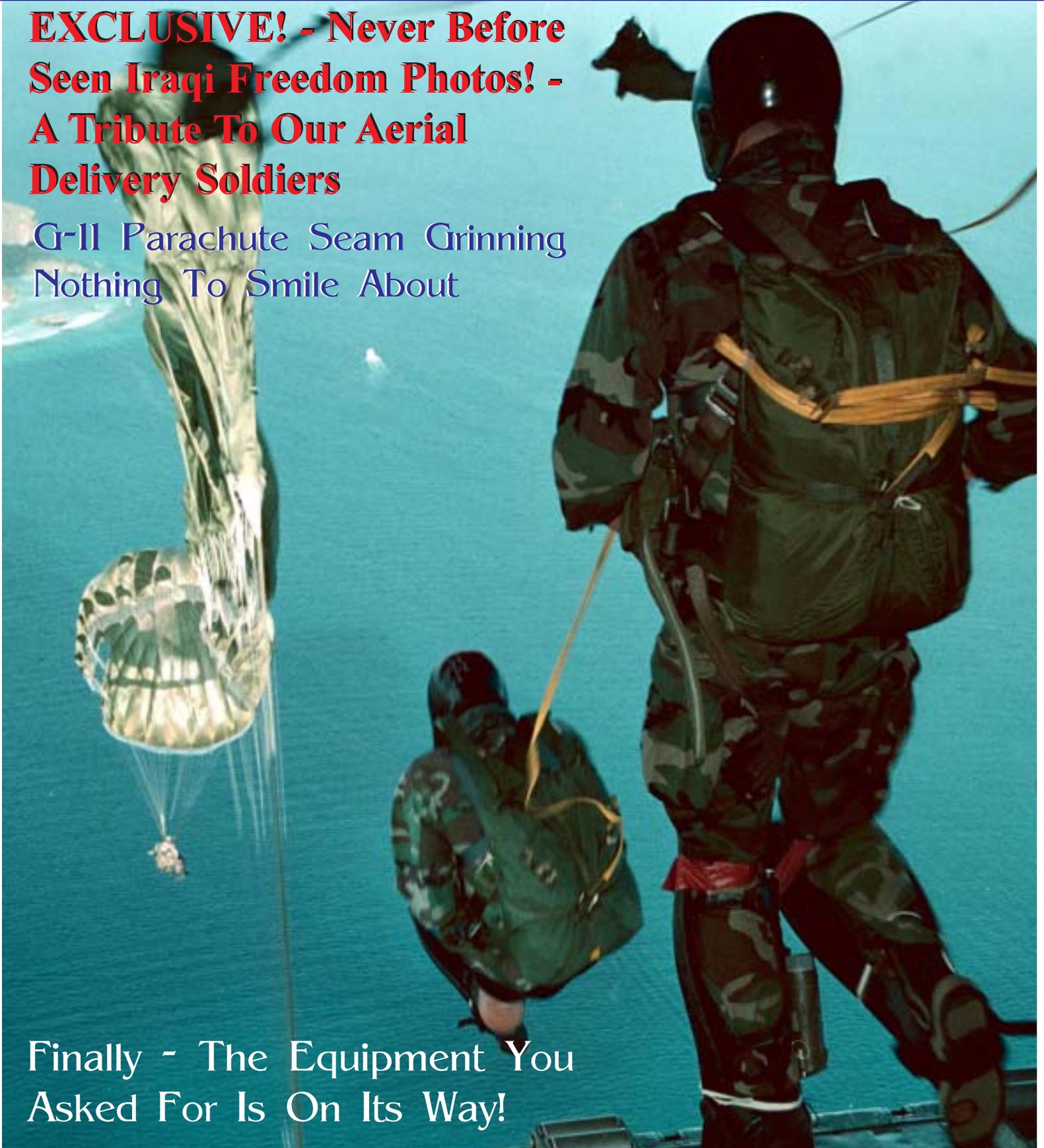
Volume 1, JUL 03

**EXCLUSIVE! - Never Before
Seen Iraqi Freedom Photos! -
A Tribute To Our Aerial
Delivery Soldiers**

G-11 Parachute Seam Grinning
Nothing To Smile About

Finally - The Equipment You
Asked For Is On Its Way!

Published By Aerial Delivery Sustainment Team, Commodity Business Unit, Natick, MA



Aerial Delivery Magazine

Publisher's Corner

With a phenomenal increase in revenue growth projected for FY 03, there is only one thing to say to all of you out there in the aerial delivery community, "Thank you, thank you, thank you! Because of your outstanding and continued support of the Aerial Delivery Teams here at the Tank-automotive and Armaments Command (TACOM), Commodity Business Organization (CBO) and the Natick Soldier Center, Natick, MA we are able to provide you, our military aerial delivery users, with world-class support. From parachutes to platforms and cables to cargo slings, your purchases of our managed items ensure that we can provide our military with cutting-edge air drop technology. Our Aerial Delivery teams, in partnership with the Personnel and Cargo Airdrop teams, are working hard to bring you the best, safest and most durable equipment ever made. As well, a special thanks goes out to our commercial manufacturers including the Parachute Industry Association, who help bring our ideas to life. Our manufacturers are just as fiercely committed to the safety and support of our military.

You may have noticed that we have a new look and a new name. For those of you joining us for the first time, we were formerly the "Aerial Delivery Sustainment Team Tri-Annual Update". Our new format commemorates the historic victory in Iraq as well as the exciting future that lies ahead for the military aerial delivery community. It also coincides with our recent merger with TACOM. We are thrilled to be part of such a great team! We look forward to being a power contributor to this outstanding organization. Aside from our new format, we have also changed our style, content and our audience focus. As you read further in this publication, you'll see how we are including and welcoming all those who support the aerial delivery community either directly or indirectly. You'll find our articles covering a range of past, present and future items of interest. We've invited other teams to contribute articles and features to enhance our knowledge and appreciation for the fantastic efforts being made in support of our troops. We welcome your feedback as well as any suggestions or comments you may have in submitting an article for publication. Please feel free to contact me anytime. We'd love to hear from you! For your convenience, this publication is also online at <http://www.natick.army.mil/immc/pubs/>



Gloria Wooten-Standard Aerial Delivery Sustainment Team Leader

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Questions? Comments.
Have an article to submit? Call Daniel Galarza at (508) 233-6013 or e-mail at Daniel.Galarza@natick.army.mil

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Aerial Delivery Sustainment Team Mission

Provide innovative, robust and streamlined total life-cycle logistics and materiel readiness support to all DoD organizations for Aerial Delivery products.

Aerial Delivery Magazine



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An opportunity to practice dropping and receiving cargo

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CW4 Selvyn Lindo

A Leader in the airborne community for 31 years

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An extraordinary Rigger retires

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A tribute to our Parachute Riggers and Airborne Soldiers of the 173rd Airborne Brigade of the Southern European Task Force in Vicenza, Italy



ARMY AND AIR FORCE ELEMENTS CONDUCT LARGE PACKAGE WEEK EXERCISE

The pace picked up at Fort Bragg and Pope Air Force base as the two military bases prepared to conduct a Large Package Week 6-10 May 2003. Large Package Week consists of Air Force cargo airplanes from around the United States that arrive at Pope Air Force Base to airdrop large



HMMWV with stinger missile ready for loading on a C-17

quantities of the 82nd Airborne Division's paratroopers, their cargo and their equipment. "This exercise provides an opportunity for the Army and Air Force to work together in a joint environment", said CW3 Frank Bowden of the 82nd

This event enables Army leaders to experience the challenge of "Airfield Seizures", one of the primary objectives of the mighty 82nd Airborne Division.

Airborne Division Parachute Office. Once the cargo, equipment and personnel are airdropped, the soldiers immediately move to their objective after arriving by



Soldiers of the 82nd Airborne in mid-air

parachute. This event enables Army leaders to experience the challenge of "Airfield Seizures", one of the primary objectives of the mighty 82nd Airborne Division. In a "Seizure" operation, paratroopers are required to seize, hold and secure the airfield to ensure the safe delivery of follow-on troops and supplies. After securing their objective, they must be able to perform their pre-determined tasks regardless of any challenges they might face after their soldiers and equipment are dropped from the aircraft. The 82nd uses specially qualified Riggers, who are themselves paratroopers. Their sole function is to ensure that soldiers and their equipment are safely and properly rigged to drop from an aircraft while in flight and land safely on the ground intact, without injury or damage. For this Large Package Week, Riggers from the 82nd Airborne Division's, 782nd Main Support Battalion rigged equipment for airdrop that included: the High Mobility Multi-Purpose Wheeled Vehicles (HMMWVs) mounted with Stinger Missile Systems, Forward Area Fuel Package (FARP), pallets of Small Arms Ammunition and



G-11 Cargo Parachutes used to land equipment safely

Towed Artillery pieces. The C-17 aircraft typically flies 100 to 150 sorties. C-17's normally drop 2,500 to 3,500 paratroopers, and 200 or 300 tons of cargo equipment on Fort Bragg during this exercise. If the current world events are any indication of the value of this training, chances are that missions like "Large Package Week" will continue to be used to prepare our soldiers for continuous operations.

Rick McDaniels is the Ft. Bragg liaison providing logistical and technical support to all elements assigned to XVIII Airborne Corps and Special Operations Forces to Ft. Bragg.

THE MC-4 TECHNICAL MANUAL, NEW AND IMPROVED

Once upon a time, in a land far far away, there was a small band of merry men, looking to change the world (actually the way we maintained the MC-4 (Maneuverable Canopy) Ram

Air Personnel Parachute System (RAPPS). That time was December 1997. It was the first of many Technical Manual (TM) reviews that the MC-4 TM went through. Now, an astonishing six years later, I can honestly say that we are well on are way to seeing this manual revision come to life. The MC-4 technical



MC-4 (packed)

manual, also known as TM 10-1670-287-23&P/T.O 14D1-2-

“Now, an astonishing six years later, I can honestly say that we are well on are way to seeing this manual revision come to life.”

468-2/TM 09011A-23&P/NAVY NAVAIR 13-1-38, is finally ready for publication and yes, changes they are a coming. The most recent MC-4 manual revision meeting took place at Fort Bragg, North Carolina in March of this year. This meeting was held to afford the user community one more opportunity to recommend any last minute changes they felt necessary to make this manual the most complete and comprehensive manual to hit the streets. This manual was a special project of mine due to the fact that I actually attended that first manual review back in December 1997. As luck would have it (good bad or indifferent), I ended up sitting in the hot seat now responsible for its technical content and eventual release. Although many times placed on the back burner due to project priority dictated by the Project Managers assigned to the Soldier Systems Center, Natick, MA, it was never forgotten. As with all revised TM's, the MC-4 manual is in the new Work Package Format. A Work Package Format is the new standard for how TMs are written. Manuals now contain chapters that can be extracted from the manual and used as stand alone documents. For instance, drawings or

illustrations are placed next to the text descriptions so that the reader doesn't have to flip back and forth through the manual while trying to service their equipment. Gone are the manuals with paragraph and figure number references. Now it is Work Packages and page numbers. With the release of this new revision, maintaining the MC-4 RAPPS has drastically changed. All Safety-of-Use Messages (SOUM's), Ground Precautionary Messages, (GPM's) and Maintenance Advisory Messages (MAM's) applicable to the MC-4 have been added to this TM. I could go on forever but feel the need to mention some of the more notable changes you as users and maintainers will have to know. The following are highlights of some of those changes:

1. **Porosity Checks.** As you all know, a porosity check is nothing more than the process for checking the amount of airflow that passes through the canopy of the parachute. Checking the airflow ensures that the standard for a safe rate of descent is maintained for all jumpers. In 1998, the United States Army Special Operations Command (USASOC) requested a mandatory porosity check be included in the TM. This safety check is now a mandatory maintenance procedure. In the TM you will find the required time frame in which to conduct the porosity checks as well as the recommended porosity machine required to do the test.

2. **Increased Maintenance Procedures.** As previously released in message format, several additional maintenance procedures have been added allowing the maintainers the opportunity to repair common deficiencies found during normal operational use. These procedures significantly extend the useful life of the MC-4 (a special thanks to Mr. Curt Minge and Mr. Gaylen Jesmer).

3. **The 3-Ring Riser Release Assembly Inspection.**

Nothing new, originally released in message format but unknown to many users, this inspection was required every 30-days. User

input was received and upon further engineering analysis, the 30-day requirement was extended to 120-days to coincide with the 120 day Reserve Parachute repack cycle.

4. **Stroke Simulator Test.** The test is designed to simulate the amount of pull force required to activate the Automatic Ripcord Release (AR2). The result of exhaustive engineering evaluations based on actual data received from a malfunction investigation, the Stroke Simulator Test is now mandatory for either a Reserve or Main Mounted AR2.



CW3 Leo Venckus leads the MC-4 technical manual review meeting at Ft. Bragg, NC

TM UPDATES

Not only do you now change the reserve closing loop each time the reserve parachute is repacked, you are now required to



MC-4 Parachute fully deployed

conduct the 33lb stroke simulator test each and every time you repack the MC-4 Reserve Parachute. The 33lb Stroke Simulator Test will also be conducted on a main mounted AR2 as well, however, the circumstances differ somewhat. If the AR2 is mounted to the Main Parachute, the 33lb Stroke Simulator Test will be conducted when you initially

place the Main Parachute in-service, and any time thereafter when the main closing loop is changed. So you see, changes are everywhere. I will announce when the MC-4 manual is available. When the manual is published, I encourage all users

“When the manual is published, I encourage all users to please download a copy and as the old saying goes “Read and Heed.”

to please download a copy and as the old saying goes “Read and Heed.”

It is with enormous gratitude and heartfelt thanks that I recognize a very special Technical Writer/Editor. Without the technical assistance and patience of this person, this TM would never have been released. A very special thanks to Ms. Anne-Marie Gravel. For without her constant input and continual rewrite, the changes in this manual would not be as complete and comprehensive. My heart-felt thanks goes out to Ms. Gravel. If you feel there is something incorrect, or a procedure that is better than the one published, feel free to submit a DA Form 2028. As a former Battalion Commander once told me (now a Major General), “Good Ideas Have No Rank.” Hopefully, this new MC-4 manual will make your job a lot easier and a lot safer.

CW3 Leo Venckus is the Army active duty liaison for all matters pertaining to airdrop/aerial delivery at TACOM, Natick MA.

TM 10-1670-268-20&P/TO 13C7-52-22 (Type V/Dual Row Platform) on the LOGSA Web Site

TM 10-1670-280-23&P/TO 13C5-31-2/NAVY NAVAIR 13-1-31 (G-11) on the LOGSA Web Site

TM 10-1670-296-23&P/TO 13C7-49-2 (Ancillary Equipment for LVADS) on the LOGSA Web Site

TM 10-1670-278-23&P/TO 13C5-26-2/NAVY NAVAIR 13-1-27 (15-ft Ext. Parachute) Enhanced version (currently under revision)

TM 10-1670-299-20&P/TO 14D1-2-470-2/NAVY NAVAIR 13-1-41 (Ancillary Equipment for Personnel Parachutes) Adding Parachutist Drop Bag (currently under revision)

TM 10-1670-300-20&P/TO 14D1-2-469-2/NAVY NAVAIR 13-1-42 (Ancillary Equipment for Military Free Fall Equipment) Adding Parachutist Drop Bag (currently under revision)

Change 1, TM 10-1670-268-20&P/TO 13C7-52-22 (Type V and Dual Row) Use of outriggers on specified Type V platform loads (currently awaiting implementation)

Change 1, TM 10-1670-269-23&P/TO 14D1-2-462-2/TM 01135B-23&P/1 (T-10R/MIRPS) Soft Loop, expanded wash procedure additions (awaiting publication)

Change 1, TM 10-1670-272-23&P/TO 14D1-2-463-2/TM 04296C-23&P/1/NAVSEA SS400-AS-MMI-010 (MC-1B/E) USL issues, expanded wash procedure additions (awaiting publication)

Change 1, TM 10-1670-276-23&P/TO 13C5-29-2/NAVY NAVAIR 13-1-29 (26-FT HV) DA Form 2028 generated changes (currently under revision)

Change 1, TM 10-1670-277-23&P/TO 13C5-28-2/NAVY NAVAIR 13-1-30 (28-ft Ext. Parachute) Release away static line (awaiting re-write)

Change 1, TM 10-1670-292-23&P/TO 14D1-2-466-2/TM 04296D-23&P/2/NAVSEA SS400-AU-MMI-010 (MC-1C/D) USL issues, expanded wash procedure additions (awaiting publication)

Change 1, TM 10-1670-293-23&P/TO 14D1-2-467-2/TM 01136C-23&P/2 (T-10C/D) USL issues, expanded wash procedure additions (awaiting publication)

Change 1, TM 10-1670-305-23&P/TO 14D2-11-1/TM 1670-23&P/NAVSEA SS400-AY-MM0-010 (AR2) Cable changes, general info (awaiting publication)

Change 2, TM 10-1670-286-20/TO 13C5-2-41 (Sling extraction line Bag) DA Form 2028 generated changes (awaiting re-write)

Change 1, TB 43-0002-43 (Maintenance Expenditure Limits for FSC 1670) Re-look life cycle of MC-4 Harness/Container (pending)

Upcoming changes to the G-12 and the G-14!

NEW AERIAL DELIVERY SUSTAINMENT TEAM MEMBERS



Dan Galarza is the new Equipment Specialist for the TACOM/CBU Aerial Delivery Sustainment Team. Dan recently retired from the U.S. Army after 26 years. He served in the Airborne Infantry, Chemical and Transportation Corps. His duty assignments include the 82nd Airborne and 25th Infantry (Light Divisions), 2nd and 3rd Armor Divisions, and the 7th Transportation Group. He is the Editor-in-Chief of *Aerial Delivery Magazine*. Dan Galarza can be reached at (508) 233-6013 and DSN 256-6013. Email Daniel.Galarza@natick.army.mil

Angela Hunter recently joined the TACOM/CBU Aerial Delivery Sustainment Team as a Quality Assurance Specialist. Angela brings the team 14 years experience from the manufacturing arena. Working for such companies as Digital Equipment Corporation, Frito-Lay, Texas Instruments and Fleet Boston Financial. Her background covers a wide range of areas including production control, procurement, program and lifecycle materials management. Angela can be reached at (508) 233-6220 and DSN 256-6220



Email Angela.Hunter@natick.army.mil



Richard Pickering has joined the TACOM/CBU Aerial Delivery Sustainment Team as an Item Manager. Richard was a member of the Airborne community for over 25 years retiring as a CW4 Rigger Warrant Officer. Richard was assigned to Ft Bragg, Ft. Benning, Vicenza, Italy and at the Yuma Proving Grounds Test Facility for over 7 years. Richard can be reached at (508) 233-6218 and DSN 256-6218
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Michael Maloney is an Office Automation Clerk for the TACOM/CBU Aerial Delivery Sustainment Team and joined the team as a student hire for a second consecutive summer. He is also the Editor of *Aerial Delivery Magazine*. Mike studies Marketing at Concordia University in Montreal, Quebec. His experience includes participation in Walt Disney World College Program and three years of schooling at the university level. Proficient with computers, he helps with various projects and is tremendous asset to the team. Michael can be reached at (508) 233-6081 and DSN 256-6081.



Email Michael.Maloney@natick.army.mil



The TACOM/CBU Aerial Delivery Sustainment Team is pleased to welcome a new administrative assistant. Diane Lyford brings over 10 years of administrative experience to the team. Diane previously worked at CELT Corp. where she assisted in the development of strategic systems in the education industry. She also worked for the Robert E. Morris Machine Company. Diane can be reached at (508) 233-4624 and DSN 256-4624
Email Diane.Lyford@natick.army.mil

Barry Key is the new Equipment Specialist for the TACOM/CBU Aerial Delivery Sustainment Team. Barry recently retired from the U.S. Army after 20 years of service. Barry was a member of the Airborne and parachute Rigger communities for over 17 years. His assignments include Ft. Bragg, NC, Natick SBCCOM, Pusan Korea, and the Quartermaster School, Ft. Lee VA. Barry can be reached at (508) 233-6010 and DSN 256-6010.
E-mail Barry.Key@natick.army.mil



Ginette A. Braziel has joined the TACOM/CBU Aerial Delivery Sustainment Team as an Item Manager. Ginette comes to us from the Logistic Support Team here at Natick, where she worked in the area of New Equipment



Training and Total Package fielding. Ginette started her career with the Federal Government as an intern under the Outstanding Scholar Program when she attended the school of Engineer and Logistics at Texarkana, Texas. Her education and background are in the area of Criminal Justice and Human Resource Management. She retired from the U.S. Army after 20 years of service in the Personnel Management field. Ginette can be reached at (508) 233-6081 and DSN 256-6081.

Email Ginette.Braziel@natick.army.mil

NEW AERIAL DELIVERY TEAM MEMBERS

New Additions to the Project Manager Aerial Delivery Team

Joyce Croci is the new Program Acquisition Specialist for the Aerial Delivery Team of PM Force Sustainment Systems and Personnel Airdrop Systems Team of PM Clothing & Individual Equipment, Natick, MA. This is a promotion for Joyce, who was formerly the Aerial Delivery and Personnel Airdrop Systems Team's secretary. She will be working on programs along with the other Program Acquisition Specialists for both teams. Joyce Croci can be reached at (508) 233- 4360 and DSN 256-4360
E-mail Joyce.Croci@natick.army.mil



Carol Tosches is the new Administrative Assistant for the Aerial Delivery Team of PM Force Sustainment Systems and Personnel Airdrop Systems Team of PM Clothing & Individual Equipment, Natick, MA. Carol brings several years of Administrative Assistant experience to this position. Carol Tosches can be reached at (508) 233-6448 and DSN 256-6448
E-mail Carol.Tosches@natick.army.mil

MAJ John O'Regan is the new Assistant Program Manager (APM), Cargo – Aerial Delivery Systems of PM Force Sustainment Systems. John will be replacing MAJ Jon Cash in June. John comes from Fort Lewis, WA where he served as the Command Variant (CV) Evaluator for Army Test and Evaluation Command (ATEC). During his initial acquisition assignment, he was the APM, Fielding and New Equipment Training (NET) for PM, Nuclear Biological Chemical (NBC) Defense Systems at APG-Edgewood Arsenal, MD. John's other military assignments were with Infantry, Aviation and Special Forces units. He commanded HHC, 9th Infantry Regiment and the NBC Detachment in 1st Special Forces Group (Airborne). John's basic branch is NBC and he's served in that capacity as an officer and enlisted soldier. MAJ O'Regan can be reached at (508) 233-5598 and DSN 256-5598
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WHAT'S HOT- THE LATEST AND GREATEST IN AERIAL DELIVERY TECHNOLOGY

The Bionic Sherpa

Sherpas have long been known for their extraordinary ability to carry heavy loads into remote, treacherous terrain such as the infamous Mt. Everest. These people defy the laws of nature as they carry loads up to twice their body weight while guiding

of re-supplying units located in hard-to-get-to regions. The solution may be found in a commercial off-the-shelf system developed by Mist Mobility Integrated Systems Technology (MMIST) Inc. of Ontario, Canada called Sherpa. Sherpa can deliver up to 1200 pounds of supplies from as far



Sherpa can deliver up to 1200 lbs of supplies from as far as 9 miles away, to altitudes as high as 25,000 feet.

as 9 miles away, to altitudes as high as 25,000 feet. Additionally, it takes a fraction of the time it would normally take for even the strongest load bearing human sherpa from Tibet. This amazing system has the ability to fly itself and deliver supplies within 100 meters of the target location. "With current parachute delivery systems, the load can drift considerably, landing several miles away from the target location" said

Jaelyn McHugh, project officer for the Sherpa. This cutting edge system operates autonomously via a pre-programmed flight plan using Global Positioning Systems (GPS) or it can be manually controlled by an operator located on the ground or in the air.

How does it work? The Sherpas are loaded on transport aircraft or helicopters and flown to altitudes of 5,000-25,000 feet. Once the proper altitude is reached, the Sherpa is jettisoned from the aircraft as far as 9 miles away from the target location. After the load clears from the aircraft, the Sherpa glides and steers itself using GPS or manual remote control to land within 100 meters of the target point. In more than 30 tests, the Sherpa demonstrated its accuracy and reliability. Recently, soldiers at Fort Polk observed another successful demonstration.

Dan Galarza is the Aerial Delivery Sustainment Team Equipment Specialist and Editor-in-Chief of Aerial Delivery Magazine.

climbers up and down the unforgiving landscape. Inspired by these super-human abilities, the army is testing a "bionic" version of these Himalayan Hercules' to help soldiers deliver supplies to hard to reach places.

Military operations in places where there are no runways or road networks, such as Afghanistan or Iraq, have caused quite a dilemma for military planners who are faced with the challenge

G-11 Seam Grinning- Nothing To Smile About

On May 5, 2003, members of the Aerial Delivery Sustainment and Aerial Delivery Engineering Support Team at Natick, MA, visited Little Creek Navy Base in Norfolk, VA., to investigate what appeared to be an excessive amount of seam damage on their G-11 cargo parachutes. At first glance, the material



Excessive stretching on G-11 causes "grinning" effect

seemed to separate at the seam of the parachute. The fabric looked as though it was ripped, causing an unserviceable appearance. However, upon closer examination, the threads were found to be intact, and in fact, the material was not ripped. Apparently, when the canopy material is

stretched or pulled excessively, the material close to the stitching has a tendency to shrink and gather inward, causes a defective appearance. "The parachute is still reliable and functional," said CW3 Leo Venckus Army Active Duty Liaison to the CBU. The final analysis based on the initial Product Quality Deficiency Report indicates, these parachutes are safe to use. Seam grinning occurs as a result of improper handling

It appears to be an aesthetic condition," said Erwin Wuester, senior Textile Technologist for the Aerial Delivery Engineer Support Team at the Natick Soldier Center, Natick, MA.

and the chute's opening forces during deployment, or a combination of both. The excessive stretching of the material causes a "grinning" effect. When the canopy material, is excessively stretched at the seam, it causes a separated or ripped appearance upon returning to its normal, unstretched state. "It appears to be an aesthetic condition," said Erwin Wuester, senior Textile Technologist for the Aerial Delivery Engineer Support Team at the Natick Soldier Center, Natick, MA. The rigger community must understand that seam grinning will occur, but will not detract from the safe operating parameters of the parachute system. Further investigation is on-going to determine a "defined allowable length" of seam grinning prior to requiring a patch. Stand by!

Dan Galarza is the Aerial Delivery Sustainment Team Equipment Specialist and Editor-in-Chief of Aerial Delivery Magazine. This article was co-authored by Angela Hunter, Quality Assurance Specialist for the Aerial Delivery Sustainment Team.

TACOM CBU and NSC Visit Ft. Bragg

On 17 – 21 March 2003, members of the TACOM CBU, Natick Soldier Center (NSC) visited Ft. Bragg's airborne community to interact with the

soldiers. The visit provided them the setting to address their questions and concerns directly to the Natick Aerial Delivery Team members. This question and answer session afforded the opportunity for members of the Natick staff to learn

first-hand about some of the issues that are facing the airborne community. The exchange of information between the teams and the Fort Bragg soldiers was both enlightening and informative. Riggers and other key personnel were briefed on logistical, quality, and new developmental item issues. The visit was very productive and sets precedence for future visits and information exchange.



Jose Miletti, Team Leader for the Aerial Delivery Sustainment Team, fields questions from members of the 824th Quartermaster Company

Jose Miletti is the team leader for the Aerial Delivery Engineer Support Team at the Natick Soldier Center, Natick, MA.

STANDARDIZED TRAINING BLOCKS

Background

Training blocks are an essential Helicopter Sling Load (HSL) training tool. Natick Soldier Center, Aerial Delivery Engineering Support Team (ADEST) recently funded an effort to design standardized HSL training blocks in response to requests by soldiers and Marines.

Standardization of the training blocks would increase safety for all users. ADEST, as the HSL certifying agency, was concerned about the incidents that were taking place with locally designed training loads. They are very often made of concrete and susceptible to wear if not properly designed and maintained. Figure 1 contains an example of a block very similar to one that rolled down a hill and damaged a privately owned vehicle due to its rounded edges. Many training blocks have lift provisions made of rebar, which tend to bend as shown in Figure 2. This bending can sometimes lead to a break and a dropped load. In the worst case, one locally contracted design had broken right across the middle during its first test flight. The final reason this project was successful was because ADEST has a good working relationship with GEO Centers Contracting, Inc. GEO has a wide range of expertise, including concrete design.

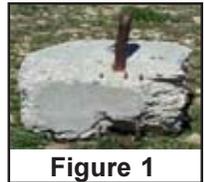


Figure 1

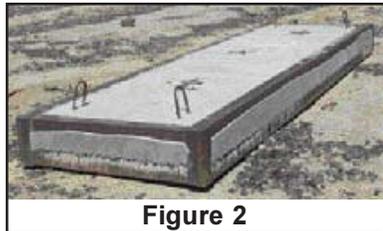


Figure 2

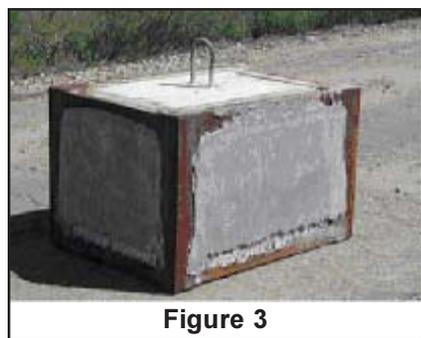


Figure 3

User Involvement

ADEST was determined to obtain feedback from the field on key parameters, such as weight and size, the driving factor in the design. A survey was designed and sent out to soldiers, marines, and sling load personnel throughout the services. The low response was likely due to current world conditions.

In order to gain first hand information, on 1-5 April 02, Tom O'Donnell (GEO) and Jeff Campbell (ADEST) went to Miramar Air Station and Ft. Campbell. They spoke of load designs, several of which are pictured in Figures 3-5. Several loads had strong points that could be incorporated into the final design; others were not considered

adequate, such as Figure 5. The key points taken from this trip are with CH-47, UH-60, CH-46 and CH-53 pilots and crew chiefs. They examined several current local training load designs. The key points taken from this trip are summarized below (taken from GEO-Centers Trip Report 9 May 02)

Conclusions

- Most of the current designs are effective and economical.
- Military personnel are capable of and comfortable constructing training blocks with concrete and rebar.
- A means of identifying the weight of each block easily should be included in new designs.
- The use of pipes and through U-bolts prevents corrosion at the lift point/concrete interface by trapped moisture. (See Figure 6)
- Computer analyses are needed to ensure block designs are strong enough.
- Pilots and crew need standard inspection criteria for the training loads.



Figure 4

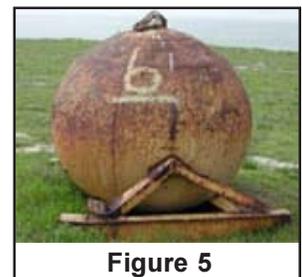


Figure 5

In addition, ADEST coordinated with the Quartermaster Center and School, and the U.S. Army Safety Center on 19 Nov 02. Both agencies contributed historical information on training loads, and provided additional input on required characteristics and safety concerns.

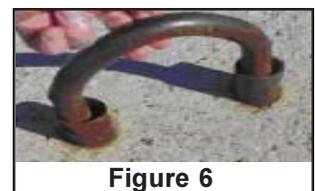


Figure 6

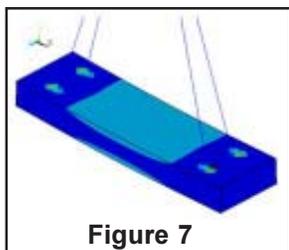


Figure 7

Design

Concrete experts at GEO-Centers, utilizing the input from surveys and the trip report, completed the design in approximately 6 months. Figure 7 shows an example of the final design. This picture is taken from a computer analysis of the 8,500-lb. block.

Although the physical limitations of concrete limited the design in some cases, GEO included as many desired features as possible. The training blocks were kept very simple, and utilized the concrete and rebar design that is so popular already for its low cost, high production rate capability and low environmental impact. The U-bolt design shown in the blocks from Ft. Campbell in Figure 6 was used for its resistance to corrosion; stainless steel was used in the final design rather than iron.

The edge chamfer, which is an inexpensive way of flattening the sharp edges to protect them from excessive wear and chipping (see figure 1) was used on some designs. Figure 8 depicts the beveled

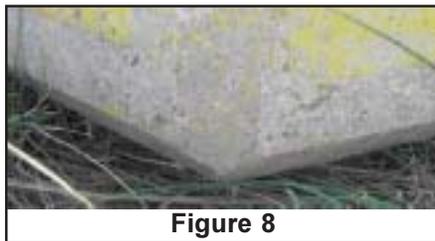


Figure 8

edge design of the chamfer. Figure 3 from Miramar Air Station, depicts a more expensive steel edge used on some of the smaller, more frequently used blocks. Because of the difficulty of identifying training blocks from the air, most local designs were painted; however, the paint wore off over time. GEO-Centers used concrete dye to color code the blocks according to weight, based on an idea that came directly from a field interview.

Contact Us

Field units can obtain the design package directly from ADEST by contacting them by email, phone or regular mail. POC information is listed at the end of the article. ADEST will provide a letter of approval upon documented proof load testing of any training blocks built to the design. A documented inspection once a year by a qualified civil engineer is required to maintain the letter of approval.

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Jeff Campbell is an engineer for the Aerial Delivery Engineer Support Team, at Natick Soldier Systems Center, Massachusetts.

SBCCOM IMMC MERGES WITH TACOM

Effective 1 JUN 03, the Aerial Delivery Sustainment Team, formerly part of the Soldier and Biological Chemical Command (SBCCOM) now reports to the Tank-automotive and Armaments Command (TACOM) based out of Warren, Michigan. Although the formal date of transfer is 1 OCT 03, the team fell under the Operational Control of TACOM on 1 JUN 03. Fortunately, the team will not have to move from its home in Natick, MA. They are operating within TACOM as a “virtual office”.

Members of the TACOM group visited the Natick installation on 20 MAY 03, to receive an overview and to conduct a “meet and greet” with their new partners. During their visit, they met with the Aerial Delivery Sustainment Team. As part of their briefing, they were given a



Pictured from left to right: Gloria Wooten, Aerial Delivery Team Leader, Jerry Jackson, Director, IMMC Operations – Rock Island, Frank Svoboda, Aerial Delivery Item Manager, Jack Dugan, (pictured wearing parachute) Director, Logistics Information, Darryl Blackburn, Deputy Director, Logistics Integration, Steve Manos, Aerial Delivery Engineer, Warren Barrett, Item Manager and Loraine Lamsa, Senior Team Leader

tour and hands-on demonstration of various items managed by the team. The tour even included fitting one of the TACOM representatives, Mr. Jack Dugan, Director for Logistics Information, with a T-10 Personnel Parachute to include the harness and the reserve (pictured above). When asked how it felt to be wearing equipment that weighed in excess of 42 lbs, Mr. Dugan replied, “I feel like John Wayne”.

Dan Galarza is the Aerial Delivery Sustainment Team Equipment Specialist and Editor-in-Chief of Aerial Delivery Magazine.

Chief Warrant Officer Four George Kenneth Junius Retires

An outstanding contributor to both the Rigger and the airborne community has retired. Chief Warrant Officer Four (CW4)

George K. Junius retired after 32 years of Active Federal Service. CW4 Junius entered the Army in 1971 and became a Parachute Rigger. During his 32 year career, this distinguished officer served in an assortment of positions spanning the globe, including Japan, Vietnam, Southwest Asia and Hawaii. His varied assignments included tours with the 549th Quartermaster Company, Aerial Delivery Repair Section, Headquarters and Headquarters Company, United States Army Garrison, 5th Quartermaster Detachment,



CW4 Junius with wife Linda, daughter-in-law Barbara and son 1st Lt. Junius

Airborne and Field Services Department, Aerial Delivery Equipment Repair Section, 553rd Supply and Services Battalion, 193rd Support Battalion, 612th Quartermaster Company, Headquarters and Headquarters Company, 13th Corps Support Command, and the Headquarters and Headquarters Company, 264th Corps Support Battalion. Due to his invaluable experience and stellar technical abilities, CW4 Junius was selected and recently served as the Senior Airdrop Systems Technician in Headquarters and Headquarters Company, 1st Corps Support Command/18th Airborne Corps. While at the Corps, he was considered the safety, technical and logistical subject matter expert on Aerial Delivery operations. More importantly, he was responsible for the safety and welfare of over 45,000 paratroopers and their equipment during airborne operations. His consistent, commendable performance earned him several awards including the Meritorious Service Medal with two Oak Leaf Clusters, Army Commendation Medal with four Oak Leaf Clusters, Army Achievement Medal, Good Conduct Medal-fifth award, National Defense Service Medal-third award, Armed Forces Expeditionary Medal, Vietnam Service Medal, Southeast Asia Campaign Medal-third award, Noncommissioned Officer Professional Development Ribbon-fourth award, Republic of Vietnam Cross of Gallantry, Vietnam Citation Ribbon, and Kuwait Liberation Medal(Saudi Arabia). Many of the current and former riggers know of Chief Junius' dedication to the United States Army, and the rigger field. Chief Junius will be greatly missed. CW4 Junius' son, Lieutenant Jamon Junius, a Military Police Officer, recently returning from Korea, was on hand for his father's retirement. CW4 Junius plans to remain in the Fort Bragg, Fayetteville area.

Rick McDaniels is the Ft. Bragg liaison providing logistical and technical support to all elements assigned to XVIII Airborne Corps and Ft. Bragg.

Chief Warrant Officer Four Selvyn Lindo Retires

A phenomenal leader in the airborne community has retired. Chief Warrant Officer Four (CW4) Selvyn A. Lindo retired after 31 years of excellent service to the United States Army. A native of Jamaica, West Indies, and reared in the city of New York, CW4 Lindo joined the Army as a private after leaving high school in 1972. The Vietnam War was soon ending and his infantry contract was about to end, when he was selected as an Army Parachute Rigger.

After Basic Training at Fort Ord, CA, he completed the Basic Parachutist Course at Fort Benning, GA, and Rigger School at Fort Lee, VA. His first assignment was as a parachute rigger at Fort Bragg, NC. After a career decision to stay in the Army, CW4 Lindo reenlisted and relocated to Fort Devens, MA, where he served with the 10th Special Forces Group as a Senior Airdrop Specialist.



CW4 Selvyn A. Lindo

From Devens, CW4 Lindo left to complete a short tour in Kaiserslautern, Germany, where he demonstrated leadership skills earned him the position of he served in the capacity of Squad Leader. In 1977 having completed his tour in central Europe, he returned to Fort Bragg and was assigned to "America's Guard of Honor," the mighty 82nd Airborne Division.

For the next eleven years, CW4 Lindo quickly rose through the enlisted ranks serving as Squad Leader, Section Leader, and Platoon Sergeant and attained the coveted rank of Sergeant First Class. He was eventually selected as the Non-commissioned Officer In Charge of the Division Parachute Office, where he served as the subject matter expert on aerial delivery operations. He left Bragg in 1988 for an assignment as a Logistic Assistance Representative at the Troop Support Command, St Louis, MO. It was during this assignment that he applied for Warrant Officer. CW4 Lindo was quickly selected for Warrant Officer in the same year and attended the Warrant Officer's Basic Course in 1989. After certification at the U.S. Army Quartermaster Center and School, he returned to Fort Bragg and served five years with the 49th Quartermaster Detachment. During that assignment, his past experience would be tested as he deployed on several combat and humanitarian operations such as "Desert Shield/Desert Storm," Saudi Arabia, and "Hurricane Andrew Relief," South Dade County, Florida.

In 1994, Chief Lindo was re-assigned to Korea, and was responsible for maintaining the Aerial Delivery Project Stocks for the Pacific Command for the 19th Theater Area Command. In 1995, after completing his tour in Southwest Asia, he returned "home" to Fort Bragg. In 1997, he was assigned to the Airborne and Special Operations Test Directorate.

CW4 Lindo is a graduate of the Basic and Advanced Noncommissioned Officer Courses, the Warrant Officer Basic Course, the Warrant Officer Advanced Course, and the Warrant Officer Staff Course. **(Lindo Continued on page 15)**

A “JEWELL” OF A SOLDIER RETIRES

After 24 fantastic years, Chief Warrant Officer Four Ronny C. Jewell is hanging up his red hat. The former Army “brat” entered active duty in August 1979, attending Basic Training at Fort Jackson, South Carolina. He then attended the U.S. Army Airborne School at Fort Benning, Georgia to become a parachutist. This unique qualification as a parachutist allowed him to attend Advanced Individual Training at Fort Lee, Virginia, where he was trained as a Parachute Rigger. During his 24-year career, he served overseas in Aviano, Italy and Southwest Asia. His assignments include duty with the John F. Kennedy Special Warfare Center; 1st Corps



CW4 Ronny C. Jewell

Support Command; Southern European Task Force (SETAF); and Joint Special Operations Command (JSOC). He most recently served as the Senior Airdrop Systems Technician in the 264th Corps Support Battalion (1st COSCOM). Chief Warrant Officer Four Jewell’s military education includes the Warrant Officer Staff

Course, the Senior Warrant Officer Course, the Basic Warrant Officer Course, the Warrant Officer Entry Course, the Basic Noncommissioned Officers Course, the Primary Leadership Development Course, the Basic Airborne School, the Military Free Fall Course, the Jumpmaster Course, and the Military Free Fall Jumpmaster Course. Chief Warrant Officer Four Jewell’s awards and decorations include the Defense Meritorious Service Medal, the Meritorious Service Medal with three oak leaf clusters, the Army Commendation Medal with 3 oak leaf clusters, the Army Achievement Medal, the Air Force Achievement Medal, the Army Good Conduct Medal (3rd award), the National Defense Service Medal (2nd award), the South West Asia Medal with 3 bronze stars, the Armed Forces Service Ribbon, the Humanitarian Service Medal, the Noncommissioned Officer Professional Development Ribbon (2nd award), the Overseas Service Ribbon, the Saudi Liberation of Kuwait Medal, the Liberation of Kuwait Medal, the Joint Meritorious Unit Award, the Meritorious Unit Award, the Military Free Fall Jumpmaster Badge, the Master Parachutist Badge, the Parachute Rigger Badge. Chief Warrant Officer Jewell is married to the former Karen Louise Daney.

THE “FABRIC OF AERIAL DELIVERY” ERWIN WUESTER RETIRES

After 21 years of exemplary service, Mr. Erwin Wuester will be retiring from U.S. Army Natick Soldier Center. Mr.

Wuester was born on December 7, 1929 in Pompton Lakes, New Jersey and grew up there surrounded by his two sisters Evelyn and Ann. His career began in textiles when he attended Lafayette College-Eastern Pennsylvania from 1948-1949 for an undergraduate degree in Chemical Engineering. From 1949-1953, he then moved onto attend the Lowell Textile Institute-Massachusetts, where he completed his Bachelor Science degree in Textile Manufacturing with a (Design Major).



Captain Erwin A. Wuester, Patterson Air Force Base

Mr. Wuester served his country well as both an active duty officer and reservist for the U.S. Air Force for a combined total of 28 years. Before entering the Air Force in 1954 as a Second Lieutenant, he completed one year of textile engineering graduate school. During his active duty tour, Erwin completed the Squadron Officer School, Command and Staff College, Industrial College of the Armed Forces, Air War College, Navigation School and Aircraft Control School. During his time served in United States Air Force Reserve, he completed stints as a Navigator, Senior Radar Officer, Interceptor Controller, Weapons Director, Administrative Officer, R&D Project Officer, Production Officer, Procurement Officer and Plans, and Operations Officer. When serving as a Navigator, Mr. Wuester flew in the RC121 with the 552nd Aircraft Early Warning & Control (AEW&C), part of the 28th Air Division. Mr. Wuester (LTC USAF Ret.) received numerous awards during his service including: The Air Force Commendation Medal, Air Force Outstanding Unit Award, National Defense Medal, Humanitarian Service Medal, Air Force Longevity Service Award, Armed Forces Service Medal and Award of The Meritorious Service Medal by the Massachusetts Civil Defense Agency.

In 1958, Mr. Wuester began his career within the textile industry working at Linen Thread Company in Patterson, New Jersey. He was a Textile Technologist in the research and development of industrial threads and netting. One of Mr. Wuester’s most outstanding accomplishments includes the development of gold medal nylon tufting twine for the bedding industry. He moved on in his career in 1960 to Coats and Clark (currently known as Coats America) in New York, New York. He remained at Coats and Clark for about ten years during which he worked in the industrial thread merchandising and product development area. He spent four years working in the research division where he developed domestic plastic spools for sewing threads, Chic® coil zipper for the fashion/industrial area, and the Dual Duty®

(synthetic coil and cotton core) sewing thread. In 1970, his path lead him to Malden Mills in Lawrence, Massachusetts, where he worked until 1982 as Assistant Quality Control Director in the high pile fabric division.

In 1982, Mr. Wuester began work at Natick Research, Development & Engineering Center, Individual Protection Directorate in Natick, Massachusetts. The military has benefited significantly from Mr. Wuester's extensive knowledge of textiles. He initially worked in the Materials Branch Dress and Battledress Uniform area at Natick.



Mr. Erwin A. Wuester, Senior Textile Technologist (Parachutes), Aerial Delivery Engineering Support Team

He officially became a team member of the Aeromechanical Engineering Directorate in 1984 as a Textile Technologist. Transitioning throughout the years remaining with the team, he was promoted to Senior Textile Technologist (parachutes) on what is currently the Aerial Delivery Engineering Support Team (ADEST). Mr. Wuester has dedicated 19 years of his career to the airborne-airdrop community to ensure the safety and quality of parachute systems for the soldier.

The highlights of Mr. Wuester's work include: The replacement of wool with synthetic felt in the M-1950 weapons case, development of the Universal Static Line, introduction of both the Dooley finish and Fluorocarbon finish improving the durability of static lines, suspension lines and canopy fabrics; and development of the tube-edge webbings to include type XXVI, XII, VII and XVII webbings. Mr. Wuester has also been working extensively over the past three years on a Small Business Innovative Research (SBIR) project for 3D weaving and heat-sealing of materials to improve the affordability and availability of parafoils. He has been instrumental in developing a relationship between the government and the Parachute Industry Association (PIA) in the conversion of military specifications to PIA specifications; this conversion resulted in significant cost savings to the government. As a result, Mr. Wuester along with his colleagues received the 1999 Defense Standardization Program Honorary Award, Department of the Army.

Throughout the years, Mr. Wuester has worked closely with members of the parachute manufacturing industry including companies such as Mills Manufacturing, Pioneer, Irvin Aerospace and Paraflyt. He has been a member of the Accident Investigation Team for eighteen years, where he has provided accurate assessment of incidents in the field and quality assurance of various parachutes systems. Mr. Wuester is an expert in the textile area for parachutes and has been called to provide expert testimony in criminal investigations. He received numerous awards over the years including Parachute Industry Association Distinguished Leadership Award, Customer Focus Award, Development and Engineering Award-Operation Provide Promise, and Honorary Rigger Award.

Mr. Erwin Wuester dedicated 49 years of his life to the United States Military. He has shown commitment and devotion to the safety and security of the airborne-airdrop community. We thank Mr. Erwin Wuester for all of his contributions and steadfast dedication to quality for the soldier. Not only is the military losing an expert in his field, his team members are losing a respected and valued coworker and friend. Mr. Wuester will not be quickly replaced or forgotten for the role he has played in the past 21 years.

Mr. Wuester is an expert in the textile area for parachutes and has been called to provide expert testimony in criminal investigations.

Erwin's plans include enjoying his retirement with his wife Arlene of 35 years and their three children, Mrs. Karen Theusen, Mr. Charles Gordon and Mr. Douglas Gordon, and four grandchildren David Gordon, Susan Salway, Rebecca Steinbeck, and Deborah Ben David.

Laura Winters is a Textile Technologist for the Aerial Delivery Engineer Support Team, Natick Soldier Center, Natick, MA.

(Lindo Continued from page 13) His commendable performance earned him several awards including the Meritorious Service Medal with 2 oak leaf clusters (OLCs), the Army Commendation Medal with 1 Silver and 2 Bronze OLCs, the Army Achievement Medal, the Good Conduct Medal with 5 Clasps, the National Defense Service Medal with 1 Bronze Star, the South West Asia Service Medal with 2 Bronze Stars, the Humanitarian Service Medal, the NCO Professional Development Ribbon with 3 Device, the Army Service Ribbon, the Overseas Service Ribbon with 2 OLCs, the Kuwaiti Liberation Medal (Kingdom of Saudi Arabia), the Kuwaiti Liberation Medal, the Meritorious Unit Commendation, and the Army Superior Unit Award. His special qualifications include the Master Parachutist Badge, Military Free-Fall Jumpmaster Badge, Rigger Badge, Republic of Korea Master Parachutist Badge, and the Canadian Parachutist Badge.

CW4 Lindo is married to the former Miss Berthenia McCauley of Sarasota, FL. They have three children: Wendell, age 30, Antonio, age 26, and Christina, age 14, and one granddaughter, Sierra. The Lindo's will remain in the Fayetteville area.

Finally! The Equipment You Have Been Waiting For

Aerial Delivery Sustainment Team Delivery Schedule

NSN	NOMENCLATURE	DLVR QTY	DLVR_SCH
1670000395073	DEPLOYMENT BAG	2286 EA	JUL 03 - MAR 04
1670000867291	TABLE INSPECTION	28	JUL 03
1670001279593	DEPLOYMENT BAG	200	JUL 03
1670004345782	COUPLING ASSY	50	AUG 03
1670004345783	COUPLING ASSY	50	JUL 03
1670004345785	COUPLING ASSY	90	JUL 03
1670004345787	COUPLING ASSY	250	AUG 03 OCT 03
1670005680323	BAND RUBBER	4653	JUL 03
1670005873421	A-22	16608	JUL 03 - JAN 04
1670006224462	CANOPY PERSONNEL	550	JUL 03 - AUG 03
1670007533928	PAD ENERGY	26170	JUL 03 - SEP 05
1670008152727	DEPLOYMENT BAG	1205	AUG 03 FEB 04
1670008726109	26 FT CARGO PARACHUTE	3327	JUL 03 - NOV 03
1670008843668	ADAPTER PARACHUTE	630	AUG 03 - NOV 03
1670009271242	STRAP ASSY	24	AUG 03
1670009370271	TIE DOWN CARGO	15003	JUL 03 - JAN 04
1670010087755	SLING CARGO	500	SEP 03 - DEC 03
1670010167841	G-11	165	JUL 03 -AUG 03
1670010583810	NET CARGO	360	JUL 03 -AUG 03
1670010583811	NET CARGO	500	DEC 03
1670010653755	G-12	8831	JUL 03 - JAN 05
1670011622369	RAIL TYPE V	51	JUL 03 - AUG 03
1670011622370	RAIL TYPE V	243	JUL 03 - SEP 03
1670011622371	RAIL TYPE V	51	JUL 03 - AUG 03
1670011622382	ROLLER PAD	51	JUL 03 -AUG 03
1670011622383	ROLLER PAD	196	JUL 03 -NOV 03
1670011622386	ROLLER PAD	129	JUL 03 - NOV 03
1670012277992	HARNESS PARACHUTE	10500	JUL 03 - JAN 04
1670012350923	DEPLOYMENT BAG	1200	FEB 04 - SEP 04
1670012489502	T-10C	507	JUL 03 - MAY 04
1670012721901	HARNESS PARACHUTE	725	JUL 03 - APR 05
1670013041057	PANEL ASSY	438	JUL 03 - NOV 03
1670013062100	MC-4	1510	OCT 03 - FEB 06
1670013286440	LINK PARACHUTE	19599	JUL 03 - JAN 05
1670013303279	CANOPY PERSONNEL	69	JUL 03 - NOV 03
1670013303280	HARNESS PARACHUTE	129	JUL 03 - AUG 04
1670013303747	PILOT CHUTE	443	JUL 03 - OCT 03
1670013323916	CANOPY PERSONNEL	23	JUL 03 - AUG 03
1670013538424	BRACKET ASSY	693	JUL 03 - OCT 03
1670013538425	BRACKET ASSY	296	JUL 03 - SEP 03
1670014204256	MIRPS	1400	JUL 03 - DEC 03
1670014396939	DEPLOYMENT BAG	200	JUL 03 - SEP 03
1670014842234	T-10D	3070	JUL 03 - JAN 04
1670014851654	RAIL DRAS	150	AUG 03 - NOV 03
1670014851656	PANEL ASSY	293	JUL 03 - NOV 03
1670014861342	ROLLER PAD	150	JUL 03 - NOV 03
1670014870777	MC1-1D	3374	JUL 03 - FEB 05
1670014875461	STATIC LINE	700	SEP 03 - JAN 04
1670014875464	OUTRIGGER	173	JUL 03 - OCT 03
1670015039822	REFURBISH KIT	100	AUG 03
4010004318490	WIRE ROPE	9925	SEP 03
4020010476814	FIBER ROPE ASSY	1654	JUL 03 - FEB 04
4020010476815	FIBER ROPE ASSY	1254	JUL 03 - JUN 05
4030010484046	GRAB HOOK	1199	SEP 03 - NOV 03
4030010484047	GRAB HOOK	400	JUL 03 - DEC 03
5325010871605	FASTENER SNAP	2813	OCT 03
5340000408219	STRAP WEBBING	500	JUL 03
5340003600560	STRAP WEBBING	2500	AUG 03 - NOV 03
5340009370273	STRAP WEBBING	1403	JUL 03
5340015021294	HANDLE	200	SEP 03

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Aerial Delivery Sustainment Team Hosts British Counterparts



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In early June of this year, the TACOM Aerial Delivery Sustainment Team at Fort Bragg NC hosted a British team of Aerial Delivery colleagues from the United Kingdom. The purpose of their visit was to get a first-hand look at U.S. Army Aerial Delivery policies, procedures, operations and training. The Joint Air Transport Evaluation Unit, based out of Brize-Norton Royal Air Force Base, United Kingdom, is comprised of members of the British Army and British Royal Air Force. The unit is commanded by Lieutenant Colonel Andrew Teare of the British Army. Their tour took on an aggressive pace beginning with a briefing by Maj. Muehl of the Airborne Special Operations Test Directorate. He briefed on the Directorate's mission and on-going tests and evaluations. They continued with a visit to the Test Directorate's parachute rigging facility at Pope Air Force Base and met with

CW4 Biederman who explained the functions and duties of the Rigger section. Next, they toured the 82nd Airborne Division's "high rise" parachute pack facility where they were briefed by CW3 Bowden of the 82nd Airborne Division Parachute Office. All of the visitor's were amazed with the size of the facility, especially the parachute drying towers. They next observed a ground demonstration of the activation for a T-10D personnel parachute, as well as the emergency procedures and activation for the Modified Improved Reserve Parachute System (MIRPS). Next, they toured the new combined 82nd Airborne Division and 18th Airborne Corps heavy drop rigging facility led by Capt Johnson and CW1 Doe, who briefed them on the functions and duties of the rigger section. The next day, the tour contin-



MAJ Treharne, MAJ Donnellan, Squadron LDR Vallence, CPT Burgees, Flight LT MCMurtie, Squadron LDR Bolton, LTC Teare, Flight SGT Jenkins, SFC Dickerson



SFC Dickerson, Squadron LDR Bolton, MAJ Donnellan, Flight SGT Jenkins, LTC Teare

ued with a visit to the 600th and 623rd Quartermaster Company's combined parachute repair facility, where CW3 Alecca briefed the visitors on procedures for the repair of numerous aerial delivery items, personnel parachutes and cargo parachutes. The visit at Fort Bragg culminated with a tour of the military freefall wind tunnel, the one and only of its kind in the United States. There the unit observed a class of freefall students undergoing basic freefall training. Students in the freefall school must satisfactorily complete the training in the tunnel prior to moving on to the final phase of training at Yuma Proving Grounds, Arizona. When asked how he felt about the U.S Army aerial delivery operations, Major Treharne of the British Royal Air Force replied, " I am delighted to be able to visit the home of American Airborne counter-parts. It was absolutely great!"

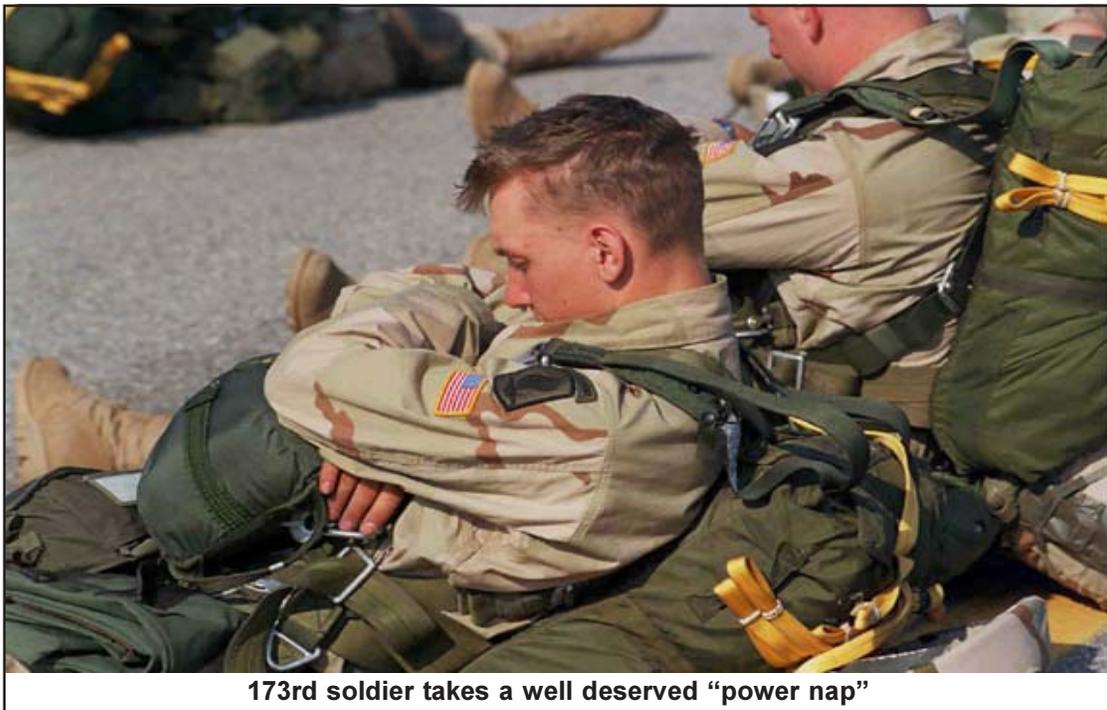
Freedom Photos- A tribute to our Parachute Riggers and Airborne Soldiers



A message for Saddam



Equipment ready for air drop





173rd Combat Soldiers Board the C-17



C-17's "Rollin down the strip"



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