

OOHRAH!



Thunder Chickens take Osprey to war

The V-22 Osprey is now in service defending our country after a quarter century of research and development – and a great deal of work.

Ten MV-22s from Marine Medium Tiltrotor Squadron 263 (VMM-263) arrived in Iraq in early October. Known as the “Thunder Chickens,” they are stationed at Al Asad Air Base west of Baghdad.

“It has been a long time coming,” said **Art Gravley**, the chief Bell engineer for the V-22. “With all the different problems we’ve had in the program in terms of threats of cancellation and accidents, it’s such a satisfying thing to get to this point.”

The deployment means a great deal to those who have had their hands in the tiltrotor, many of them for years. For Bell, creating the Osprey is a team effort. Large sections of the aircraft, particularly the wings, are constructed at the Advanced Composite Center (ACC) in Hurst. The rotors that keep it aloft are made at the Rotor Systems Center (RSC). The gears and transmissions that make it all possible come to life at the Drive Systems Center (DSC) in Grand Prairie. The whole thing becomes a complete aircraft at the Amarillo Military Aircraft Assembly Center.

“It gives us more purpose to see it in the hands of the war fighter,” said **Russell Cole**, a Six Sigma Black Belt at the RSC. “Before, it meant something, but this takes it to a whole new level.”

Bill Brinker, a gear grinder in the DSC’s Spiral Bevel Gear Cell, has made parts for the Osprey for nearly a decade. “It made me feel proud



TOP: Marines of VMM-263 gather in front of an Osprey at Al Asad Air Base, Iraq. *Marine Corps photo*
ABOVE: Marines attached to Marine Medium Tiltrotor Squadron (VMM) 263 board an MV-22 Osprey on the flight deck of the USS Wasp as they prepare to transit to their final operational destination in Iraq. This marks the first combat deployment of the Osprey. *U.S. Navy photo*

that we could help the guys over there fighting,” he said. “It’s been a long time in the making.”

Harlon Throneberry, an aircraft assembler at the RSC, admitted to a bit of nervousness about the Osprey’s first fielding.

“It’s a new aircraft,” he said. “I hope it helps them. I hope it saves lives, just like the helicopters did in Vietnam.”

If the Osprey can save lives, it’s worth all the work that’s gone into it, ACC Bonder **Pam Kelso** said. That critical mission is why coworker and fellow Bonder **Donna Jacobs** takes such care in her job.

“I try my best,” Jacobs said. “I can look at myself in the mirror and say if I’ve done it, I’ve done my best.”

Most respond much like **Monty Copeland**, ACC Inspection supervisor and former Navy

officer, who called it “pretty cool.”

“The Marines and Navy really need the V-22 because the CH-46 is really old, and it’s not in production any more,” he said. “They’re hard to find parts for. They’re wearing out.”

Veterans have a uniquely optimistic perspective about the aircraft’s capabilities.

“Imagine how effective this transformational aircraft would have been in Vietnam or during the Desert One hostage rescue effort,” said **Lee Shifflet**, Bell-Boeing Program Office executive director for V-22 Sustainment and a Vietnam veteran. “You could easily predict that many lives would have been saved and strategic planning timelines reduced due to the aircraft’s speed and agility.”

Dennis Brooks, a flight mechanic in Amarillo,

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Dennis Brooks, a flight mechanic in Amarillo, first encountered Bell helicopters – the early Huey and Cobra – in 1968 at Fort Rucker as he prepared to deploy to Vietnam. Those aircraft, and their subsequent versions, have proven themselves on battlefields all over the world, he said.

“I feel the same way about the V-22. I know the dedicated people that work and build this aircraft,” he said. “All of us who work on this aircraft know its capability and feel that there is nothing out there that can touch it. It has become a proven aircraft, and the people that fly it everyday know this for a fact.”

Stephan Eggers, an engineer in Amarillo, said he knew the Osprey was going to make a difference to the troops when he started here in 1999.

“Since my first aircraft delivery, Ship 12, I wondered what it was going to be like when the Osprey would be deployed with the fleet,” Eggers said. “Now, eight years later, the V-22 is deployed with the war fighter. I personally have no doubt that the Osprey is going to transform the way future wars are fought and won.”

From its dual nature to its composite construction, the Osprey represents a huge jump forward in aviation technology, one that engineers are excited to see out in the field.

“There’s probably only one other thing out there that’s more complex than that aircraft, and that’s the space shuttle,” Cole said.

Plenty of companies make helicopters, planes and jets, RSC Process Engineer **James Cordell** said, but there’s only one building tiltrotors.

“We become numb to the technology because we’ve had it so long, but you talk to someone in the composites world and tell them you’re making a yoke 4 inches thick, they look at you like you’re crazy,” Cordell said. “I will be excited to see how its capabilities expand.”

Combat situations help pilots find out just what an aircraft can really do, and Cordell isn’t alone in his excitement.

“I’m glad to see it’s getting put to use and field-tested and proven,” said **Mel Caylor**, lead bonder in Blade Layup at the RSC. “We don’t want to let it sit around and gather dust in a hangar.”

It’s not just the fact that a Bell product is being put to use; it’s knowing that the work is helping men and women in the armed forces and saving lives.

“It makes me feel good that I can help in that way,” Fiber Placement Operator **Dwight Archer** said as he worked on a grip at the ACC. “A lot of people don’t have the privilege of being able to help in the way we can.”

Deployment is long overdue, said ACC Bonder **Page Sadler**, who hopes the machine sees many years in service.

“It makes me proud I’m a part of helping the boys over there fight for our freedom,” she said.

For **Monte Smith**, an engineer in DSC Process Engineering, the reaction can be summed up in a single word.

“Proud,” he said. “Proud that we can support the war effort and give them the tools and machines that help them do their job effectively.”

ACC Bonder **Juan Gutierrez** echoed the sentiment, and added one of his own.

“I think everybody at Bell feels the same way,” he said. “We finally get to prove people wrong who’ve been talking negative about it.”

Many hope the Osprey’s real-world success will silence detractors bashing the tiltrotor in the media, often using outdated and inaccurate information.

“It’s a good thing,” said Milling Machine Operator **Jerry Flores**, who runs a five-axis machine in the Large Case Cell at the DSC. “It’s going to prove it’s a good aircraft.”

“We’ve been working on it for so long,” said **Luther Cunningham**, Lead Material Bonder A at the ACC. “I want to see it go over there and show them what it can do.”

Others say the Marines using the aircraft have already given the only opinion that matters.

“The people using the aircraft can’t say enough about it,” said **John Hay**, chief of process engineering for the blade shop. “You’ll always have your naysayers in the media, but the people who use it, they’re ecstatic about its performance and its dependability.”

They’re the ones who should know, and their favorable reports come as good news to those who only see a piece or two of the aircraft.

“We’re not out there flying with them every day,” Throneberry said. “They see how it performs. We see our little part of it.”



Assembler Mechanic Jon Clark works on a V-22 at the Amarillo Military Aircraft Assembly Center. Photo by Jason Brooks



ABOVE: David Greenwood cuts the teeth on a bullgear for the Osprey transmission at the Drive Systems Center. LEFT: Milling Machine Operator Jerry Flores works on a five-axis machine in the DSC’s Large Case Cell, where V-22 transmission cases are machined. BELOW: Mel Caylor, lead bonder in Blade Layup at the RSC, cleans an abrasion strip for a V-22 blade. Photos by Jeff Parish





Brave service from Bell Helicopter’s veterans

Editor’s Note: Many men and women from Bell Helicopter have served our country in the Armed Forces. In the next few pages, we share brief information about a few of them. The images across the top of these pages are just a few of the patches and insignia you served under. We thank you for your service. And we apologize for any information we may have been forced to leave out because of space requirements. We also appreciate those who have served our country who may not be listed here. Watch ERIC for some of the information and photos that we were unable to fit in these pages.

World War II

George Baker, retired senior estimator and estimator group leader, served in the Army Air Corps – the forerunner to the Air Force – from 1944 to 1945. He served as a flight engineer with B-24 crew 5294, 329th Squadron, 93rd Bomb Group, 20th Combat Wing, 2nd Air Division, 8th Air Force operating out of Hardwick Air Base in East Anglia, England. He flew in combat missions over Europe, including Germany, Belgium, France and Czechoslovakia.

Sgt. Bill Crapo, a Bell retiree, served in the Air Force from 1944 to 1945. He was stationed in the Tinian Islands and flew 35 missions over Japan.

Staff Sgt. Gus Caglagis, a Bell retiree, served two years in the Army.

Col. Howard Frazier, a Bell retiree, served in the Army with the 4th Infantry in Sicily and Silerno and Korea.

Petty Officer 3rd Class Floyd Hathcoat, a retired project production engineer, served in the Navy from 1943 to 1946. He served on board the USS Leedstown in the Pacific Theater as a Navy corpsman, medical personnel who served in amphibious forces with the Marines.

Petty Officer 2nd Class A.J. Hawn, retiree from upholstery, served in the Navy from 1942 to 1944. He served aboard the USS Leyte, which was later renamed the Maui, in the South Pacific.

Staff Sgt. Willis Padgett, a Bell retiree, served in the Army from 1943 to 1946. He served in Europe with the 283rd Infantry.

Hazel Williams, a Bell retiree, served in the Army from 1943 to 1946 at Fort Clark, Texas, in the pharmacy section. She and her twin sister, Mazel, were the first women twins in the women’s section of the Army. They enlisted along with a brother so they could get training.

Korea

Cpl. Berlie Daniels, a retiree who worked in Information Services, served in the Army from 1953 to 1955.

Cpl. Keith McDaniel, a retired flight instructor, served in the Army from 1951 to 1954.

Cpl. Jimmy Puckett, a retired tool expediter, served in the Marines from 1948 to 1952. He spent a year in North Carolina at Camp Lejeune, a year in California at Camp Pendleton and a year in combat. His final year in the Marine Corps was spent at Corpus Christi Naval Hospital having his left hand rebuilt after a mortar fire injury in Korea. At the time of his injury, he had to walk down a mountain to a MASH unit.

Spc. Harmon C. Atkins Jr., a retired Flight Test employee, served in the Army from 1963 to 1966. He served at Camp McNair

in Korea in 1964 and at Cam Rahn Bay in Vietnam in 1966.

Vietnam

Petty Officer 2nd Class Thomas Allen, OH-58 Field Service representative, served in the United States Navy from 1970 to 1976 as a CH-46 A and D Aviation Electrician and Grumman S2-F. While on active duty, he deployed to the South China Sea, Da Nang, Vietnam, and the Mediterranean Sea.

Pfc. Arthur Graham, a plater at the Drive Systems Center, served in the United States Army from 1962 to 1965, including 11 months in Saigon, South Vietnam, as a radio repairman.

Chief Master Sgt. Roy Allen, a contractor employed as an aerospace logistics engineer, served in the Air Force from 1964 to 1985. He supported the Vietnam conflict at Andersen Air Force Base in Guam, Utaipio Air Base in Thailand and Kadena Air Base in Okinawa, performing maintenance on B-52 and KC-135 aircraft.

Petty Officer 2nd Class Milton H. Anderson, a material bonder A, served in the Navy at the end of the Vietnam era from 1974 to 1978. A Personnel Man Second Class, Milton was responsible for the upkeep of approximately 200 personal folders of the enlisted men Attack Squadron VA-72, based at Naval Air Station Cecil Field in Jacksonville, Fla. His tour included two cruises in the Mediterranean two in the Caribbean and one in the North Atlantic, all on the aircraft carrier U.S.S. John F. Kennedy.

Capt. Gary L. Blackwell, senior ILS specialist, served in the Air Force from August 1963 through June 1973. An aircraft commander for KC-135s and B-52s, his service took him to Guam, Laos, Thailand, Cambodia and Vietnam.

Flight Mechanic Dennis Brooks served in the Army.

Sgt. Francis Booth, a contractor employed as a senior technical consultant, served stateside in the Air Force during the Vietnam conflict from 1965 through 1971. The Air Force started his electronic career in 1965 as a fire control systems mechanic on Air Defense Command’s interceptor F-106A/B, also known as the Delta Dart. He later went on to college at New Jersey Institute of Technology Newark College of Engineering. Now he works on CV-22 electronic warfare systems integration.

Spc. Thomas R. Boozer, a Manufacturing Engineering planner, served in the United States Army Reserve from 1965 until 1971. A military police officer, Thomas served active duty tours at Fort Jackson, S.C.; Fort Gordon, Ga.; Fort Hood, Texas; Fort Sill, Okla.; Fort Chaffee, Ark; and Fort Polk, La.

Chief Warrant Officer Sam Boyer, principle production test pilot, served in the Army from 1968 until 1974, when he was discharged and started a career with Bell Helicopter. He served with the 1st Infantry Division, attached to the 1st Aviation Battalion, from September

1969 until the end of August 1970. His primary duty was as an aircraft commander in a lift platoon flying UH-1H (Huey) helicopters, engaged in operations against hostile forces in the Iron Triangle Region of what was known as Three Corps and based primarily at Dau Tieng and Phu Loi. For his service, Sam was awarded the Distinguished Flying Cross, the Bronze Star twice, the Vietnamese Cross of Gallantry and others.

Martin A. Boyle, H-1 Support Equipment Integrated Product Team, served in the Army 1970 to 1978 and Texas Air National Guard 1980 to 1982. He deployed to Vietnam with the 1st Aviation Brigade in Dong Ha from January 1971 through January 1972. He was assigned to the 173rd Assault Helicopter Company as a door gunner and later as a crew chief on Bell UH-1C “Charlie” model gunships. In later assignments, he served as a crew chief and Senior aircraft repairman on Bell OH-58A, UH-1D, UH-1H, UH-1Ms and AH-1G, as well as C-7, C-12, C-45 and C-47 aircraft.



Martin A. Boyle (right) stands next to a Charlie model Huey in Vietnam

Staff Sgt. Ysidro Campos, Customer Support specialist, served in the Army from 1965 to 1968, including two tours in Vietnam. He served in the Army Airborne and was named Paratrooper of the Decade in April by the Silver Wings Airborne Association. The organization is comprised of combat paratrooper veterans, all of whom are Hispanics from Texas.

Spc. Raul G. Carrasco, Government Property Control manager, served two years with the Army after being drafted in 1965. Raul served with the 25th Infantry Division in Cu Chi in Vietnam. He was wounded in action while on patrol, shot in the right shoulder and injured by a hand grenade in the right leg. He was flown to a Saigon hospital, then to Camp Zama in Japan for surgery, rehabilitation and finally discharged.

Chief Warrant Officer Mike Cassady, a ground and flight instructor at the Bell Training Academy, served in the Army from June 1968 thru June 1970. An AH-1G Cobra pilot, Mike served a tour in Vietnam and received a Purple Heart, Air Medal with V, Bronze Medal, Vietnam Service Ribbon and Vietnam Cross for Gallantry. Afterward, he was stationed at Fort Rucker and became a basic instrument instructor until his discharge.

Sgt. Ronnie Cogdill, a mechanical assembler, served two years in the Army, including a tour in Vietnam.

Chief Warrant Officer Marvin P. “Rags” Connaway, V-22 ILS specialist, served in the Army from 1967 to 1971. He attended flight school at Fort Wolters and Fort Rucker, flew Hueys in Vietnam, and later OH-6As and AH-1Gs. His primary mission was flying scout lead in a hunter/killer team. Upon return to the U.S., he served a helicopter instructor pilot for Vietnamese and American student officers.

Lt. Col. Lee Cooper, Metallic Materials engineer, served in the Army Corps of Engineers. Lee spend eight years on active duty and 18 in the reserves. Assignments included three years at Corpus Christi Army Depot overhauling and rebuilding Bell helicopters, a tour in Korea and tours at Fort Belvoir, the Engineer Center, and at Fort Polk with the Fifth Infantry Division, all with the combat engineers. Reserve duty included seven years with a Texas based engineer brigade and with Army Reserve Schools.

Spc. Ron Cribbs – chief, Medium Military Helicopters, Military Technical Support – served in the Army from 1968 to 1969. Ron joined Bell in February 1968, working as an airframe and powerplant mechanic doing structural repair at the Amarillo facility on crash and combat damage helicopters. The Army drafted him a few months later. He served in Vietnam and returned to Bell after leaving the military. He worked on a Bell Amarillo-repaired aircraft while in Vietnam, and after returning to the U.S., he helped repair one of his old Army unit’s aircraft at Amarillo.

Sgt. Elmo Dungan, lead electrical systems engineer in H-1 Upgrades, served four years in the United States Marine Corps. He deployed with Marines from El Toro to DaNang, South Vietnam, in October 1966.

Staff Sgt. Bill Felton, Commercial Product Support Engineering manager, served in the Army from January 1967 to June 1976. Bill was located near Can Tho in the southern part of the country. He maintained an Infrared Airborne Surveillance System that flew in OV-1C Mohawk aircraft. During his spare time, he helped the men in the next hangar work on Hueys and Cobras.

Master Sgt. Harold Freeze, Information Systems Security manager, served in the Air Force from 1966 to 1986. He served in Vietnam in 1968-1969 in the 366th Tactical Fighter Wing, maintaining bomb loaders and transporters of ammunition. After that, he spent 14 years in recruiting service/information systems.

Chief Warrant Officer Ric J. Forns, a senior flight instructor specialist, served in the Army from 1966 through 1970. He earned the Distinguished Flying Cross, Bronze Star and Purple Heart. He was stationed In Vinh Long with the 114th Assault Helicopter Company, known as “Knights of The Air” and flew Huey gunships and Cobras.

Chief Warrant Officer Rick Gorton, senior production test pilot specialist, served in the Army from 1971 to 1992. He started his career as an enlisted mechanic, then became a fight crewmember on the CH-47A Chinook and the UH-1H Huey with service in Vietnam. In 1979, he completed the maintenance test flight for UH-1 and OH-58A/C course and was stationed in Germany. After returning from Germany in 1982, he was stationed in Fort Eustis, Va., in new systems training development for the OH-58D Advanced Helicopter Improvement Program (AHIP). After the fielding of the OH-58D, he was assigned as an instructor for the AHIP.

Charlton H. Gregg, plant protection officer, served in three branches of the military. He served in the Army from 1968 to 1971, including a tour in Vietnam assigned to 1st Logistical Command as a private first class. He served in the U.S. Marine Corps from 1973 to 1979. His tour included Marine Corps Air Station Iwakuni, Japan, as military police officer. He was also assigned to 3rd Marine Aircraft Wing in El Toro, Calif. While assigned there in 1975, he assisted in the processing and resettlement of Vietnamese refugees after the fall of Saigon. His rank was sergeant.

Charlton then spent 1979 to 1991 in the



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Navy. He served onboard USS England and made a Western Pacific and Persian Gulf deployment. He also served on the USS Truxtun, participating in Operation Earnest Will in 1988 during deployment to Persian Gulf. In April 1988, he participated in Operation Praying Mantis where U.S. ships and aircraft attacked and destroyed several oil platforms and Iranian ships in retaliation for the Iranians laying sea mines. In the Navy, his rank was chief petty officer.

Staff Sgt. Coleman D. Hancock III, supervisor for V-22/H-1 at the DSC, served in the Army 1967 to 1975. He served in Vietnam as squad leader for Long Range Reconnaissance Patrol Team in the 101st Airborne, and as a VIP escort for security.

Airman 1st Class Randall Hasley, a Planning Department employee, served four years in the Air Force.

Sgt. Terry Housh, an Air Traffic controller, served three years in the Army, working aircraft into and out of airports in the U.S. and Vietnam.

Col. Ira L. Hester, a Bell retiree currently working as a Support Equipment analyst contractor on the H-1, served in the Air Force from 1965 to 1993. In 1972, he reported to Tan Son Nhut Air Base in Vietnam, where he flew 320 combat missions in the O-2A aircraft. Ira is a command pilot with more than 3,000 flying hours on a variety of aircraft, including the F-104, T-41, C-54, T-37, T-38, O-2A, T-33, T-39, Rf-4C and F-15. His military decorations include the Legion of Merit Medal, Bronze Star Medal, three Meritorious Service Medals, seven Air Medals, the Combat Readiness Medal and Joint Service Commendation Medal.

Tech. Sgt. Charles O. Hill, quality inspector, served 20 years in the Air Force, including a tour in Vietnam.

Spc. Jerry R. Jenkins, lead instructor at the Bell Training Academy, served in the Army more than four years. The Army drafted him in 1969, and he went to Fort Bliss for basic training, then Fort Ord, Calif., for combat infantry training before heading to Vietnam. Months of firefights, night patrols and booby traps had Jerry looking for something more, and before long he found himself working as lead maintenance technician for the gunship platoon's UH-1Cs and working recovery team with a UH-1H Blacksmith. After coming back to the United States, he was assigned to Fort Carson, spending the rest of his service as crew chief for Bell helicopters.

Chief Warrant Officer Carl S. Jacobs, chief-test technicians, served in the Army from 1968 to 1971. Carl started training in 1968 and served as a pilot in Vietnam in 1970 flying Bell UH-1D and H models.



Carl Jacobs

Petty Officer 1st Class A. E. "Tony" Jarvis, senior Aero Logistics engineer, served in the Navy from September 1965 through October 1987. He deployed to the coast of South Vietnam, Gulf of Tonkin, South China Sea, Rota, Spain, Lajes Field in the Azores and the United States.

Master Sgt. Don Kallmeyer, Control Data analyst, served in the Air Force from 1958 to 1978. He served at Forbes Air Force Base, Kansas, from 1959 to 1966 and Offutt Air Force Base in Nebraska until being sent to Vietnam in 1968. Upon returning to the United States, he was stationed at Westover Air Force Base and Carswell Air Force Base. Don spent eight years as an aircraft mechanic on jets with four or more engines and 12 years in maintenance scheduling for job and production control.

Petty Officer 2nd Class Glen E. Karnes, Facilities specialist, served in the United States Naval Reserve. He served on the USS Piedmont in machinery repair and helped repair destroyers Maddox and Turner Joy, which were damaged in a firefight with Vietnamese patrol boats in the Gulf of Tonkin in 1967.

Airman 1st Class Billy Keeton, a retiree now employed as a contractor on the Procure to Pay (P2P) Data Team, served in the Air Force from 1961 to 1965. He worked as a Morris code intercept operator in Greece and a B-52 engine maintenance scheduler at Kinsloe Air Force Base, Mich.

Spc. Lynn Lefevre, Subcontract Evaluation Department specialist, served in the Army after being drafted in May 1968 and deploying to Vietnam in December. He was assigned to the 1st Infantry Division ("The Big Red One"). He was awarded a Bronze Star and Army Accommodation Medal for his service and left Vietnam just before Christmas in 1969.

Sgt. Gary W. Maxwell, a composite tool maker, served in the Air Force from 1969 to 1973 as crew chief on B-52 bombers in Guam, Okinawa and Thailand.

Chief Warrant Officer Jim McCollough, experimental test pilot, served four years in the Army.

William L. Mayes, a facilities and equipment maintenance engineer specialist, served in the Navy as an electrician's mate from 1965 to 1969.

Capt. Mort Meng, a senior production test pilot, served in the Army from 1966 to 1971. A helicopter pilot, he flew UH-1D and UH-1H models in Vietnam and was awarded the Distinguished Flying Cross and Bronze Star.

Petty Officer 3rd Class Mike Miracle, a contractor security officer, served four years in the Navy as a motorboat operator hauling troops and supplies to Hue, Chu Lai and Camron Bay in Vietnam.

Cpl. Paul Mock, Tool Crib Attend A, served in the Army from 1972 to 1974. After training Aberdeen Proving Grounds in Maryland as an aircraft armament repairman, he went to Vietnam. He repaired weapons systems on the Cobra helicopter and shared door gunner duties on the maintenance helicopter for F troop 9th Cavalry.

Airman 1st Class Robert Moorman, senior Quality Tooling engineer, served in the Air Force from 1960 to 1967. During the Vietnam Conflict, he worked as a Crash/Rescue/Firefighter, a firefighter who rescues pilots and crew from crashed aircraft

Chief Warrant Officer Ottis Lynn Morgan, chief pilot, served in the Army. He served one tour each in Vietnam, Germany and Korea, and spent the remainder of his active duty at Fort Hood. His reserve service was at at Dallas Naval Air Station. Ottis flew AH-1G Cobras in Vietnam with the 2nd Battalion, 20th Aerial Rocket Artillery (Blue Max) for 820 combat hours. He also flew Cobras, OH-58s and Hueys after Vietnam for 25 more years and another 2,000 flight hours. He received the Distinguished Flying Cross, Bronze Star and 24 Air Medals along with a few other awards.

Petty Officer 2nd Class Jimmie L. Neal, a buyer, served in the Navy from 1966 to 1972. A parachute rigger, he served with the VF-703 F-8 Fighter Squadron during the Vietnam War.

Col. Ross Pennington, Performance Based Logistics Operations director, served with the Marines 1966 to 1970 and 1973-2003. He served two tours in Vietnam. His military career started as an embarkation assistant serving at the battalion and wing headquarters level. He then performed civic affairs functions with the 2nd Battalion 26th Marines in Vietnam. In this role, Ross interfaced with local Vietnamese population on matters of friendly fire, relief and humanitarian issues.

He re-enlisted in the Marine Corps in 1973. In 1976, he was commissioned a second lieutenant through the Enlisted Commissioning program and became an aviation supply officer. His roles varied from warehouse officer to group supply officer and eventually commanding officer of a Marine aviation logistics squadron. His stints of duty have included support for helicopters in Okiniwa, the introduction of the F/A-18 Hornet to the Marine Corps, the introduction of the AV-8B Harrier Radar Aircraft, fixed wing aircraft support and work as the assistant program manager for logistics for the H-53 Super Stallion at Naval Air Systems Command. He also worked with Defense Logistics Agency as director of business operation, Defense Supply Center Richmond, providing aviation consumable supply support to air forces during the Kosovo Campaign. His final assignment was at the Pentagon as branch head for Aviation Logistics at Marine Corps Headquarters.

Petty Officer 3rd Class David A. Ramsey, utility operator, served in the Navy from 1970 to 1973. He served in Vietnam for 11 months on a small rescue and salvage ship performing rescue and salvage operations in the Tonkin Gulf on damaged ships, setting radar buoys and repairing fuel buoys.

Lt. Col. Pat Rever, a retired military marketing manager, served in the Marine Corps from 1956 to 1978. His service took him to the East and West coasts, Hawaii and three tours in the Far East – one that included Vietnam, Cambodia and Laos, and two in Vietnam. A helicopter pilot, Pat flew medium and heavy helicopters, including Huey gunships and "slicks." He trained on the Bell 46.

Maj. Gary R. Riester, Business Development Project engineer, served in the Army from 1966 to 1988. A helicopter pilot, he flew the CH-47 Chinook in Vietnam and Korea and the UH-1H in medical evacuation at Fort Knox. He served as a classroom instructor at Fort Rucker, a staff officer in the Separate Armored Brigade and unit commander of the Field Artillery Battery and Medical Evacuation Detachment at Fort Knox.

Lt. Col. Russ Rumney, retired director of conventional systems in military business development, served in the Army from 1954 to 1974. He had one assignment in Korea, two in Germany, one in Vietnam and several in the United States.

Staff Sgt. John W. Schafer, Contract Development/Execution manager, served in the Air Force from 1969 to 1973. During the Vietnam War, he spent four years in Strategic Air Command with the 2nd Combat Support Group at Barksdale Air Force Base and the 7th Combat Support Group at Carswell Air Force Base. At the time of his discharge, he was working as noncom-missioned officer in charge of the Military Pay Audit Department at Carswell.

Capt. Stephen R. Schmidt, a flight test engineer served in the Army from 1965 to 1968. Stephen flew as a "slick" helicopter (a Huey not rigged as a gunship) pilot in the 1st Airlift Platoon, 189th Assault

Helicopter Company, 52nd Combat Aviation Battalion, 1st Aviation Brigade.

Capt. Lee Shifflett, executive director of V-22 Sustainment for the Bell Boeing Program Office, served in the U.S. Marine Corps from 1968 to 1990.



Lee Shifflett

Sgt. Bob Stipe, a senior engineering specialist, served in the Army from 1966 to 1968. He served in Vietnam from October 1966 to October 1967.



Joe Tamez

Master Sgt. Joe Tamez, a machine parts inspector, served in the United State Air Force from April 1971 to December 1980 with two tours in Vietnam. He has served in the Air Force Reserve since 1993 with the 301st Fighter Squadron, currently serving as an F-16 crew chief. He recently returned from a second tour at Balad Air Base in Iraq.

Sgt. Jerrell Wade, mechanic maintenance A, served in the Army from October 1969 to September 1971. He deployed to Vietnam and Cambodia with the 1st Air Calvary Division.

Spec. Bill Walther, Integrated Manufacturing Team Level 4 leader, served in the Army from 1974 to 1980. He was assigned to the 77th Field Artillery Unit of the 1st Calvary Division stationed at Fort Hood, Texas. Bill worked as the motor pool scheduler and company commander's driver.

Spec. Michael Wantland, an engineering specialist, served in the Army from 1969 to 1972. He spent a year in Vietnam as a combat medic with E Troop 1st Armored Cavalry Unit of the Americal Division. His unit was located near Duc Pho, which is in Quang Ngai Province of Vietnam. He also served as the medic on a "Dustoff" MedEvac helicopter, a UH-1 Huey, during his tour in Vietnam.

Sgt. Jim Warnell, an ultrasonic inspector, served in the Marines from 1970 to 1974. He worked as an aircraft hydraulics mechanic on F-4 Phantoms.

Spc. Douglas W. Williams, principal engineer, Drive Systems Engineering, served in the Army from 1966 to 1969. After basic training at Fort Bliss, he went to Fort Eustis, Va., for aircraft engine mechanic school. Next stop was Ft Carson, Colo., with the 92nd Aviation Company preparing to go to Vietnam. There were two airlift platoons equipped with new UH-1Hs, one gunship platoon equipped with new UH-1Cs and Douglas' 617th TC Detachment, which was to maintain the aircraft. They arrived in Vietnam in November 1967, and the unit flew its first missions in December. After Vietnam, Douglas served the remainder of his three-year active service at Fort Riley, Kan., as a motor pool mechanic.

Sgt. John Gunnell, a retired engineer, served in Vietnam from 1970 to 1971,



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assigned to the 336th Assault Helicopter Company in Soc Trang. He performed maintenance on the drive train and rotor systems of Huey aircraft and flew approximately 17 combat missions. The company consisted of several 204 gunships which had mini gun / rocket pod configuration with two hand-held M60 guns in each door operated by the crew chief and door gunner. They also had 205 troop ships manned by a crew chief and door gunner with hand held M60s, and one 206 used for observation.

Capt. Bill Wait, retired manager of Program Scheduling for conventional helicopters, served in the Air Force from 1965 to 1976 and in reserves from 1981 to 1995. Bill was maintenance control officer for the 3rd Tactical Fighter Wing at Bien Hoa Air Base in Vietnam from 1970 to 1971. Before that assignment, he served as squadron material officer in aircraft maintenance and supply for the 18th Special Operations Squadron.

Spec. Bill White, a mechanical assembler, served three years in the Army.

Sr. Chief Petty Officer Micheal Williams, Quality inspector, served in the Navy for 25 years. He flew 121 aircraft in Vietnam, which had capability for radio and television broadcast.

Master Sgt. Charles O. Wiggins, a retired Shipping Quality supervisor, served in the Marine Corps from 1956 to 1976. He served in combat in Vietnam from 1967 to 1968 as a helicopter crew chief in a Huey gunship squadron. He then reported to Quantico, Va., where he served as a presidential helicopter crew chief.

Chief Warrant Officer Dwayne Williams, a retired chief pilot, served in the Army from 1965 to 1969. He served as a helicopter pilot in Vietnam 1966 to 1967.

Chief Warrant Officer Tommy Waldrop, a buyer, served in the Army from February 1969 to December 1971. He served in Vietnam as a helicopter pilot flying UH-1Hs and AH-1Gs in Vietnam and Cambodia.

Iraq

Sgt. Scott Albertson, aviation technician, served in the United States Marine Corps from 1992 to 2004 as an AH-1/UH-1N airframe mechanic. While on active duty, he deployed to Somalia and Iraq.

Sgt. Roberto Arroyo, aviation technician, served in the United States Marine Corps from 1997 to 2006 as an AH-1/UH-1N avionics technician. He deployed to Iraq for two tours and was stationed in Okinawa for two.



Glenn Baker

Chief Warrant Officer Glenn F. Baker, Jr., senior production test pilot, served in both the Air Force and the Army. A senior airman, Glenn enlisted in the Air Force in 1981. He served as an airborne navigation systems specialist stationed at Myrtle Beach, S.C., until he left in 1985. In 1988, he attended Army basic training at Fort Jackson, S.C., and flight school at Fort Rucker, Ala., where he graduated as an AH-1F Cobra pilot. Glenn was stationed in Germany with 4th Brigade, 2nd Armored Cavalry Regiment, where he experienced his first deployment to Kuwait

for operations Desert Shield and Desert Storm. He returned to Iraq in 2003 when he deployed to Kuwait in preparation for Operation Iraqi Freedom with the 101st Airborne Division. He deployed again in 2004 and 2005 with the 1st Squadron 17th Cavalry out of Fort Bragg, N.C. Glenn retired from the military in 2006 after 22 years of service, four deployments and 900 combat flight hours.

Master Sgt. Pedro Baeza, OH-58 Field Service representative, served in the United States Army from 1984 to 2006 as a OH-58 A, C and D, UH-60, AH-1, and UH-1 avionics technician. Pedro participated in Operation Desert Shield/Storm and Operation Iraqi Freedom.

Petty Officer 2nd Class Erik Barnes, a Rotor Design associate engineer, served in the Navy from 1991 to 1997. Erik deployed to Iraq for operations Desert Shield and Southern Watch as a nuclear propulsion plant mechanical operator aboard the Los Angeles Class fast attack submarine USS Pasadena.

Chief Warrant Officer Ronald Baze, OH-58 Field Service representative, served in the United States Army from 1981 to 2002 as an AH-1 and OH-58D maintenance test pilot. Ronald participated in Operation Desert Shield/Storm.

Spc. Lia Briggs, a Six Sigma Black Belt, served in the Army and National Guard from 1988 to 1994. She worked in ground support equipment repair and served with the 256th Infantry Brigade 199th Support Battalion, Company B. In November 1990, the brigade mobilized in support of operations Desert Shield and Desert Storm. Brigade units trained at Fort Polk and Fort Hood in preparation for deployment to Saudi Arabia for the Persian Gulf War. The 256th Infantry Brigade demobilized in May 1991 upon conclusion of the war.

Staff Sgt. Matthew L. Brown, principle engineer Manufacturing Research and Development, served in the Air Force from 1986 to 1996. Matthew deployed to the Gulf War and Bosnia. He worked as a B-52 bomber electronics warfare technician and RC-135 inflight technology engineer. His duties included maintaining communication, satellite, radar and computer systems and managing systems support teams.

Master Gunnery Sgt. Gary “Pappy” Byington, Military Training Device Build lead, served in the Marine Corps for 26 years starting in 1974. His service includes both peacetime and conflict: evacuating Vietnam in Operation Eagle Pull in 1975, Lebanon in 1989, Operation Desert Storm in 1990-1991, Somalia for Operation Ground Hog Day in 1994 and various special operations. By the time he retired in 2000, Gary had seen 18 different countries and every state in the United States. He had worked on UH-1, AH-1, AV-8, A-4J/M (back seat licensed) and crewman on CH-53 aircraft and trained on V-22 systems. He had been a maintenance chief, assistant director of training, training technical coordinator for H-1s, H-46s, H-53s, V-22s and worked as a technical training assistant for Naval Air System Command for CH-53, F-22 and V-22 aircraft.



Gary Byington

Gunnery Sgt. Jose Camacho, technical data manager for the Armed Reconnaissance Helicopter, served in the Marines, with active duty 1985 to 1997 and reserves from 1998 to 2001. His 15-year service included operations Desert Shield and Desert Storm. Jose worked as

an avionics/electrical technician at an F/A-18 organizational level squadron. During his time in the military, he served with VMFA-531, VMFA-314 and VMFA-112.

Cpl. Roman Castillo, aviation technician, served in the United States Marine Corps from 1992 to 1998 as an AH-1/UH-1N aircraft mechanic. Roman participated in operations in Iraq.

Gunnery Sgt. Christopher Collins, H-1 Field Service representative, served in the United States Marine Corps from 1984 to 2005 as an AH-1W and AH-1/UH-1 aircraft mechanic/Crew-Chief. He participated in operations in Iraq.

Gunnery Sgt. Jeff S. Clark, a contractor employed as an aerospace logistics engineer on the Armed Reconnaissance Helicopter Program, served in the United States Marine Corps from 1987 to 2007. He worked as an F/A-18 avionics technician in operations Desert Shield, Desert Storm and Southern Watch in Iraq, Provide Hope in Somalia, Enduring Freedom and Noble Eagle in Kuwait supporting Afghanistan and Iraq.

Staff Sgt. Larry W. Clark, who works in the Metrology Lab at Plant 1, served in the Air Force for 10 years. A precision measurement equipment laboratory technician, he served in Saudi Arabia during operations Desert Storm and Southern Watch. Larry worked in a mobile calibration lab keeping the bombs on target.

Master Gunnery Sgt. Mark Cooper, a Quality engineer, served in the Marine Corps for 27 years.



Mark Cooper

He served in Desert Shield and Desert Storm in 1990-1991 as an avionics maintenance chief and running the quick reactionary force for his unit, then returned for Operation Iraqi Freedom I as an avionics maintenance chief and again for Operation Enduring Freedom and Operation Iraqi Freedom II as part of 3rd Marine Aircraft Wing's avionics maintenance chief.

1st Sgt. Neal B. Cooper Jr., Manufacturing General Planning engineer, served in the Army, starting with active duty in 1978. He worked as crew chief onboard the UH-60 Blackhawk helicopter during the invasion of Grenada in late 1983. He retired in 1998 from the Army Reserves after operations Desert Shield and Desert Storm. At the time, he performed duties as a first sergeant of Delta Troop 7th Squadron, 6th Cavalry Regiment located in Conroe, Texas, supervising maintenance and overhaul of AH-64 Apaches.

Gunnery Sgt. Timothy Conrad, site manager New River, N.C., served in the United States Marine Corps from 1982 to 2002 as an AH-1/UH-1 aircraft mechanic. Timothy participated in operations in Iraq and deployed with 5th Marine Expeditionary Units.

Sgt. Daniel DeMaio, H-1 Field Service representative, served in the United States Marine Corps from 1996 to 2005 as an UH-1 weapons and tactical crew chief instructor. Daniel participated in operations in Iraq.

Cpl. J.C. Day, a senior engineer in the Armed Reconnaissance Helicopter Program, served in the Marines from February 1989 through March 1994. He participated in the first Gulf War, stationed in Saudi Arabia near the port of Al Jubail.

Staff Sgt. Michael Derosiers, aviation technician, served in the United States Marine Corps from 1999 to 2005 as an AH-1/UH-1 aircraft mechanic. Michael deployed aboard the USS Tarawa and participated in operations in the Middle East.

Staff Sgt. Daniel Dickess, aviation technician, served in the United States Marine Corps from 1999 to 2004 as an AH-1/UH-1 aircraft mechanic while stationed at Marine Corps Air Station Yuma, 29-Palms, Calif., and NAS Fallon, Nevada.

Sgt. David Donley, aviation technician, served in the United States Marine Corps from 1984 to 1992 as an H-3 HMX-1 crew chief while stationed at Quantico, Va.

Chief Petty Officer Roy D. Edwards, a gearbox assembler at the Repair & Overhaul Center, served in the Navy. Roy spent several tours in Iraq in operations Desert Shield, Desert Storm and Iraqi Freedom, as well as Operation Enduring Freedom in Afghanistan. He was also part of Operation Sea Angel, a disaster relief operation by the United States military sent to aid the people of Bangladesh in the wake of the 1991 tropical cyclone Marian that killed nearly 140,000 people and left more than 5 million homeless. Roy was a helicopter search and rescue swimmer/crew chief and flew on Hueys and Sea Kings with 18 rescues and more than 100 missions in direct support of search and rescue operations both in the states and overseas.

Gunnery Sgt. Todd Eberle, aviation technician, served in the United States Marine Corps from 1986 to 2007 as an AH-1/UH-1 airframe mechanic. He participated in operations in Iraq, Kuwait and Guam.

Chief Warrant Officer Michael Edwards, senior security admin specialist/investigator, served in the Army from 1974 to 2000, including operations Desert Shield and Desert Storm. He served as a criminal investigator, a position within the military similar to the FBI.

Staff Sgt. Stephan Eggers, an engineer in Amarillo, served nearly 10 years in the Air Force. A veteran of operations Desert Storm, Southern Watch and Desert Focus, he worked on the avionic systems in C-130H and E-8C aircraft.

Gunnery Sgt. Gary L. Ellis, Dynamic Assembly inspector, retired from the Marines after 22 years in October 2005. An airframes chief, Gary served in operations Desert Storm, Desert Shield and Iraqi Freedom. He worked on four different model aircrafts, the CH-53D, UH-1N Hueys, J-model Cobras and the CH-46E. He had more than 1,100 hours logged as aircrew aerial observer/gunner and served the last five years as airframes non-commissioned officer in charge and airframes chief.

Erik F. Eriksen Jr., a production test pilot specialist, spent nine years in the Air Force and 12 years in the Army. He enlisted into the Air Force in 1975 as an electronic technician with assignments stateside and a three-year tour in Japan. A staff sergeant, he received an honorable discharge in 1984 to attend the Army's Warrant Officer Flight School at Fort Rucker, Ala.

Upon completion of flight training at Fort Rucker in 1985, Erik was sent to Fort Bragg N.C. He was one of 32 aviators picked to Join Task Force 118 in 1988 to participate in Operation Prime Chance with the first armed OH-58Ds. He also participated in operations Desert Shield and Desert Storm. During Desert Storm, he deployed with the detachment of Kiowa Warriors that recaptured the first land taken by Saddam Hussein along with 29 prisoners of war. During these campaigns, he received numerous citations including two Air medals, one with a “V” device. Erik retired in mid 1996 as a chief warrant officer.



Veterans

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Capt. John Fagan, a Supply Management specialist, served in the Army for 13 years. During peace time, he served in active duty in the 101st Airborne Division air assault as an infantryman.

He left in 1996 and join the Texas Army National Guard in 1998. John was accepted into the Officer Candidates School and received his commission in August 2000. He joined the Finance Corps and was assigned to the 49th Finance Battalion in Austin, where he continues to serve today. In 2003, he deployed to Operation Iraqi Freedom. He was stationed at Camp Victory in Bagdad. He ran the finance office and ran weekly pay support missions to outside and remote camps in the Sunni Triangle. He returned home in March 2004.

Sgt. Steven Farr, aviation technician, served in the United States Marine Corps from 1993 to 2006 as an AH-1/UH-1N avionics technician. He participated in operations in Iraq and the former Yugoslavia while deployed in the Mediterranean Sea.

Chief Warrant Officer Charles P. Fisher, an engineer specialist, served in the Marines from October 1980 to March 2004. Active duty service included war duties in Operation Desert Shield and Operation Desert Storm in 1991 in support of the liberation of Kuwait. He also served in Operation Enduring Freedom and Operation Just Cause in support of operations in the War on Terrorism.



Charles Fisher

During peace time, Charles served four years as aircraft maintenance controller, configuration manager and alert facility manager for the Marine Corps Presidential Squadron HMX-1. As an enlisted member, he was qualified to work on the following Marine Corps aircraft: AH-1J Cobra, UH-1N Huey, OV-10 Bronco, FA-18 Hornet, A-6 Intruder, EA-6B Prowler, C-130 Hercules, VH-3 and VH-60 Presidential Aircraft and the F-4 Phantom.

Capt. Scott Fitzgerald, Europe/Africa/Middle East Sales executive director, served in the Army from 1985 to 1991 and flew OH-58Ds in the first Gulf War.

Sgt. Jim Focht Jr., electrical liaison, served 10 years in the Marines. A Harrier/MV-22 avionics technician, he saw combat action in Desert Storm. He was also stationed at Marine Corps Air Station Cherry Point and Naval Air Warfare Center Patuxent River.

Col. Barry Ford, deputy chief service officer, served in the Marines from 1975 to 2004. He served as an AH-1W pilot and squadron maintenance officer for HMLA-367 during Operation Desert Storm and flew every Cobra model but the Z before he retired.

Sgt. Jeremy Gameson, aviation technician, served in the United States Marine Corps from 2000 to 2005 as a CH-46 crew chief instructor. He participated in Operation Iraqi Freedom.

Sgt. Adam Garcia, H-1 Field Service representative, served in the United States Marine Corps from 1996 to 2005 as an AH-1/UH-1 avionics technician, plane captain. He participated in operations in Iraq, Pakistan, Afghanistan, and deployed with two Marine expeditionary units.

Sr. Airman Michael D. Gallagher, Tube Bender Mock Up, is a disabled veteran who served in the Air Force from 2000 to 2005. He served overseas in Afghanistan in Operation Enduring Freedom and then

in Operation Iraqi Freedom with the 332nd Air Expeditionary Wing as an aircraft structural maintenance technician.

Capt. Markus Gonser, Quality Assurance chief, has spent 15 years in the Air Force and Air National Guard. He has spent 360 days in theater with 453 combat flying hours in 262 combat sorties. He enlisted in June 1992, serving as an F-16 aircraft mechanic in operations Provide Comfort and Operation Northern Watch in Turkey. He is a member of 136th Airlift Wing, 181st Airlift Squadron in the National Guard and a C-130 pilot serving in Operation Enduring Freedom and Operation Iraqi Freedom- Qatar, Iraq, Kuwait.

Master Gunnery Sgt. Barry Gohn, Logistic Support representative, served in the United States Marine Corps from 1976 to 2006 as an aviation supply/logistics specialist and drill instructor. He participated in operations in the Persian Gulf supporting Iraqi deployments.

Chris Goodwin, a senior engineer, served in the Navy from July 1984 to Dec. 2004. A crew chief and rescue swimmer, he served three tours in Bahrain and also deployed in operations Desert Shield, Desert Storm and Iraqi Freedom.

Capt. Ricky Gotcher, a senior engineer, served 16 years in the Army and National Guard starting in 1992. He served in Operation Iraqi Freedom, stationed at Camp Anaconda/Balad with the 36th Combat Aviation Brigade as a logistical officer for the Aviation Support Battalion.

Airman 1st Class Robert Gunn, a Bell retiree, served in the Air Force during the Cold War from 1954 to 1962. He later enlisted in the Naval Reserves and deployed for Deseret Storm, spending time in Saudi Arabia.

Capt. Katherine Harwell, New Business Proposal manager, served in the Air Force from 2000 to 2004. A civil engineer deployment officer, she served in Operation Iraqi Freedom at Kirkuk Air Base leading a bare-base civil engineering team to repair the base and build a 2,000 troop tent city to house the rest of the Air Force being deployed there.

Sgt. Chase Hawkins, a sand blaster specialist at the DSC, spent nine years in active duty in the Marines, from 1982 to 1991. He served in Operation Desert Storm. Chase worked as a CH-46 crew chief/door gunner with more than 1,600 flight hours. He was also a phase crew supervisor overseeing required 100-hour inspections.

Master Sgt. Michael D. Higdon, Engineering Support Equipment Level 4 Integrated Product Team lead, has served 25 years in the Air Force, including current service in the Air Force Reserves. He participated in operations Deny Flight, Decisive Edge, Northern Watch, Southern Watch, Enduring Freedom and Noble Eagle.

Staff Sgt. John D. Heresz, CV-22 Asset Management, served 26 years in the Army and Texas Army National Guard. He was called to active duty in February 2005 while serving in the Texas Army National Guard and was deployed for Operation Iraqi Freedom as the non-commissioned officer in charge of an intermediate level maintenance company's turbine engine repair shop. He also put together a downed aircraft recovery team to recover Army helicopters. In Iraq, the teams deployed on 10 combat recovery missions.

Gunnery Sgt. Jerry Herold, H-1 Field Service representative, served in the United States Marine Corps from 1983 to 2004 as an UH-1 crew chief. He participated in operations in Liberia, Sierra Leone, Bosnia and Iraq.

Staff Sgt. Curtis Hicks, H-1 Field Service representative, served in the United States

Marine Corps from 1987 to 2007 as a ground support equipment refrigeration electrician technician and AH-1/UH-1 avionics technician. Curtis participated in operations in the Mediterranean Sea, Asia, Saudi Arabia, Somalia, Haiti, Afghanistan and Iraq.

Sgt. Joseph Hirajeta, aviation technician, served in the United States Marine Corps from 1999 to 2003 as a small arms repairman. He participated in operations in Iraq.

Gunnery Sgt. Robert Hooks, aviation technician, served in the United States Marine Corps from 1986 to 2007 as an AH-1/UH-1 airframe mechanic. He participated in operations in Iraq.

David Higgins, ARH operations manager, served in the Air Force from 1986 to 1992. A B-1B crew chief, David served in Operation Desert Storm. He was based at Dyess Air Force Base in Abilene with the 96th Aircraft Maintenance Squadron.

Tech. Sgt. Todd Hill, a buyer, served in the Army from 1987 to 1997 and has served in the Air Force since 2000. With the Army, Todd served in Intelligence, Fund Site Management – training funds for schooling, supply, transportation, etc. – and in Desert Storm, he served with the 144th Heavy Material Supply Company. When he left the Army, his rank was sergeant. He served with the Air Force twice in Operation Iraqi Freedom, once in backshop maintenance and then as Assistant Wing Weapons manager.



Todd Hill

Master Sgt. Joseph Horne, mechanical assembler, served 20 years in the Air Force. He spent the last 16 years as a flight engineer on Lockheed C-141B Starlifter and C-130 Hercules cargo aircraft. His first four years were spent as a jet engine mechanic on F-4E/G Wild Weasel Phantoms and F-16 Falcons. Joseph flew on C-141s in operations Desert Shield, Storm and Calm. He flew in support of Provide Hope, Provide Promise, Provide Relief and Operation Deep Freeze in Antarctica. He transitioned to C-130s in 2004 and flew on two deployments in support of Operation Iraqi Freedom and Operation Enduring Freedom prior to retirement in 2006. He accumulated a total of 5,200 flight hours as flight engineer.

2nd Lt. Thomas L. Hudspeth, a financial control specialist, has served in the Army since 2003. He served in Operation Iraqi Freedom from February 2003 to February 2004. His primary job was to man the M249 Squad Automatic Weapon, a fully automatic assault weapon also known as the SAW, in the turret of HUMMVs military vehicles. He is currently a medical service officer in the 145th Medical Battalion in the Army Reserves.

Gunnery Sgt. Bobby Hughlett, Production Control chief at the Repair & Overhaul Center, served in the Marines from 1984 to 2004. He served in operations Desert Storm and Iraqi Freedom.

Gunnery Sgt. Dave Huntley, a V-22 flight mechanic, served 18 years in the Marines and Navy Reserves. He served in the Marine Corps on KC-130 aircrews performing duties such as aerial refueling, cargo and troop transport in support of combat missions in Saudi Arabia and Kuwait. Dave served in the Navy Seabees in Iraq as an equipment operator repairing bridges over the Euphrates River, convoy operations, building guard towers at the Iraq/Syria border

and constructing an Iraqi Security Force Combat Operations post near Syrian border.

Cpl. Shabon Jones, aviation technician, served in the United States Marine Corps from 2001 to 2006 as an AH-1/UH-1 avionics technician. Shabon participated in operations in Iraq.

Master Chief Petty Officer Rick Johnson, senior logistics engineer, served in the United States Navy from August 1974 to June 2005. He saw action in Kosovo and operations Desert Shield, Desert Storm and Iraqi Freedom. In his 30 years in the service, he worked as aircraft engine mechanic, air crewman, helicopter door gunner, maintenance control chief, intel/operations chief and command master chief.



Rick Johnson

Sgt. Jacob Kirk, aviation technician, served in the United States Marine Corps from 2002 to 2007 as an AH-1/UH-1 airframes mechanic. Jacob participated in operations in Iraq.

Gunnery Sgt. Matthew Kuizenga, site manager, served in the United States Marine Corps from 1984 to 2005 as an AH-1/UH-1 crew chief. He participated in operations in Iraq.

Staff Sgt. James Leddon, a contractor employed as a V-22 Logistics Supportability analyst, served in the Air Force from 2002 to 2007. After enlisting, James attended Electrical/Environmental School at Sheppard Air Force Base, Texas, then worked on F-16 electrical and environmental systems at Spangdahlem Air Base, Germany, from February 2003 to February 2005. He then worked CV-22 electrical and environmental systems at Edwards Air Force Base in until July 2006. James currently is a reservist working F-16 electrical and environmental systems at Naval Air Station Fort Worth Joint Reserve Base, and served one deployment from there to Iraq from June to August this year.

Gunnery Sgt. Michael Mathews, a senior engineer in Amarillo, served 20 years in the Marines. A retired H-53 helicopter crew chief, he served in both peacetime and war in various hot spots, including the Persian Gulf War and several humanitarian relief efforts.

Maj. Bryan Myers, master scheduler, has served in the Marines since 1991. He served in Iraq during the fight for Falluja to oust the largest concentration of combatants, insurgents and terrorists from the Al Anbar Province.

Petty Officer 2nd class John Allen Millson, Jig Bore/Mill Department supervisor, served in the United States Navy from 1986 to 1994. An air warfare specialist, John took part in operations Desert Storm and Desert Shield, as well as the extradition of Gen. Manuel Noriega from Panama.

Cpl. Sean Milmore, aviation technician, served in the United States Marine Corps from 2001 to 2006 as an AH-1/UH-1 aircraft mechanic. Sean participated in operations in Iraq.

Sgt. Evan Morris, aviation technician, served in the United States Marine Corps from 2003 to 2007 as an AH-1/UH-1 avionics technician. He participated in operations in Iraq.



Veterans

Sgt. Debanjan Mukherjee, aviation technician, served in the United States Marine Corps from 2000 to 2005 as an AH-1/UH-1 aircraft mechanic. Debanjan participated in operations in Iraq, Thailand and Kuwait.

Staff Sgt. Charles Mulvaney, aviation technician, served in the United States Marine Corps from 1992 to 2006 as an AH-1/UH-1 avionics technician. He participated in operations in Iraq.

Sgt. Omar Olmos, aviation technician, served in the United States Marine Corps from 2002 to 2006 as an AH-1/UH-1 avionics technician. Omar participated in operations in Iraq.

Sgt. Christian O'Rourke, aviation technician, served in the United States Marine Corps from 1994 to 2004 as an AH-1/UH-1 avionics technician. Christian participated in operations in Iraq.

Sgt. Quanah Parker, aviation technician, served in the United States Marine Corps from 1995 to 2006 as an aviation technician, avionics technician and airframes/hydraulics mechanic. Quanah participated in operations in Iraq.

Cpl. Gorden Phalen, aviation technician, served in the United States Marine Corps from 1999 to 2004 as an AH-1/UH-1 plane captain and aircraft mechanic. Gorden participated in operations in Iraq.

Staff Sgt. Oliver Pittman, aviation technician, served in the United States Marine Corps from 1983 to 2003 as an aviation ordnance technician. Oliver participated in operations in Iraq.

Chief Warrant Officer Doug Phillips, who works in Business Development and Proposals, has served in the Army since 1991. His service includes both peace time and conflict. He mobilized Nov. 1 for preparation to serve in Iraq. Doug is a helicopter pilot and battalion tactical operations officer.

Master Sgt. Wesley S. Porter, an engineer, served in the Air Force from June 1980 until December 2000, spending 18 years as an aircraft structural repair craftsman before switching to maintenance data analysis. He served three tours in Europe. While in Germany, his unit was heavily involved in troop and supply transport during operations Desert Shield, Desert Storm and Deny Flight, the northern no-fly zone patrols. He also participated in Operation Provide Comfort, a humanitarian mission to aid Kurdish refugees in northern Iraq.

Sgt. Louis Pugliese, aviation technician, served in the United States Marine Corps from 1999 to 2005 as an AH-1/UH-1 powerplant mechanic. Louis participated in operations in Iraq and Kuwait.

Sgt. Robert Poindexter, aviation technician, served in the United States Marine Corps from 1998 to 2003 as an AH-1/UH-1 aircraft mechanic and aircrew. He participated in operations in Iraq.

Sgt. Julian Rebel, aviation technician, served in the United States Marine Corps from 2000 to 2005 as an AH-1/UH-1 avionics technician. Julian participated in operations in Iraq.

Pfc. Robert Reno, aviation technician, served in the United States Army from 1988 to 1997 as an OH-58 aircraft mechanic and UH-1N crew chief. He participated in operations in Iraq.

Capt. Brian Medcalf, a senior engineer, has served in Army since 1998. He was deployed to Baghdad, Iraq, in 2005 as commander of Alpha Company of the 111th Engineer Battalion.

Staff Sgt. Brian W. Sawyer, Military technical support aviation technician, served in the Air Force from 1980 to 2003. He took part in operations Desert Shield and Desert Storm with the C-130 unit at Pope Air Force Base, N.C.

Chief Warrant Officer Tom Schena, a senior field engineer, has served in the Army since 1985, currently in the Reserves. He served in operations Prime Chance and Prime Chance II in the Persian Gulf and operations Desert Shield and Desert Storm in Iraq.

Staff Sgt. Steve Shattles, Field Service representative, served in the United States Army and the United States Air Force from 1983 to 1994 as an F4, AH1, OH58D and AH64 armament technician. He also served as an imagery analyst and electronics technician for the OH-58D and participated in operations in Iraq.

Gunnery Sgt. Steve Short, Field Service representative, served in the United States Marine Corps from 1980 to 2000 as an AH-1/UH-1 quality assurance representative, aircrewman, plane captain and aircraft mechanic. He participated in operations in Iraq.

Lance Cpl. Teeny Douglas Spencer, a contractor security officer, served four years in the Marines. He served in camp security in Fallujah, Iraq, after the initial push, then port security for antiterrorism in Djibouti, Africa.

Petty Officer 2nd Class Mike Smith, an electrical assembler, served five years in the Navy, where he boarded and searched vessels coming in and out of Iraqi shipping ports.

Staff Sgt. Jim Staggs, an Aerospace Logistics Engineering specialist, served in the Marines from 1980 to 2000. He served as crew chief on CH-53 and H-3 helicopters. He was stationed at Marine Corps Air Station New River, N.C.; Marine Corps Air Station Kanehoe Bay, Hawaii; Quantico, Va.; and Marine Corps Air Station Cherry Point, N.C.



Lonnie Brown

Sgt. Lonnie Brown served in the Army from 2000 to 2007. He served in Operation Iraqi Freedom twice, once in the initial surge in 2003-2004 with 404th Aviation Support Battalion as a supply and logistical specialist and again in 2006-2007 as a civil affairs contract manager working with the Department of State. He returned to the U.S. Easter Sunday of this year.

Master Sgt. Andy Starr, Integrated Product Team supervisor Tech Data/Logistics Support Engineering, served in the Army from July 1985 through November 2006. He served as station manager of American Forces Network (AFN) in Baghdad, Iraq, inside of the international zone (green zone) in full support of Operation Iraqi Freedom. At the time, he was the detachment sergeant for the 206th Broadcast Operations Detachment out of Seagoville, Texas. He was responsible for 33 overall personnel assigned to cover the war with broadcast journalists for the State Department, the Pentagon Channel and all of the major western media networks

proving broadcast video of combat stories. The unit won six Defense Department National awards during the tour. Andy also spent 17 years around helicopters, starting out as a maintainer on the AH-1, then transitioned through the OH-58, UH-1, AH-64, and the UH-60.

Capt. Anthony Tanner, a supervisor at the Advanced Composite Center, served in the United States Army from 1999 to 2006. A field artillery officer and West Point graduate, he was deployed to Korea and Operation Iraqi Freedom.

Cpl. Daniel Taylor, aviation technician, served in the United States Marine Corps from 2003 to 2007 as a AH-1/UH-1 aircrewman and plane captain. He participated in operations in Iraq.

Sgt. Seth Timney, aviation technician, served in the United States Marine Corps from 2002 to 2007 as an AH-1/UH-1 avionics technician. Seth participated in operations in Iraq.

Spc. Les Tullos, a plater at the DSC, served in the Army from 1989 to 1993. He took part in Operation Desert Storm in Iraq with the 8th Infantry Regiment Mechanized.

Staff Sgt. Robert T. Vass, a janitor/general laborer, served in the Army National Guard from May 1966 through October 1992. He served in the Gulf War in 1990, a UH-1 crew chief and a prop and rotor mechanic on CH-47s. Robert is now part of the Texas State Guard.

Petty Officer 2nd Class John M. Williams, a senior accountant, served in the Navy from May 1992 to October 1999. A veteran of Operation Desert Shield in Iraq, he worked as a storekeeper maintaining inventory or repair parts and casualty replenishments on board the destroyer USS Spruance, which patrolled the Northern Red Sea boarding vessels to verify no unauthorized material was being shipped into Middle Eastern countries.

1st Sgt. Tony Williams, Joint Process coordinator, served in the Texas Army National Guard from 1985 to 2006. His service included Operation Iraqi Freedom in 2005, stationed at Camp Taqaddum in the Al-Anbar Province. He was a platoon sergeant in an M1A1 Abrams tank company, responsible to the platoon leader for the soldiers' training and the maintenance of all platoon equipment.



Tony Williams

Lt. Col Douglas Wolfe, Military Business Development manager, has served in the Army for 23 years. His military career began with two years enlisted service in an 8-inch howitzer battery. Following a tour in Germany, he took command of a 350-man logistics company at Fort Sill, Okla. One month later, his unit received deployment orders for Iraq for operations Desert Shield and Desert Storm. He served 10 of his 15 months of command in the Persian Gulf. Upon returning to the United States, he left active duty and entered the Army Reserves. He is currently a regional emergency preparedness liaison officer assigned to Department of Homeland Security/ Emergency Management Agency Region VI in Denton, Texas. The team coordinates Department of Defense resources in support of civil authorities in the event of natural or manmade disasters. Douglas was called to active duty during hurricanes Katrina and Rita and for the Columbia Space Shuttle accident.

Capt. George D. Smith Jr., V-22 liaison engineer for Flight Operations at Amarillo, served in the Army from 1980 to 2000, which included service in the Corps of Engineers. His service includes assignments in the United States, South Korea, Honduras, Guatemala, Ecuador and Saudi Arabia for operations Desert Shield and Desert Storm.

Spc. Jason Westmoreland, a mechanical assembler, served six years in the Army. He was deployed to Bosnia and took part in operations Enduring Freedom and Iraqi Freedom.

Peacetime, Stateside & Other Service
Master Sgt. Robert Abner of Supportability Engineering served in the Air Force from 1965 to 1986. His stations included Korea, Thailand, Vietnam, Japan and Carswell Air Force base.

Staff Sgt. Sharon Abner of Supportability Engineering served in the Air Force from 1977 to 1987. Her stations included Idaho, Guam and Carswell Air Force Base.

Sgt. Daniel Ackerman, aviation technician, served in the United States Marine Corps from 1999 to 2004 as an AH-1/UH-1N aircraft mechanic.

Sgt. 1st Class Timothy Aldridge, OH-58 Field Service representative, served in the United States Army from 1983 to 2002 as an OH-58 A, C, D (I), D and (R) aircraft mechanic.

Cpl. Ernest Alejandro, aviation technician, served in the United States Marine Corps from 1998 to 2003 as an airframe mechanic.

Staff Sgt. Gary Anderson, an engineering specialist, served 1975 to 1981 in the Air Force and reserve. An aircraft maintenance specialist on an RF-4C, Gary joined the Air Force and saw Texas – he signed up in Dallas, went through basic training in San Antonio, technical school in Wichita Falls and permanent duty in Austin. After active duty, he joined the reserves in Fort Worth.

Lance Cpl. Noah Allomong, aviation technician, served in the United States Marine Corps from 1998 to 2003 as an AH-1/UH-1N avionics technician.

Sgt. Matt Almeida, aviation technician, served in the United States Marine Corps from 1999 to 2004 as an AH-1/UH-1N aircraft mechanic. While on active duty, he deployed to Ali Al Salem, Kuwait, and Pohang, Korea.

Petty Officer 1st Class Stephen Archer, aviation technician, served in the United States Navy from 1984 to 2004 as a SH-60, J52-P*, MH-53, H-3 and TF-30 powerplant mechanic. He deployed to the Indian Ocean and served aboard the USS Ranger, USS Lassen, USS Essex and USS John Young.

Master Sgt. Alexander Bautista, aviation technician, served in the United States Army from 1987 to 2007 as an UH-1H and UH-60 aircraft mechanic. He was stationed in Mannheim, Germany, Edwards Air Force Base, Vicenza and Aviano, Italy, and Fort Drum. He also deployed to Afghanistan.

Petty Officer 3rd Class Michael P. Baker, Material Inventory clerk, served four years in the Navy.

Sgt. Robert Barker, Aircraft Systems specialist, served 10 years in the Army. He crewed OH-58A+, OH-58C and OH-58D. Stationed in Hanau Germany from 1994 to 1996, he deployed to Bosnia with the 1st Armored Division with the last six operational OH-58Cs in Europe and the last deployment of the OH-58C. Robert served with the West Virginia Reconnaissance and Interdiction Detachment (RAID) in support of the war on drugs using the OH-58A+.



Veterans

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Sr. Airman Matt Blackshear, an aerospace logistics engineer, served in the Air Force from 1995 to 1999 as an F-16 crew chief with the 310th Fighter Squadron at Luke Air Force Base in Arizona.

Anthony Boyer, a V-22 electrical assembler, served 11 years in the Navy. An aviation electronics technician, he served as an in-flight technician/radio operator and round crew on US Navy/National Command Authority airborne alert communications aircraft. Anthony served during the Cold War, operations Desert Shield and Desert Storm.

Gunnery Sgt. Trevor Bartlett, H-1 Field Service representative, served in the United States Marine Corps from 1984 to 2004 as an AH-1/UH-1N avionics technician and crew chief. He deployed to Asia, Saudi Arabia, France, Italy, Israel, and Turkey.

Petty Officer 2nd Class Charles “Charlie” Brown, V-22 Proposal Management Lead, served in the Coast Guard from 1969 to 1973 at the Coast Guard Search and Rescue Station at Cape Disappointment in Ilwaco, Wash. A search and rescue 52-foot motor life boat skipper, he performed rescues, coast patrol and ship board firefighting.

Spc. Chris Brosovic, V-22 Mid-Wing Gearbox Test Stand lead engineer, served in the Army from March 1993 to March 1997, spending time at Fort Sill in Oklahoma and at Camp Casey in South Korea. Chris served as a fire direction control specialist for field artillery.

Sgt. Avinash Bhajan, aviation technician, served in the United States Marine Corps from 1999 to 2005 as an AH-1/UH-1N aircraft mechanic.

Lt. Col. Lance Bodine, Bell Boeing V-22 Program integrator, served 22 years in the Air Force. A special operations air commando pilot, he served as commanding officer of the 551st Special Operations Squadron. and deployed for combat operations in support of operations Deny Flight and Provide Promise (Balkan Wars), Uphold Democracy (Haiti), and other classified operations. Aircrews under his command engaged in combat operations during Operation Enduring Freedom in the Horn of Africa and Afghanistan.

Cpl. James Bosley, H-1 Field Service representative, served in the United States Marine Corps from 1998 to 2003 as an AH-1/UH-1N avionics technician.

Staff Sgt. Derrick Bourhenne, aviation technician, served in the United States Air Force from 2000 to 2006 as an U2-S and F-15 avionics technician.

Petty Officer 3rd Class Jason Brooks, a contractor media analyst, served four years in the Navy as an intelligence specialist assigned to Mission Strike at the Navy and Marine Intelligence Training Center at Damneck, Va., and the USS John C. Stennis.

Sgt. Maj. Scotty Brakhage, Quality engineer specialist, served in the Marines from 1977 to 2005. He served as a helicopter mechanic and flying crew chief on UH-1Ns most of his career and accrued more than 5,000 flight hours.

Cpl. Jonathon Burke, aviation technician, served in the United States Marine Corps from 1993 to 2007 as an AH-1/UH-1N airframe mechanic.

Staff Sgt. Vic Bullard, Final Assembly inspector, served six years in the Army. He was a training instructor/drill sergeant training basic trainees and advanced infantry troops during the Vietnam era, 1968 to 1974.

Sgt. Robert M. Callison, H-1 Build Team Integration director, served in the Air Force from 1976 to 1980 as an aircraft electrical systems specialist, 463rd Avionics Maintenance

Squadron, Military Airlift Command at Dyess Air Force Base in Abilene.

Sgt. 1st Class David Campbell, OH-58 Field Service representative, served in the United States Army from 1975 to 1996 as an AH-1 and OH-58D armament and electrical technician. While on active duty, he was stationed in southwest Asia for multiple operations.

Chief Petty Officer Charles Carbonaro, Logistic Service representative, served in the United States Navy from 1985 to 2005 as the aviation maintenance chief and production control chief for F-14, P-3, C-9, and C-130 squadrons. Charles was stationed at NAS Miramar, Naval Air Station (NAS) Moffett Field, Willow Grove, PA, and NAS Sigonella, Italy.

Sgt. Jim Capp, Supply Chain administrator, served with the Ohio Air National Guard 121st Tactical Air Command Fighter Wing at Rickenbacker Air Force Base in Columbus from 1969 to 1975. He served as an instrument repairman on F-100 & A-7 aircraft.

Lance Cpl. Walt Causey, a dispatcher, served in the Marine Corps from 1974 to 1978 as a heavy equipment operator with the 3rd Engineer Battalion, 1st Marine Brigade.

Petty Officer 2nd Class Jose Cerna, aviation technician, served in the United States Navy from 1980 to 1988 as an aircraft engine mechanic.

Capt. Don Cersovsky, H-1 Production Control manager, served 11 years in the Army. His first tour of duty was with the 12th Combat Engineer Battalion in Dexheim, Germany. His second tour was with the 7th Combat Engineer Battalion in Fort Polk, La., where he served as the battalion security officer, then commander of Alpha Company and then the 1st Brigade engineer officer. During his command of Alpha Company, the company supported the task force which ousted Manual Noriega in Panama in 1989. He had a platoon in Panama that helped gain access inside Noriega’s compound so the Infantry Task Force could rapidly enter and overtake him.

Sgt. Marvin Chapman, aviation technician, served in the United States Marine Corps from 2000 to 2005 as an AH-1W and UH-1 aircraft mechanic.

Petty Officer 1st Class Robert Christensen, aviation technician, served in the United States Navy from 1962 to 1977 as a satellite and missile telemetry specialist.

Sgt. Matthew R. Collard, Aerospace Logistics supervisor, served in the Air Force for six years. He was an aircraft maintenance specialist, authorized to crew the McDonnell-Douglas F-15 Eagle based at Holloman Air Force Base in Alamogordo, New Mexico. After maintaining the F-15 on the flight line as a certified crew chief for two years, he was selected as permanent member of the Base Alert Pad, which stood ready to scramble at a moment’s notice to intercept aircraft carrying narcotics or weapons. Matthew was assigned as the assistant non-commissioned officer in charge and training monitor.

Sgt. Shane Colliflower, Quality Assurance lead for Amarillo V-22 Final Assembly/ Functional Test, served 12 years in the Army as an M-1 Abrams tank gunner in Iraq.

Airman 1st Class Clifford C. Condon, Tool & Die Maker A, served in the Air Force from 1960 to 1963. He was stationed at Strategic Air Command in Oklahoma, a missile base in Italy and a United States Logistics Group training base in Turkey.

Chief Petty Officer Monty Copeland, Advanced Composite Center Quality Control supervisor, served in the Navy from February 1980 until August 2000. As an aviation structural mechanic, he was responsible for the scheduled and unscheduled

maintenance of the airframe. During tours with fighter squadrons in Miramar and Dallas, he worked on F-4S Phantoms and F-14 Tomcats. While stationed at naval air stations in Willow Grove and New Orleans, Monty was assigned to the Aircraft Intermediate Maintenance Department, where he repaired the airframe components and performed non-destructive inspections on naval aircraft and ground support equipment. His final tour was as airframes program manager on the staff of Commander Naval Air Reserve Force. There, he found himself responsible for establishing and implementing policies and procedures for advanced composite repair, hydraulic contamination control, corrosion control, nondestructive inspections, aircraft tire and wheel maintenance and environmental equipment and compliance. He was also assigned to the Maintenance Inspection Team, where he routinely performed quality improvement visits on five naval air station maintenance departments.

Staff Sgt. Fred Cox, Production Control dispatcher, served four years in the Air Force as a crew chief for F-111D aircraft. He spent most of his tour of duty at Cannon Air Force Base, N.M.

Sgt. Kenneth D. Clark, an electrical assembler in UH-1Y Final Assembly, served 20 years in the Navy as an aviation ordnanceman, S-3A aircraft quality assurance representative, SH-60F helicopter fight deck coordinator, instructor for air launched weapons and bomb assembly chief on the U.S.S Kitty Hawk.

Chief Warrant Officer Donald Corbin, Lead Assembler Mechanic V-22 Rotors, served four years in the Army. He started out as a “crew dog” on EH-60L advanced quick fix and UH-60L Black Hawks. He later worked on Future Combat Systems (RAH-66 Comanche) at the Air Maneuver Battle Lab at Fort Rucker and the Casualty Assistance Office before coming to Amarillo.

Senior Airman Donald Conrad, aviation technician, served in the United States Air Force from 1993 to 1997 as an UH-1N Crew Chief while stationed at Kirtland Air Force Base, N.M.

Cpl. Steven Croy, aviation technician, served in the United States Marine Corps from 1999 to 2005 as an AH-1/UH-1 airframe mechanic.

Cpl. Patrick Dean, aviation technician, served in the United States Marine Corps from 1985 to 1989 and Army National Guard as an AH-1/UH-1N and M42 Duster aircraft mechanic.

Petty Officer 2nd Class Daryl Deike, Integrated Product Team Aero Logistics supervisor, served in the Navy from 1991 to 1999 then in the reserves from 2003 to 2006. He was stationed at Naval Air Station Atlanta in Marietta, Ga., where he worked in the second-degree repair engine shop on J-52, T-400, and T-700 engines. Daryl moved to Naval Air Station, Joint Reserve Base in Fort Worth in 1994 to work in the maintenance department of Squadron VR-59 (Lone Star Express). He returned to the squadron as a reservist 2003 to 2006.

Sr. Airman Kelly Dennison, senior Industrial Hygienist, served in the Air Force from 1981 to 1985 as a medical laboratory technician at Wilford Hall Medical Center for treatment.

1st Lt. Terry Doversberger, Fixed Controls principal engineer, served in the Air Force from 1972 to 1975 as a Minuteman missile launch officer. Terry was stationed at Ellsworth Air Force Base in South Dakota, and described his job as “one of the people sitting 100 feet underground waiting for World War III” on duty in missile command capsules spread around the countryside as much as 150 miles from the base.

Petty Officer 3rd Class Keith Driessen of Research & Engineering served 12 years in the Navy and Air National Guards.

Maj. Dave Dubuque, V-22 Production Test pilot, served in the Air Force for 20 years. A special operations air commando pilot, he deployed for combat operations in support of operations Southern Watch (Iraq no fly zone), Deny Flight and Provide Promise (Balkan Wars), Uphold Democracy (Haiti) and other classified operations.



Dave Dubuque

Cecil Earwood, senior Quality Assurance engineer, served twice in the Navy, from 1976 to 1980 and 1983 to 1999.

Maj. Bob Ellithorpe, ARH Program executive director, served in the Marine Corps from 1986 to 1999. He served as an infantry officer with deployments to the Mediterranean Sea, the North Atlantic Ocean and the Indian Ocean/Arabian Gulf.

Capt. Stephen Eppinette, Army Business Development manager, served in the Army from 1996 to 2000. He served with 1st Battalion 67th Armor Regiment, 4th Infantry Division at Fort Hood and in Korea with the 2nd Battalion 72nd Armor Regiment, 2nd Infantry Division at Camp Casey and Inchon.

Petty Officer 1st Class Jose A. Esparza, Flight Inspector / NDI technician, served 21 years in the Navy as an aircraft mechanic, sheet metal mechanic, aircraft welder and NDI technician.

Chief Petty Officer James Epps, H-1 Field Service representative, served in the United States Navy from 1960 to 1982. He participated in operations while attached to Squadrons VP872, VP9, VP7, VF202, and VFP306.

Gunnery Sgt. Kendall Evans, aviation maintenance supervisor, served in the United States Marine Corps from 1983 to 2005 as an AH-1/UH-1 aircraft mechanic. Kendall participated in operations in the Asia and Middle East.

Maj. Tommy Ewanco, Proposal Support Group lead, served in the Air Force from 1960 to 1980. A fixed-wing pilot, he spent most of his time with Strategic Air Command and served in Thailand and a significant number of overseas posts.

Gunnery Sgt. Junior Farmer, a contractor in ARH Training, served 20 years in the Marine Corps, from June 1981 through July 2001. Junior has a long history with Bell helicopters. In 1983, he served in Beirut, Lebanon with HMM-264 as a UH-1N mechanic. He was in the Balkans conflict in 1986 with HMM-266 as a UH-1N crew chief/plane captain and AH-1T plane captain. From 1990 to 1992, he served with the Rotary Wing Aircraft Test Directorate at Naval Air Station Pawtuxet River, Md., as a UH-1N test crewchief/ AH-1W plane captain/inspector. From 1997 to 2001, he served at the H-1 Upgrade Programs Resident Integrated Logistic Support Detachment, Bell Helicopter.

Staff Sgt. John Farrell, aviation technician, served in the United States Air Force from 1972 to 1977 as an F-106, F-4, C-130, and C-141 crew chief while stationed at Kirtland AFB, N.M.

Maj. James F. French, Flight Safety officer, served 21 years in the Marines. A CH-53 pilot with more than 3,000 flight hours, James had three deployments to the Mediterranean Sea area and one deployment to Okinawa, Japan.



Veterans

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commander with direct access to leadership decision-makers during times of crisis.

Sgt. Katie Rhoades, Logistics Support representative, served in the United States Marine Corps from 2000 to 2004 as an aviation supply clerk. She participated in operations in Afghanistan.

Cpl. Thomas Rios, manager of Field Operations, served in the United States Marine Corps from 1980 to 1986 as an AH-1/ UH-1 helicopter mechanic. He participated in operations on the USS Belleau Wood.

Staff Sgt. Jerry Rojasles, senior Logistics Support representative, served in the United States Marine Corps from 1984 to 2004 as a fiscal chief and supply logistics analyst. He participated in operations in Kuwait, Thailand and the Philippines.

Sgt. Donald Ruby, Senior Field Service representative, served in the United States Army from 1983 to 1990 as an AH1S and AH64A Fire Control. He participated in operations in Korea.

Petty Officer 2nd Class Corina Rudat, a flight electrician, served eight years in the Navy. Corina served in organizational and intermediate maintenance at Naval Air Reserve Santa Clara and Joint Reserve ase Naval Air Station Fort Worth.

Petty Officer 3rd Class Lawrence S. Rudat, senior Aircraft Systems specialist, served four years in the Navy in organizational maintenance for VQ-6.

Cpl. Eryk Saunders, Bonding Inspector A, served in the Marines from 1996 to 2000 with HMLA-269, Airframes Division, at Marine Corps Air Station New River.

Staff Sgt. Phyllis Renee Sears, a buyer, served in the Army from May 1979 to June 1999. Her first duty station was Fort Hood with the 1st Calvary Division and the last at Fort Bragg, N.C., with the 18th Airborne Corp. She was stationed at Army posts around the world: Fort Sill, Okla.; Fort Ord, Cali.; Fort Jackson, S.C.; Fort Lee, Va.; Camp Humphries in Pyong Taek, Korea; Camp Kylie, in Uijeongbu, Korea; Seoul, Korea; and Schweinfurt and Furth in Germany. While she was in Furth, her battalion, HHC 75th Maintenance Battalion, deployed to Desert Storm in from December 1990 to April 1991.

Sr. Airman David M Shook, Lead Environmental Compliance operator, served in the Air Force from 1993 to 1997 assigned to the 49th Civil Engineering Squadron. A utility systems specialist, David deployed in support of Operation Southern Watch in Dhahran, Saudi Arabia, as well as various classified operations in South and Central America as a member of a support team. He was responsible for the safe operation of the water and wastewater operations for Holloman Air Force Base, N.M.

Maj. Randy Smith, an engineer on the US101 Program, served with the Air Force from 1971 too 1978, Missouri Air National Guard from 1979 to 1980 and the Air Force Reserve from 1981 to 1985.

Sgt. Klaus Strassmann, lead instructional developer for Kiowa Warrior Training, served in the Air Force from 1981 to 1985. He worked as a bomb navigation technician on B-52s stationed at Carswell Air Force and Ellsworth Air Force Base in Rapid City, S.D.

Tech Sgt. Leonard Stewart, aircraft mechanic, served in the United States Army and the United States Air Force from 1967 to 1989 as an UH-1H and UH1-N crew chief.

Jack Sullivan, Manufacturing Engineering Planning leader, served in the Navy on the West Coast and Pacific Ocean during the Vietnam era as a sonar technician onboard the destroyer USS John A. Bole from 1962 through 1965. He also served in the U.S. Army National Guard prior to

Vietnam as a private first class track vehicle mechanic repairing and maintaining tanks and track-driven personnel carriers.

Master Sgt. Robert Stockard, a Quality specialist, served in the Air Force for 20 years. After basic training, he was sent to technical school and trained as an airframe structural repair technician. His first tour of duty was in Okinawa, where he repaired structural damage on C-130 aircraft coming out of Vietnam, along with B-52s, C-54s and F-102s.

Sgt. Gary Stone, aviation technician, served in the United States Marine Corps from 1994 to 1999 as an AH-1/ UH-1 airframes mechanic. He participated in operations in Kuwait.

Chief Warrant Officer Roy Strong, manager of Support Equipment, served in the United States Army from 1972 to 1999 as a wheeled vehicle mechanic, UH-1 and OH-58 pilot, maintenance test pilot and production control officer. He participated in operations in Korea and Persian Gulf.

Master Sgt. Brackeen J. Sampey, Estimating Process manager, joined the Marine Corps at 17 straight out of high school in July 1968. After boot camp in San Diego, he went to Jet Engine Mechanic School in Millington, Tenn. He and seven friends in his unit volunteered for Vietnam; seven went to Japan to VMFA-232 and one went to Vietnam. That friend joined them in Japan six months later. He was later transferred to Yuma, Ariz., and chosen to be in a Marine recruiting film. Brackeen transferred to San Diego to be a drill instructor, and after two years went to Naval Air Station Dallas in 1975, and then for Parris Island in December 1979 as a platoon commander and series gunnery sergeant. That tour lasted until 1981, when he was transferred to Patuxent River, Md., to provide support for the Navy jet engine facilities. He transferred back to Yuma in 1984 as a maintenance chief for a jet engine repair facility, where he retired in July 1988.

Chief Petty Officer William Sistrunk, H-1 Flight supervisor, served 22 years in the Navy. He worked as a hydraulic mechanic on UH-1N, F-14A tomcats, F-86 Sabers, F-4 Phantoms and EA-6B prowlers. He served aboard the USS Kittyhawk, USS Enterprise, USS Carl Vinson, USS Roosevelt and USS John F Kennedy.

Chief Warrant Officer Jay D. Smith, quality engineer, served 21 years in the Navy. He spent 12 years in the Special Warfare Community, became a U.S. Navy fleet diesel inspector. Upon receiving a commission, he became the main propulsion assistant onboard an Arleigh Burke Destroyer and the USS San Antonio.

Eduard Swaim, aviation technician, served in the United States Navy from 1994 to 2003 as an SH3U, SH60F, H60, and CH46 avionics technician. Eduard participated in operations in the Asia.

Sr. Airman Carl J. Thrall, a mechanical assembler, served four years in the Air Force as a HH-60 Pavehawk helicopter crew chief providing combat search and rescue services.

Petty Officer 2nd Class Dan Todd, a buyer, served in the Navy from 1967 to 1971. He served aboard the U.S.S. Barney, stationed on the East Coast. His travels took him to the Caribbean, the North Atlantic and two major cruises in the Mediterranean.

Petty Officer 3rd Class Kimberly Threet, aviation technician, served in the United States Navy from 1999 to 2002 as an airframes/hydraulics mechanic.

Staff Sgt. Bruce Thornton, Flight Quality Assurance representative, served four years in the Air Force on structural maintenance on F-111, F-16 and F-15 aircraft.

Kevin Tyler, Quality supervisor, served in the Air Force as a senior airman from 1982 to 1986 and Army Reserves as a specialist from 1998 to 2000. Kevin was an electronic technician working on the Minuteman intercontinental ballistic missile at Minot Air Force Base, N.D.

Petty Officer 2nd Class Rigoberto Tinoco, aviation technician, served in the United States Navy from 1998 to 2006 as an AH-1/UH-1, SH60 and CH46 power plants mechanic. Rigoberto participated in operations in Thailand.

Sgt. Robert Toombs, senior Field Service representative, served in the United States Marine Corps from 1974 to 1978 as an A4, F4, CH53, CH46 and OV10 airframe mechanic.

Sgt. Marcus Tucker, aviation technician, served in the United States Marine Corps from 1997 to 2001 as an AH-1/UH-1 avionics technician. He participated in operations in South East Asia, Kuwait and Somalia.

Sgt. Christian Turbeville, aviation technician, served in the United States Marine Corps from 1997 to 2002 as an AH-1/ UH-1 power plants mechanic. Christian participated in operations in Kuwait.

Spc. Donald R. Vincent, a product change analyst, served in the Army from 1962 to 1965. During the Cold War, he was stationed in Berlin as a Jeep driver for the company commander, Headquarters Company, Infantry Division.

Maj. Gen. Hank Smyth, a retiree and former director of V-22 programs, served in the Air Force and Texas Air National Guard from 1949 to 1984. His duties included air refueling deployments to Alaska, Germany, Spain, Greece, England and Canada. During the Cold War, he was deployed 25 times in 10 years around the world, including Japan, Korea, China, Southeast Asia and Europe. A command pilot, Hank was combat ready for 25 years and flew fighters, tankers, transports and helicopters.

Staff Sgt. Richard C. Walker, a senior business planner/analyst, served in the Air Force from 1974 to 1980. As an Air Force veteran, he now serves as a Texas state vice president for industrial relations in the Air Force Association (AFA) and the treasurer for the Texas Aerospace Education Foundation. He has also served as president of the AFA Fort Worth Chapter.

Sgt. Jeffrey Wade, Field Service representative, served in the United States Marine Corps from 1995 to 2001 as an AH-1/ UH-1 avionics technician. He participated in operations in Turkey and Haiti.

Cpl. Tony Walton, H-1 Flight Operations supervisor, served in the Army from 1988 to 1996 as an OH-58 crew chief/aero scout.

Gunnery Sgt. Milburn Waite, site manager, served in the United States Marine Corps from 1983 to 2003 as an AH-1/UH-1 and A4 airframes mechanic. Milburn participated in operations in Kuwait, Somalia and Thailand.

Sgt. Buddy Wheeler, a Material Inventory clerk, served in the Army from 1980 to 1984 and from 1995 to 1998. In his first enlistment, Buddy worked as fire support team chief tasked with locating enemy force targets and directing artillery fire with the 82nd Airborne at Fort Bragg, N.C. In his second enlistment, he served as fire direction center chief tasked with radio communications directing movement of artillery unit and determining the most efficient type and volume of artillery fire to engage and destroy enemy force targets with the 4th Infantry Division at Fort Hood.

Spec. David Whitson, United States Government Pricing supervisor, served in the Army from 1968 to 1970, stationed at Wurzburg, Germany and Fort Wolters, Texas. He worked as a

supply clerk supporting the 3rd Infantry Division, and also as a mail room clerk and mail room operations inspector.

Staff Sgt. Sonny Wilkins, a quality supervisor, served in the Air Force from 1990 to 2003. He was stationed in Torrejon, Spain; Dyess Air Force Base, Texas; Osan Air Base, South Korea; and served in the Air National Guard at Naval Air Station Fort Worth, Joint Reserve Base as a fuel systems craftsman.

Capt. Randy Williams, Advanced Concepts staff engineer, served in the Air Force from 1974 to 1980 as a T-37 instructor pilot. In addition to U.S. pilots, he taught foreign students from Saudi Arabia, Iran, Nigeria and Italy.

Charlie Smith, a retired Machining Center manager of Manufacturing, served in the Army Signal Corp from February 1951 to March 1954, including serving in Germany from January 1952 to February 1954 during the Cold War.

Capt. Bob Leder, who works in V-22 Communications, served three years in the Army, assigned to Camp Zama, Japan.

Staff Sgt. Damon Webb, site manager, served in the United Sates Marine Corps from 1981 to 2002 as an AH-1/UH-1 quality assurance representative and aircraft mechanic. Damon participated in operations in Saudi Arabia, Kuwait and Somalia.

Jason Whipple, aviation technician, served in the United States Navy as an electrical and mechanical equipment repairman.

Sgt. Ray Whitney, aircraft technician, served in the United States Marine Corps from 1995 to 2007 as a T58, T62 and T64 jet engine mechanic. Ray participated in operations in Kosovo.

Spc. Stephen Wilcutt, aviation technician, served in the United States Army from 1992 to 1998 as an AH-1/ UH-1, CH47, UH60, AH64, and OH-58 airframe structural mechanic.

Sgt. Schron Williamson, aviation technician, served in the United States Marine Corps from 1993 to 2006 as an AH-1/UH-1 avionics technician. Schron participated in operations in Kuwait.

Tech. Sgt. Jason E. Whitlock, V-22 Flight Quality Assurance inspector, served 10 years in the Air Force as a nuclear weapons technician, team chief and in quality assurance.

Sr. Airman Jason Wilhelm, a flight inspector, served four years in the Air Force. He worked in aircraft structural maintenance as an airframe mechanic on a KC-135 tanker stationed in Grand Forks Air Force Base, N.D.

Staff Sgt. Abelardo Gomez, a flight inspector, served 20 years in the Army as a maintenance leader supporting CH-47 helicopters. He also delivered hot meals to troops in the field.

Master Sgt. Sammy R. Bostwick, V-22 Flight Quality inspector, served 21 years in the Air Force.

Petty Officer 2nd Class Don Welch, senior librarian, served in the Navy from 1971 to 1977. He and his twin brother enlisted on the same day, went to bootcamp together, went to the same school for training and then went overseas together to the same base. Don spent most of his time shore-based in the Philippines while his brother spent several temporary assignments to one ship after another cruising off the coast of Vietnam.

Seaman Ron Wilson, a Bell retiree, served in the Navy, sailing around the world on the USS Thetis Bay.



BELL HELICOPTER ARMED FORCES BOWL

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Billboards such as these have been placed around the Fort Worth area to promote the Dec. 31 Bell Helicopter Armed Forces Bowl.

Armed Forces Bowl coming in December

Tickets for the Dec. 31 Bell Helicopter Armed Forces Bowl are now available through Employee Services. Cost is \$5 each; for more information, call 817-280-2246. Proceeds go to the America Supports You charity.

The game starts at 11:30 a.m. at Amon G. Carter Stadium in Fort Worth.

Volunteers are also needed to help with bowl game activities! Since it begins before noon, the volunteer activities and the game will be over well before New Year’s Eve festivities begin!

If enough volunteers come forward, each will be asked to work a three-hour shift helping with several activities, including:

- FOD control for the aircraft landing and taking off
- Staffing the aircraft static display
- Distributing promotion items to bowl attendees

The game will occur after volunteer activities are complete, so you will be able to watch the game!

If you are interested in volunteering for the Armed Forces Bowl, please

e-mail Delores Norris at djnorris@bellhelicopter.textron.com.

And don’t miss the billboards promoting the Armed Forces Bowl around Fort Worth at:

- Interstate 30 and Cooks Lane
- Airport Freeway, 0.2 miles east of Riverside Drive on the south side.
- Loop 820 NE, 0.2 mi north of Trinity Boulevard on the east side.
- Loop 820 NW, 0.3 mi east of Main Street on the south side.
- Loop 820 NW, just south of Westpoint Boulevard on the west side.
- M.L. King Jr Freeway, 0.12 south of North Freeway on the west side.
- M.L. King Jr Freeway, just north of Maddox Street on the east side.
- South Freeway, 0.3 mi south of Hargrove Lane on the east side.
- Tom Landry Highway, 0.3 mi west of Loop 820 NE on the north side.
- Tom Landry Highway, 0.6 mi west of Loop 820 NE on the north side.
- West Freeway, 0.8 mi west of Linkcrest on the south side.





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Submissions may be edited for journalistic style and space requirements. Deadline for submissions for the next issue is Nov. 30.

Employee’s son makes the ultimate sacrifice for country

Theresa Hilbert understands firsthand the meaning of the phrase “freedom isn’t free.”

As Americans honored our military on Veterans Day, Theresa, a wrapper and packer at the Drive Systems Center (DSC), mourned the loss of her son.

Spc. Thomas Hilbert, an Army cavalry scout, wasn’t assigned to the Sept. 6 mission in Mosul, Iraq, that ultimately cost him his life. The 20-year-old Venus native volunteered after learning that another soldier was ill. An improvised explosive device detonated near his vehicle, immediately killing one soldier and fatally injuring Thomas and another soldier, who both died the next day, according to the Pentagon.

“It shows what kind of a heart he had,” Theresa said. “He was a great man. He was a true soldier through and through.”

After Thomas was injured and the troops came under fire, a Bradley tank and two OH-58Ds answered the distress call and “unloaded all their missiles and ammunition on the insurgents,” Theresa said.

“Two Bells took care of the people who hurt my son,” she said. Thomas was born Jan. 14, 1987. He lived in Venus until he joined the Army in 2005 after graduating from Venus High School. He was a scout assigned to the 1st Squadron, 9th Cavalry Regiment, 4th Brigade Combat Team, 1st Cavalry Division stationed at Fort Bliss in El Paso. He earned the National Defense Service Medal, the Army Service Ribbon, the Good Conduct Medal and the Iraqi Campaign Medal. He was appointed to the rank of corporal and awarded the Bronze Star and the Purple Heart posthumously.

Thomas was due to come home in January. He had planned to take his parents, sister and brother-in-law to Las Vegas to celebrate his 21st birthday. He had already booked the hotel.

“He was very thoughtful,” Theresa said. “He was passionate about what he was doing. He was talking about re-enlisting. His platoon sergeant said he never buckled under pressure.”

Turnout at the funeral went beyond anything the family expected. “The parking lot was full,” Theresa said. “They were standing all around the church.”

Her family at Bell has shown the same tremendous level of support. A few employees who attended the funeral purchased T-shirts being sold in Venus to raise money for a memorial. Since then, the shirts have gained in popularity at the DSC.

“Everybody is buying one. They’re all wearing them on Friday in honor of Thomas,” she said. “I don’t know what I would do without my Bell family, I tell you. They’re great, great people.”



Thomas Hilbert



Gearbox assemblers Dexter Flud and Brian Bauer look over the hub of a V-22 at the Repair & Overhaul Center (ROC) in Roanoke. Both are members of a team of volunteers who will go to Iraq to support the Osprey in the field.

Want to learn more? Watch ERIC for more information.

Bell staff photo