

"One Team, Supporting Military Missions and Family Readiness!"



**SPECIAL OLYMPIC
 FIVE-ON-FIVE
 BASKETBALL PLAY-OFFS**
 Feb. 27, 9 a.m. at the
 Jimmy Brought
 Fitness Center.
EVENT IS FREE

KEITH, SOLDIERS RAISE ROOF AT RODEO



Photo by Esther Garcia

Cpt. Sara Horak, Army Medical Department Center and School, Staff Sgt. Oscar Castaneda, U.S. Army South and Maj. Gen. Russell Czerw commander, Fort Sam Houston and Army Medical Department Center & School visit with Toby Keith, country artist, following a photo shoot supporting USO programs for service members and their families. Keith performed at the San Antonio Rodeo Feb. 18 at the AT&T Center. San Antonio Livestock Exposition dedicated every Friday as military appreciation day for some members of their Families to enjoy livestock exhibits and cowboy lore.

U.S. Army South to support customs mission in Haiti

By Alex Delgado
 ARSOUTH Public Affairs

A six member team from U.S. Army South is on the way to Haiti in support of Operation Unified Response to help facilitate the return of Soldiers and equipment currently deployed there.

The team includes civil-

ians and three Soldiers from the Provost Marshal's Office, and two Soldiers from the Army South Special Troops Battalion.

The team will receive special training and provide U.S. Customs briefings to troops redeploying to their home stations.

The team will also provide

oversight of U.S. Customs inspections, which will be performed by members of the 65th Military Police platoon already in Haiti.

Members of the 65th along with the customs team will receive a two-day course to prepare them for their

See ARSOUTH P7

Newly renovated barracks offer students enhanced living, study quarters

By L.A. Shively
 FSH Public Affairs

The newly renovated home of the 187th Medical Battalion was unveiled Feb. 18, with a ribbon-cutting ceremony under a crisp, clear blue sky.

"This is a great milestone in the history of the 187th Medical Battalion," said Lt. Col. Thomas Bundt, commander of the battalion.

"We officially dedicate Building 2791 as the newest Army barracks on this installation. This structure has had a long and varied history. Many of the architectural particulars that make this building unique are still in existence today," Bundt

said during his remarks.

"The purpose of this renovation was to restore and upgrade the structure to meet current Army student barracks standards, which are very difficult to meet. Using new materials to restore the structure helps us to appreciate and preserve the past while likewise providing an esthetically appealing environment for Soldiers who are brand new to the military," Bundt said.

Renovation of the 71-year-old building was accomplished over two years with an \$18.7 million modernization that required replacing walls, electrical wiring, plumbing, heating and air condi-

See BLDG. 2791 P7



From left, Garrison Commander Col. Mary Garr; Maj. Gen. Russell Czerw, commanding general, Fort Sam Houston and U.S. Army Medical Department Center & School; Lt. Col. Thomas Bundt, commander, 187th Medical Battalion; and Col. Randall G. Anderson, commander 32nd Medical Brigade cut the ribbon to the newly renovated Building 2791.

Photo by L.A. Shively

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Comprehensive Soldier Fitness addresses mental fitness, resilience

By Lori Newman
FSH Public Affairs

In today's Army, mental fitness is just as important as physical fitness.

Master Sgt. Thomas Barone, Noncommissioned Officers Academy, briefed Soldiers and civilians on Comprehensive Soldier Fitness and Master Resilience Training Feb. 18 during Leadership Call at the U.S. Army Medical Department Center & School.

"Even though you have the word fitness in the title, (Comprehensive Soldier Fitness) is talking about emotional fitness not physical fitness," Barone said.

Gen. George Casey defines Comprehensive Soldier Fitness as, "A structured, long-term assessment and development program to build the resilience and enhance the performance of every Soldier, Family member and DA civilian."

The four pillars of the CSF Program are:

The Global Assessment Tool – An online 240-question survey that is completed upon initial entry into the Army, annually, and 80-120 days post-deployment. There are four dimensions covered within the GAT - emotional, social, spiritual and Family. The online assessment takes about

13 to 15 minutes to complete and the scores are confidential. The GAT is mandatory for Soldiers and voluntary for Family members and DA civilians.

Self Development Modules – Online training modules that allow Soldiers the opportunity to important on each dimension of the GAT; helping Soldiers build on their strengths and improve on weaknesses. Level one module's are already in place, other modules are being developed.

Institutional Military Resilience Training – Soldiers will receive instruction on specific mental and physical skills to enhance performance when facing challenges in their professional or personal life, whether in garrison or in combat. This training will be taught in all U.S. Army Training and Doctrine Command schools.

Master Resilience Trainers – Live the skills they have been taught; use the skills during formal and informal counseling; teach the skills they have learned; serve as the commander's adviser regarding CSF related issues and know when to refer Soldier for professional counseling. MRTs currently receive training at a civilian institution. In the long-term, the training will be taught

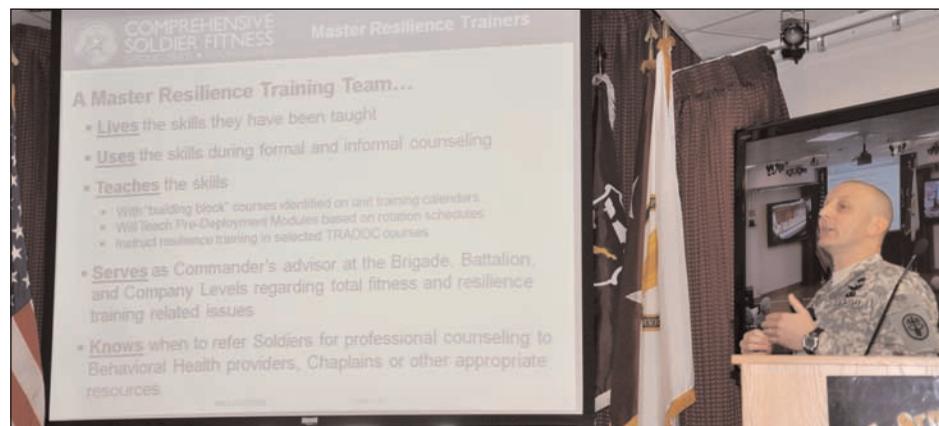


Photo by Lori Newman

Master Sgt. Thomas Barone, Noncommissioned Officers Academy, briefs Soldiers and civilians on Comprehensive Soldier Fitness and Master Resilience Training Feb. 18 during Leadership Call at the U.S. Army Medical Department Center & School.

at Fort Jackson, S.C.

There are three levels of Master Resilience Trainer. Level one is a company level representative who attends a 10-day course. Level two is a facilitator who has an additional five days of training and must serve as an MRT facilitator for at least one MRT course. The third level is a primary instructor who attends additional training and must serve as an MRT facilitator on at least two MRT courses before they titled as a primary instructor.

"MRT gives Soldiers, Family members and DA civilians the tools to overcome adversity and be resilient in our ever-changing Army," Barone said.

It is not a screening program for any physical or psychological disease or dysfunction or suicide.

"Comprehensive Soldier Fitness is a long-term strategy; it's not a stand down or a chain

teaching program," Barone said.

"Physical fitness is not achieved by going to the gym one time; psychological fitness is not achieved by going through one lesson or one brief. You learn things throughout life and through lessons learned you become a better person in general," he said

"We are not counselors we just have tools that we teach individuals that they can apply to themselves to help with problem solving within their Family lives and within the Army," Barone explained.

"[MRTs] will be working with company commanders, battalion commanders and brigade commanders to develop a good plan of resilience training pre-deployment, during deployment and post-deployment," he said.

After Soldiers are trained they will have self awareness, self regulation, learn to be optimistic, have mental agility and strength of character.

"The tools learned can be used in any situation whether it is military or civilian in nature," Barone said.

Weekly Weather Watch

	Feb. 25	Feb. 26	Feb. 27	Feb. 27	Feb. 28	Mar. 1
San Antonio	65° Partly Cloudy	65° Partly Cloudy	63° Partly Cloudy	61° Chance of Rain	65° Partly Cloudy	61° Partly Cloudy
Kabul Afghanistan	48° Chance of Rain	59° Chance of Rain	57° Chance of Rain	50° Chance of Rain	57° Chance of Rain	60° Chance of Rain
Baghdad Iraq	71° Chance of Rain	60° Rain	69° Chance of Rain	62° Chance of Rain	60° Chance of Rain	68° Scattered Showers

(Source: Weather Underground at www.wunderground.com)

Thought of the Week

A bad decision is when you know what to do and you don't do it. — Duncan Goodhew
(Source: Bits & Pieces)

News Briefs

Military Tax Assistance Centers

The Fort Sam Houston Military Tax Assistance Center is located in Building 158, the hours are Tuesday-Friday, 9 a.m.-5 p.m. and Saturdays, 9 a.m.-2 p.m. Call 295-1040 or 221-1040. The Brooke Army Medical Center, located in the BAMC library, is open Monday-Friday, 9 a.m.-4 p.m. Call 916-1040.

Second Shift Added

Beginning March 1, the Medical Instructional Facility No. 5 contractors will work a second shift from 3-11 p.m. to catch up due to the recent rain-related delays. The work will be done primarily on the interior of the building and will last about three months. Any and all assistance from the occupants of the housing area in the vicinity is appreciated.

Black History Month

The History of Black Economic Empowerment

FSH will commemorate African American/Black History Month "The History of Black Economic Empowerment," Feb. 25, 11:30 a.m.-1 p.m. at the Harlequin Dinner Theatre. Bob Snead will perform his one-act play, titled "Held In Trust." Call 221-4240.

Honoring the Past, Present and Celebrating the Future

Collective Protestant Service will host a Black History Month program at Dodd Field Chapel Feb. 28, 10:30 a.m. with an old-time church service, at noon there will be a food gallery, poetry reading, music, fashion show, art exhibit, children's activities and a Black history fact challenge. Call 897-6880.

USAISR Event

The U.S. Army Institute of Surgical Research will host their 2nd annual African American/Black History Month Program Feb. 26 at 2:30 p.m. in the Brooke Army Medical Center Auditorium.

See NEWS P4

AMEDDC&S receives Award for Excellence

By Lori Newman
FSH Public Affairs

The Army Medical Department Center & School received a prestigious award from the Balanced Scorecard Institute Feb. 18 during its Leadership Call.

The Balanced Scorecard Institute helps organizations succeed through improved strategic focus and performance.

"Balanced scorecard is about superior decision making and starting right here in the school-house is the appropriate place," said Kevin Zemetis, vice president of International Operations at the Balanced Scorecard Institute.

According to the institute's Web site, a balanced scorecard is a strategic planning and management system used to align business activities to the vision and strategy of the organization, improve internal and external communications, and monitor



Photo by Lori Newman

Kevin Zemetis, vice president of International Operations at the Balanced Scorecard Institute presents Maj. Gen. Russell Czerw the Award for Excellence from the institute Feb. 18 during Leadership Call at AMEDDC&S.

organizational performance against strategic goals.

"Our balanced scorecard actually is our corporate strategy. The AMEDDC&S was fortunate to be out in front of a lot of the Medical Command in its balanced scorecard development," said David "Scott" Henschel, balanced scorecard professional and chief of the Team Improve-

ment Office of Strategy and Innovation for AMEDDC&S.

"If you know anything about the balanced scorecard you know that the leadership has a piece that they do and the workforce has a piece that they do; and most institutions fail at that linkage between what leadership wants and what the workforce does. The BSC represents

that tool to connect those things, Henschel said.

"We have been very fortunate in our product development and in realizing the potential that our institution has by appropriately using the balanced scorecard."

Czerw thanked Col. Donna Whittaker and her team for their efforts in implementing the balanced scorecard process.

"On behalf of all of us, we accept this award for where it really happens, where the rubber meets the road, that is all of these individuals who are sitting in these seats today," Czerw said. "On behalf of all the ladies and gentlemen here today we accept this award, thank you."

"Very few organizations have received this award," Zemetis said.

"What is really amazing about the work you guys have created to date is you have done it largely unassisted, which is not usually the case with most of our clients."

470th Military Intelligence Brigade members collect clothing for Haiti

By Gregory Rippes
470th MI Brigade Public Affairs

Besides responding to the earthquake in Haiti as a military organization, Soldiers and civilians of the 470th Military Intelligence Brigade also responded on a personal level by collecting clothing for the Haitian people.

Earlier this month, brigade members were invited to place good-condition clothing in donation boxes set up in Bldg. 1070, the brigade's new headquarters building, and Bldg. 1000, where some elements are still located.

The idea for the collection was the brainchild of Chief Warrant Officer 3 Qasim Sattar, brigade human resource chief.

"People in Haiti lost their homes," said Sattar. "The least

we could do is give them some clothes, and I knew we had people around here who had clothes they could give."

Sattar took the idea to Brigade Family Readiness Support Assistant Carla Weeks.

"I thought this was a fabulous idea," said Weeks. "It offered people an alternative to monetary donations and an opportunity to clean out closets as well as help the Haitian people at the same time."

Ten large boxes of clothing were accumulated in a nine-day period. Brigade Soldiers and family members then sorted and re-boxed the clothing.

Weeks made arrangements for Richard Rodriguez, director of the American Red Cross office on Fort Sam Houston, to pick up the clothing. Rodriguez

took the clothing to Good Will Industries, which will store the boxes until they can be sent to Haiti.

The brigade's donated cloth-

ing is destined for the Family Ministry Home in Port-de-Paix, located about 80 miles from the center of Haiti's devastation.



Photo by Gregory Rippes

From left, Sgt. James Reece, Sgt. 1st Mark Jackson and Sgt. Ralph Brown, all of the 470th Military Intelligence Brigade, and Camilla Weeks, brigade Family Readiness Support Assistant, complete packing boxes of clothing destined for Haiti.

News Briefs

NEWS from P3

Guest speakers are Lt. Col. Booker T. King, USAISR Burn Center and Granville Coggs, MD, surviving Tuskegee Airman and Congressional Gold Medal recipient.

123rd Hospital Corps Anniversary Social

The Army Medical Department Center and School's Commanding General, Maj. Gen. Russell J. Czerw and Command Sgt. Maj. Howard R. Riles, will host the 123rd Hospital Corps Anniversary Social Feb. 26, doors open at 4:30 p.m. at the AMEDD Museum. The guest speaker is Sgt. Maj. Oscar R. Ramos-Rivera, 4th Honorary Sergeants Major, AMEDD Regiment. Tickets are \$5. All are invited to attend.

Special Olympics Basketball Tournament

Final play-offs for the Special Olympics 2010 Basketball Tournament for Area 20 athletes will be held Feb. 27 at the Jimmy Brought Fitness Center, with "five-on-five" team play. Come and cheer the athletes. Competition starts at 9 a.m. Event is free. Call 530-9898.

National Prayer Breakfast

The 2010 National Prayer Breakfast will be held March 4, 6:30 a.m. at the Sam Houston Club. The guest speaker is Greg Asimakopoulos, an ordained minister, freelance writer and newspaper columnist. Tickets will be distributed to the units and on sale at the door. Call 221-5007.

Pre-Command Course

The course will be held March 22-25 for all new first sergeants and company commanders. The intent is to provide new company leadership a full understanding of garrison resources available to assist them during their time in command at FSH. The briefings will begin at 8:30 a.m. in Building 2398, across from the lemon lot, on Scott Road. The briefing will come from various garrison organizations the first three days with a tour of training facilities at Camp Bullis on the fourth day. To register, call 221-1586 or 221-2241.

New online appointment system promises less wait time for I.D. cards beginning March 1

By Linda Green
FSH Human Resources

No more endless telephone calls. No more standing in long lines to sign in as a walk-in customer. No more sitting for extended hours waiting for your number to be called – unless of course, you choose to do so.

There is another option.

Beginning March 1, the Fort Sam Houston Identification Cards main office, Building 367, will implement a new online appointment system "Appointment Scheduler" a Web-based system designed by the Navy that allows customers access via a Web browser.

"We are excited about this new system and are confident that it will improve our daily operations significantly," said Earnest Bridges, chief, Human Resources and Administration,

Human Resources Directorate.

"We currently service anywhere from 150-200 customers on a daily basis. On occasion, the number can easily exceed 300. With this amount of customers serviced daily, our I.D. card clerks work non-stop from the moment our doors open at 7 a.m. for walk-in customers, until close of business, normally at 4 p.m. which is usually after the last appointment is serviced," Bridges said.

The facility is currently open from 7 a.m. to 4 p.m. daily and has extended hours until 8 p.m. the last Thursday of each month; and from 8 a.m to 2 p.m. the first Saturday of each month.

As always, active duty Soldiers have first priority during walk-in hours. Emergencies are handled on a case-by-case basis.

We are hoping that our cus-

tomers will be pleased with this new process and tell their friends, co-workers and Family members.

"If customers make their appointments and arrive on time with all necessary documents, their wait time will be minimal," said Renee Agosto, chief, Personnel Processing Branch.

Agosto encourages customers to make their appointments a week or two out to ease scheduling and improve processing.

The main feature of the Appointment Scheduler is that the customer can access it from anywhere: home, office, school, Internet café. All that is needed is direct Internet connection.

Customers may make an appointment, look up the appointment and cancel an appointment through the online system.

Customers are also encouraged to visit the FSH I.D. cards Web page at <http://www.sam-houston.army.mil/hra/> where information on Common Access Card renewals, Defense Eligibility Enrollment System updates, Contractor Verification System requirements, as well as information on required documents and frequently asked questions may be obtained.

The goal of the new system is to improve overall customer service for area Soldiers, retirees and their Family members, civilians and contractors.

We ask that customers bear with us during the transition. To make an appointment, visit <http://www.samhouston.army.mil/hra/idcard.aspx>.

For more information or to make an appointment if you do not have Internet access, call 221-2278/0415.

Ban on USB devices in Army remains – for now

By C. Todd Lopez
Army News Service

The ban on using USB devices on military computers remains, for now, in the Army – despite a partial lift of the original ban by U.S. Strategic Command.

USSTRATCOM issued a tasking order to services and concerned parties, Feb. 12, that allows the services to loosen restrictions on use of USB and flash media devices.

Individual services, however, may continue the ban until they feel their networks are adequately equipped to deal with the threats posed by the portable storage devices.

The official word from the



Army Global Network Operations Security Center is "we are currently conducting mission analysis in order to provide guidance for the Army's safe return of thumb drives and flash media."

According to the AGNOSC, there are conditions that must be met prior to the lift of the ban.

Those conditions include, but are not limited to ensuring that users are only using government-approved and purchased devices and that Army networks are properly con-

figured.

USSTRATCOM implemented a ban on USB storage devices in November 2008, to include such things as memory sticks, thumb drives, and camera memory cards. That ban was partially lifted by their tasking order Feb. 12.

The USSTRATCOM commander has "approved a

Communications Tasking Order directing that the limited use of memory sticks, thumb drives, and camera memory cards (commonly called "flash media,") be restored on Department of Defense computers after the verified implementation of certain procedures and operational practices," according to guidance from the USSTRATCOM.

The procedures are meant to ensure that malicious code that can be present on USB memory devices is prevented from infecting DoD computers.

"Until all conditions are met, the ban on the use of removable flash drives will remain," said AGNOSC.

HONORABLE SERVICE



Photo by Ed Dixon

Sgt. 1st Class Mauricio Holguin-Flores, Sgt. 1st Class Darwin Pettis and Lt. Col. Jose Alberto Perez pose for a photo after the Consolidated Retirement Ceremony Jan. 28 at Army Community Service.

AMEDDC&S BEST WARRIORS



Photo by Lori Newman

Maj. Gen. Russell Czerw, commander, Fort Sam Houston and Army Medical Department Center & School presents Sgt. Dow Evan Jr. with an Army Commendation Medal for exceptionally meritorious achievement for his efforts, dedication and professionalism as AMEDDC&S Best Warrior Soldier of the Year. Sgt. 1st Class Hector Santiago-Perez (right) also received an Army Commendation Medal for his achievements as AMEDDC&S Best Warrior Noncommissioned Officer of the Year. Santiago-Perez will represent AMEDDC&S at the Medical Command Best Warrior Competition in Hawaii and FSH as one of the military ambassadors at Fiesta activities throughout the San Antonio community.

Brigade offers military intelligence opportunities to reservists

By Gregory Ripps
470th MI Brigade Public Affairs

Army Reservists who would like to perform a tour of duty and expand their horizons may find their wishes fulfilled with the 470th Military Intelligence Brigade.

With its headquarters on Fort Sam Houston, the brigade and its subordinate battalions offer a full range of Military Occupational Skills in the intelligence field. More specifically, the primary MOS codes in demand are 35-F, 35-L, 35-M, 35-N and 35-P.

The brigade is looking for Reserve officers and noncommissioned officers to serve 179- or 365-day tours to provide intelligence support to both exercises and oper-

ations, according to Maj. John Kasper, brigade Reserve Affairs coordinator.

The brigade may also have opportunities for reservists to serve outside the United States. Because the brigade supports U.S. Army South operations in Latin America, reservists who speak Spanish have the best chance of going "down range."

As recently as September, 18 Reservists were simultaneously performing duty on Fort Sam Houston with the brigade for different lengths of time. After completing one 90-day tour, 2nd Lt. Omar Alomar began a second 90-day tour. Assigned to the brigade's Headquarters and

Headquarters Detachment, he has been performing his duties with the Analysis & Control Element.

Alomar received his commission through the Texas State University Reserve Officer Training Corps program and chose to go into the Reserves. He completed training as an all-source intelligence officer at Fort Huachuca, Ariz., last spring.

He hopes to pursue a career in the Central Intelligence Agency, the Federal Bureau of Investigation or the Drug Enforcement Administration, which is why he chose the 470th MI Brigade.

"I wanted experience in military intelligence that I will need to work



Photo by Gregory Ripps

Reserve Spc. Veronica Cantu-Whalen tackles an assignment in the Analysis & Control Element while on orders with the 470th Military Intelligence Brigade at Fort Sam Houston, Texas.

for these civilian agencies," he said. "I am looking for a total of three years of active-duty experience with the brigade."

Alomar pointed out

that reservists who can deploy with elements of the brigade can obtain longer periods of duty. However, reservists are welcome to perform their

inactive duty training (weekends), annual training (14 days) and extended annual training

See RESERVISTS P8

BLDG. 2791 from P1

tioning, among other projects.

Completed in 1939 and originally named Building 291, Building 2791 was supposed to be part of a complex meant to house an entire regiment.

By the time construction was completed, divisional reorganization occurred and as a result, Building 2791 was utilized as a barracks for two years, and then designated as Annex III, an addition to the Brooke General and Convalescent Hospital.

Annex III, Building 2791 was used as a hospital ward throughout the Korean War, but reverted back into a barracks in order to house the Women's Army Corps personnel serving at the hospital in 1954.

During the 1970s,

Troop Command Brooke Army Hospital occupied the building that today houses Advanced Individual Training students, Companies B and C of the 187th Medical Battalion.

Each company ranges from 150-350 Soldiers, depending on time of the year and number of classes scheduled, Bundt said.

"It's more than just a ribbon-cutting to reopen this building. This is truly about quality of life for Soldiers," said Col. Randall G. Anderson, commander 32nd Medical Brigade, during his remarks.

"When Soldiers are comfortable, when they're proud of the place they live, they do better in school, are happier with the Army, and stay around to become career Soldiers," Anderson said.

After the ribbon-cut-

ting, Bundt led guests through the installation giving them an idea of the quality of life Soldiers can expect while training at Fort Sam Houston.

Living areas are organized into a pod-configuration with bathrooms and study areas within Soldiers' rooms. A learning resource center, day room and laundry facilities are located on each floor. A classroom, offices, supply center and mailroom are in the basement.

Although Soldiers are currently living in Building 2791, renovation projects continue, including an upgraded security system that will incorporate cameras and electronic Common Access Card magnetic door locks.

"It's an innovative way to protect Soldiers and make sure everybody is safe," explained First Sgt.



Photo L.A. Shively

Lt. Col. Thomas Bundt, commander, 187th Medical Battalion points out details on a poster illustrating the pod-configuration of barracks rooms during a tour after the ribbon cutting unveiling the newly renovated Building 2791.

Richard Mansfield, adding that security and a comfortable place to learn, study and grow are key elements with keeping morale high.

"Soldiers have a new, enhanced quality of life that continues to improve everyday with the projects in this building," Bundt said. "It's a great

time to be in the service, in the (Army Medical Department) and in the Army."

ARSOUTH from P1

upcoming missions.

The customs team will oversee the operation of the customs mission.

The 65th will help redeploy Soldiers and equipment currently in Haiti by facilitating customs inspections prior to the units leaving the country.

"Customs inspectors are the first line of defense against the introduction of foreign plants, pests and diseases to the U.S.," said Master Sgt. Nicanor Mendez, the operations noncommissioned officer for the Army South Provost Marshal's Office.

"It also helps prevent contraband from entering the United States."

Because the mission



Photo by Alex Delgado

Master Sgt. Nicanor Mendez places his bags on a pallet prior to boarding his flight to Haiti on February 17, 2010. Mendez is a member of a team who will provide oversight of customs inspections of troops redeploying to their home stations.

has no definite end date, the customs team redeployment date has not been determined. Some will be returning sooner than others.

"It all depends on how

the mission is going," said Mendez.

"The speed we are able to process personnel will determine when we get to go home."



Photo by Staff Sgt. Gary A. Witte.

Spc. Jesus B. Fernandez crosses a stream during a unit visit to Angla Kala village in Afghanistan's Kunar province, Feb. 6, 2010. International Security Assistance Force troops regularly meet with village elders to improve communications between residents and government officials. Fernandez is an assistant team leader assigned to the 2nd Battalion, 12th Infantry Regiment.

Soldiers to get new cammo pattern for wear in Afghanistan

By C. Todd Lopez
Army News Service

Starting this summer, Soldiers sent to fight in Afghanistan will wear an Army Combat Uniform with the "MultiCam" pattern instead of the standard-issue universal camouflage pattern.

Secretary of the Army John McHugh made that announcement Feb. 19, after the service conducted a rigorous four-month evaluation of various uniform patterns to determine what could best protect Soldiers in Afghanistan.

The new uniforms are of the same material and cut that Soldiers are already wearing in the Army Combat Uniform or ACU. It is the camouflage printed on the fabric that

will be different. The change allows commanders in Afghanistan to have more options in deciding how best to equip their Soldiers.

"As a material provider, I want to be responsive to the Soldiers I support," said Col. William E. Cole, project manager for Soldier Protection and Individual Equipment. "I want to give commanders options, I want to be responsive to Soldiers. That is what we were trying to do — we're working to give (them) more options."

The uniforms bearing the new pattern, like the latest ACUs, are fire resistant. They are officially called the Fire Resistant Army Combat Uniform.

The decision to use the MultiCam pattern came after the Army evaluated its effectiveness at providing camouflage protection in Iraq. That was done, in part, by consulting with nearly 750 Soldiers who had deployed to Afghanistan. Those Soldiers participated in a "photo simulation" study administered by the Army.

Additionally, feedback from Soldiers who have already worn the uniform in Afghanistan was used to make the final decision. About 2,000 Soldiers were involved in tests to see how effective patterns such as MultiCam and UCP-Delta were at providing concealment in the varying terrain of Afghanistan.

RESERVISTS from P6

(29 days) with the brigade as well.

Spc. Veronica Cantu-Whalen is also serving tour of duty with the brigade. She previously served with the Army in the 2nd Squadron, 6th Cavalry Regiment, at Wheeler Army Airfield, Hawaii. But as she looks to the future as a single parent of twins, she enjoys the challenges in the ACE while at the same time being closer to home in the Rio Grande Valley.

"When I was a civilian, I worked as a lifeguard

and as a waitress," Cantu-Whalen related. Now she has a security clearance as an intelligence analyst and a leg up on a future career.

"The 470th allows reservists longer 'hands-on' time with new systems and equipment to prepare them for future challenging assignments," Kasper said. "A unique thing about the 470th is that reservists have an opportunity not only to train but also to serve in real-world operations."

In addition to the headquarters elements, the brigade has two bat-

talions based on Fort Sam Houston, one battalion on Lackland Air Force Base, another on Fort Bliss (El Paso), and the 377th MI Battalion (Reserve) in Orlando, Fla.

For more information about the 470th MI Brigade, check out the Web site at <http://www.470mi.inscom.army.mil>. To "apply" for duty, send a brief biography or resume to: Reserve Affairs Coordinator, 470th Military Intelligence Brigade, 2450 Stanley Road, Fort Sam Houston TX 78234, 210-295-5944.

BAMC Auxiliary another way of supporting troops

By Maria Gallegos
BAMC Public Affairs

Settled and content in Washington D.C., Christen Jensen became very anxious when she received a call from her husband, Maj. Ralph Jensen, telling her they were moving to San Antonio.

Ralph Jensen is currently a cardiology fellow at Brooke Army Medical Center.

"I didn't want to leave, I had no idea what Texas was all about, only things I could picture were cactus flowers everywhere," said Christen Jensen.

After that call, Jensen said she researched and found the Web link to the BAMC Auxiliary Program. "I wanted to find out more about

where I was going," she said.

The more she read, the more interested she became.

The BAMC Auxiliary program is an organization for anyone affiliated with the Department of Defense in San Antonio area.

The Auxiliary is comprised of a group of volunteers who desire to give back to the military community.

They hold monthly social events which encourages friendship and camaraderie among volunteers and the wounded warriors according to Jensen, who joined in 2003 and was elected president this year by the general membership.

"BAMC Auxiliary



Courtesy photo

A group of members of the BAMC Auxiliary attends a private tour of the Center For the Intrepid, one of many activities offered to volunteers.

allowed me to meet others who had similar backgrounds to mine and supported me through the move. I had made friends before I even arrived to San Antonio,"

Jensen said.

"The program does not only plan great social gatherings and form lasting friendships but also focuses on giving back to the military communi-

ties."

"Joining the BAMC Auxiliary was a no-brainer for me," said Jennifer See, vice president of the Auxiliary. "I enjoy giving back to the military med-

ical community and meeting spouses that give back as well."

"Being newly married with a new life as an Army resident wife, I craved working and learning from other women in the same situation. BAMC Auxiliary got me involved in the military community and the experience of what military life had to offer," added Rebecca Berry, recording secretary for the Auxiliary.

The program's mission supports various BAMC and Fort Sam Houston organizations, including the Fisher House, the Warrior Family Support Center and military Families through donations.

To learn more, call 888-7808.

AER helps FSH Soldiers, Family with interest-free loans, grants

By L.A. Shively
FSH Public Affairs

Army Emergency Relief is “the Army’s own emergency financial assistance organization” offering interest-free loans, grants and tuition money for Soldiers and Family members at Fort Sam Houston.

AER helps Soldiers and Families by providing emergency financial needs for food, rent or utilities, emergency transportation and vehicle repair, funeral expenses, medical and/or dental expenses, and personal needs when pay is delayed or stolen.

For instance, if a Family is renting a home

where the landlord fails to make mortgage payments, that Family could find the home is being foreclosed on by the bank.

“They might find they’ve got a week to get out of the house and find a new place to live. AER could help out with emergency moving funds, in the form of an interest-free loan,” said Andrew H. Cohen, deputy director for finance and treasurer, Army Emergency Relief.

The service also offers undergraduate-level educational scholarships to dependent children of Soldiers, based primarily on financial need.

Assistance is not given for nonessentials such as

financing ordinary leave or vacation, paying fines or legal expenses, liquidating or consolidating debt; house purchases or home improvements, purchasing, renting or leasing vehicles, covering bad checks or paying credit card bills.

AER serves all branches of service including retirees or reservists on active duty for 30 days or more.

“Each request is processed on an individual basis, but emergency funds may be disbursed within an hour. The time frame for repayment is also on an individual basis according to budget,” said Ann Mancillas, an Army Emergency

Relief officer at the Fort Sam Houston office.

Mancillas stresses that the organization does not just give out money. Instead her staff works with Soldiers, unit leadership and Families to find the best financial fit.

“We want a financially healthy life style, and with the economy the way it is today, we’re encouraging people to save for those unforeseen circumstance,” Mancillas said.

Although the local AER office disbursed \$1.4 million dollars last calendar year and gave over \$130,000 dollars in grants, Mancillas said she always looks for the most economically sound

method to solve the problem that will cost Soldiers and the Army the least amount of dollars.

“We take a different approach with AER here,” Mancillas said. “When a Soldier comes in for a vehicle repair, we’ll call and ask for military discounts. We’ve saved Soldiers more than \$20,000. If a spouse needs dental care, we’ll find dental services through local resources.”

Mancillas said she has compiled a list of over 70 resources that ultimately help Soldiers save money.

While Soldiers must pay back the interest-free loans they are offered by AER, they have actually come out ahead by talk-

ing first with their chain of command to seek relief through AER,” Cohen said.

Were Soldiers to go to other lenders, a “payday loan” lender for instance, they may pay an annual percentage rate of up to 36 percent. For a \$1,000 loan over the course of two weeks, that amounts to a mere \$13 in interest.

“This is about Soldiers helping Soldiers,” Cohen said. “If Soldiers know you need help to get through a financial bind, they’re going to help – and again, they willingly repay these no interest loan so that the money can help the next Soldier.”

Removing clouds of confusion over sunshine vitamin

By Lt. Joshua Lockwood
BAMC Dietetic Intern

Vitamin D has recently received more attention in the media. Many people around the world have low levels of this vitamin in their bodies and are labeled deficient.

No gender, race, or ethnicity seem to be protected from having low levels of vitamin D. This may be shocking since vitamin D deficiency was thought to have been eliminated with the addition of vitamin D to many foods.

Fortification did help the situation in the 1930s when rickets was very high. However, low vitamin D levels are back and the causes may also come as a surprise.

When most people hear vitamin D, they think about bones. This is cor-

rect because vitamin D’s main function is to help absorb calcium from foods, the strengthening mineral in the bones. If calcium is not absorbed well, the calcium will have to come from the bones to meet the other calcium needs of the body.

Over time, bones will become weak and soft. This causes easy bending and fracturing, the characteristics of rickets and osteomalacia.

Recent studies suggest that vitamin D may have further functions in the body. In addition to the intestines and their role in calcium absorption, vitamin D may also play a role in the brain, colon, breast, prostate, pancreas, heart, skin, muscle, and immune system.

Vitamin D may even affect our genetics, but

further research is being done to fully understand these additional functions.

Vitamin D can be found from the sun and the foods we eat. The body uses ultraviolet beta light from the sun to make its own vitamin D. This amount is often not enough to meet the body’s needs, and the rest of the vitamin D must come from the diet.

Current vitamin D recommendations depend on age.

According to the Institute of Medicine, children and adults up to age 50 need 200 international units each day, ages between 51 and 70 years need 400 IU, and those with ages greater than 71 need 600 IU.

As research and greater understanding of vitamin D continues,

these recommendations are beginning to change. The American Academy of Pediatrics has made such a change and has increased its recommendation from 200 to 400 IUs for all children and adolescence.

Most of the populations at risk for vitamin D deficiency are limited by their ability to absorb the UVB light from the sun. Hispanics and Blacks have a greater amount of UVB light blocking pigment in their skin.

The elderly are also at risk. As humans age, they lose their ability to make vitamin D from the sun. A 70 year old produces four times less vitamin D than a 20 year

See VITAMIN P12

VALENZUELA STRESSES IMPORTANCE OF TRANSFORMATION

Retired U.S. Army Maj. Gen. Alfred "Freddie" Valenzuela spoke to the members of the Society for the Preservation of Historic Fort Sam Houston at the Stilwell House Feb. 18. He talked about his transformation from an at-risk teen on San Antonio's west side to joining the military and rising through the ranks to major general. Valenzuela retired from the Army in 2004 after a 33-year career in which he was highly decorated for heroism and valor. He led U.S. Army South from 2000 to 2003 and helped bring it to Fort Sam Houston from Puerto Rico.



Photo by Steve Elliott

BAMC is looking for a few volunteers

By Michael Dulevitz
BAMC Volunteer Coordinator

Have you ever wanted to be a volunteer? Have you ever wondered how you could give back to your military community?

Well, here is your chance – the Brooke Army Medical Center needs volunteers and there are a myriad of volunteer programs available.

If you like to be active, you can join the Caremobile, Patient Library, Patient Transport or Massage Therapist Program.

The Caremobile drivers transport patients in the parking lot on the BAMC Caremobiles.

Patient Library volunteers distribute reading material throughout the wards and Patient Transport volunteers transport patients via wheelchairs within the hospital.

The Massage Therapy program is a nursing

service designed to provide relief and reduce stress from compassion fatigue for our health care professionals and support staff.

"I volunteer because of my two Soldier sons. Both of them have already been to war and I would like to think that someone would be there to help them in the future if they should need it. That's why I do what I do. It's my way of giving back as well as an investment for the future," said Joe Campbell, who has been a BAMC volunteer for 10 years, and is a BAMC Retirees Activities Group and Red Cross volunteer as well.

"It makes me feel good. I may need some help someday and I would like to think that someone will be there for me should I need it. Do unto others as you would have them do unto you. It just makes me feel good inside," said Mary Harper, who has been a

BRAG volunteer for six years.

Harper is an information desk greeter in the Medical Mall and works throughout the week.

For those interested in less active positions, the clinics and patient administration staff would like you to join their teams.

Volunteer opportunities currently exist in Patient Administration; Outpatient and Inpatient Records; and various departments and clinics, to include Radiology, Pharmacy, Pulmonary, Gastroenterology and others.

Staff and patients appreciate volunteers who have an impact on the care provided all of our beneficiaries, wounded warriors and their Family members, active duty and dependents, and our retired as well.

Call 808-4982 for detailed information on BAMC volunteer opportunities.

VITAMINS from P11

old. If they are confined to the home or to a nursing home, they are at an even higher risk.

This last reason is mainly why most people are vitamin D deficient. We live in a culture where we work all day indoors and spend very little amounts of time in the sun. The time that is spent in the sun, sunscreen or clothing prevent the UVB light from reaching the skin.

Location and season also play a role in how much UVB light is able to reach the skin. Ozone found in earth's atmosphere is an effective bar-

rier against UVB light.

Latitudes greater than 35 degrees north and less than 35 degrees south from the equator, winter months, and early and late times of the day all create increased distances in which UVB light has to travel through the ozone layer to reach the skin.

Vitamin D deficiency can also be caused by internal problems. The liver and kidneys are needed for vitamin D to function. Damage to either organ can cause vitamin D deficiency.

The intestines also have to be in working order for vitamin D to be absorbed. Because vita-

min D is a fat soluble vitamin, fat malabsorption diseases like celiac spruce, cystic fibrosis, and Crohn's disease can limit vitamin D absorption as well as people who have undergone gastric bypass surgery.

Vitamin D deficiency is a reality for many people today and the causes are many. Ranging from ethnicity, to age, to geographical location, getting enough vitamin D may seem like a daunting task. However, by having an understanding of the causes as well as knowing the sources of vitamin D, a deficiency can easily be prevented.

Military OneSource offers free online tax filing for Families

By Elaine Wilson
American Forces Press Service

Defense officials encourage military Families to once again take advantage of the free electronic tax filing services offered through Military OneSource.

People can access the H&R Block at Home program by going to Military OneSource at <http://www.militaryone-source.com/> and clicking on "Tax Filing Services."

More than 200,000 service members filed their tax returns through this resource last year, officials said.

"We have such a mobile force, and you have folks dispersed all over the world. It's a quick link for the Family to link up with the [service member]," said Tommy T. Thomas, deputy undersecretary of defense for military com-

munity and Family policy. "It's a convenience for you to be able to go on that site and file that tax form."

The program is open to active duty, guard and reserve service members, regardless of activation status, as well as spouses, dependent children and Family members standing in for a deployed service member.

Participants can e-file up to three state resident returns for each federal return, Thomas said.

However, he added, they should ensure they're filing through Military OneSource. People who file through H&R Block directly may be charged for services, he cautioned.

The program is set up for basic returns. People who wish to upgrade to the premium program also may incur charges.

For tax assistance, filers can call a Military OneSource tax consultant from 7 a.m. to 11 p.m. EST, seven-days-a-week, at 800-730-3802.

"That's a tremendous service," Thomas said. "We feel it's important to give our military families the absolute best."

Along with the consultants, people with complicated tax returns can visit a legal assistance office on a military installation for more in-depth advice, he said.

Whether online or on base, people should file early, Thomas advised.

"Don't run up against the 15 April deadline," he said. "And when you get the return, look at it as the means to secure your Family's finances," whether its paying off debts, adding to a savings account or contributing to a Thrift Savings Plan.

AFTB LEVEL ONE GRADUATES



Photo by Cheryl Harrison

The Army Community Service Army Family Team Building Program graduated another Level One class Feb. 10. Level One is an introduction to the military with topics that include expectations and impact of the mission on Family life; military acronyms and terms; chain of command; an introduction to military customs and courtesies; benefits and entitlements; Family Readiness; supporting children; and basic problem solving. The class graduated four students (from left) Cynthia Rodriguez, AFTB program manager; students Celia Lozada, Sgt. Perla Gomez and Spc. Yvette Daniel; Brenda Orozco, AFTB assistant; and student Spc. Stacey Enriquez.

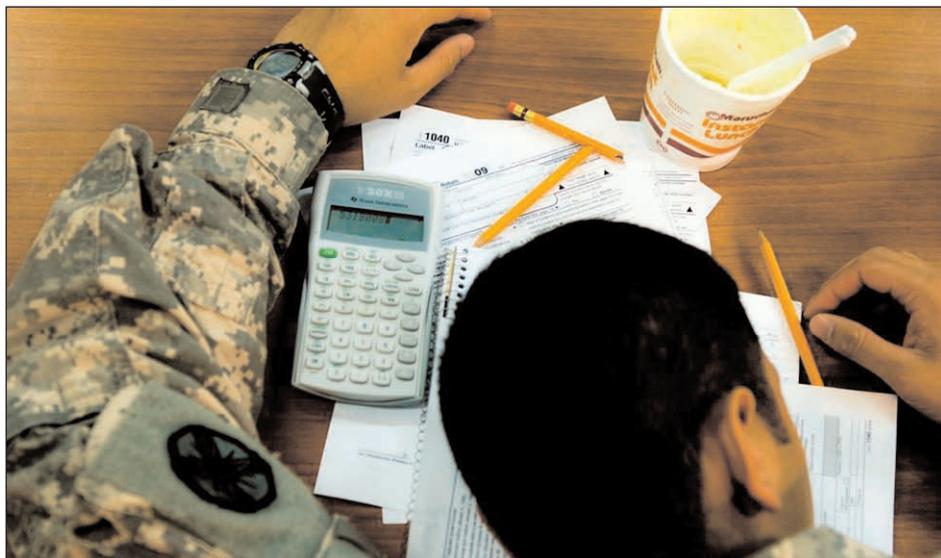


Photo by Sgt. Keith S. VanKlombenberg

Taxes don't need to be taxing. Volunteers will provide income tax preparation and filing assistance at Military OneSource or at the FSH Tax Assistance Center located at Building 133, 2420 Lisum Rd. Call 295-1040.

Friends, family hoop it up during Special Olympics at Jimmy Brought Fitness Center

By L.A. Shively
FSH Public Affairs

Nearly 700 local athletes, family and friends hooped it up for the first half of the Special Olympics 2010 Basketball Tournament at the Jimmy Brought Fitness Center.

Opening ceremonies got athletes and fans geared up with a "torch lighting" followed with individual skills and medal presentations, Feb. 20.

Individual activities included passing, shooting and dribbling which measured skills levels, followed with classification where athletes played "three-on-three" short games to match levels and then were organized into teams said Dave Waugh, night manager for the fitness center.

After classification competition began Feb. 21 and continues Feb. 27 with "five-on-five" team play.

The Special Olympics gives athletes, their families and volunteers a great experience explained Norm Arias, program director for the San Antonio Area 20 Special Olympics.

Area 20 of Special Olympics Texas includes more than 5,200 athletes with intellectual disabilities from the Hill Country to Corpus Christi.

"Athletes experience camaraderie with other athletes, make new friends, and learn socialization skills," Arias said.

Arias explained the competition gives athletes an opportunity to get some great exercise instead of being couch potatoes. He said Special Olympics athletes are capable of doing the same things as other athletes, but at a different pace.

Families get to see the joy athlete's experience when they compete. "They go out there and cheer them on to go for the gold," Arias said.

Arias said the competition also gives Special Olympics athletes a chance to progress in skill level. "You'll see someone start at a lower level and move up to the middle. You get to see that as the athletes grow and families get to share that with them."

Competitions are run by volunteers, with very few or no paid staff. "They get to see how our

athletes put out 110 percent," Arias said, adding that simple tasks such as walking through a door may be more difficult for Special Olympics athletes.

"They don't quit," Arias said. "Regardless of what they're doing they're motivated and that is contagious."

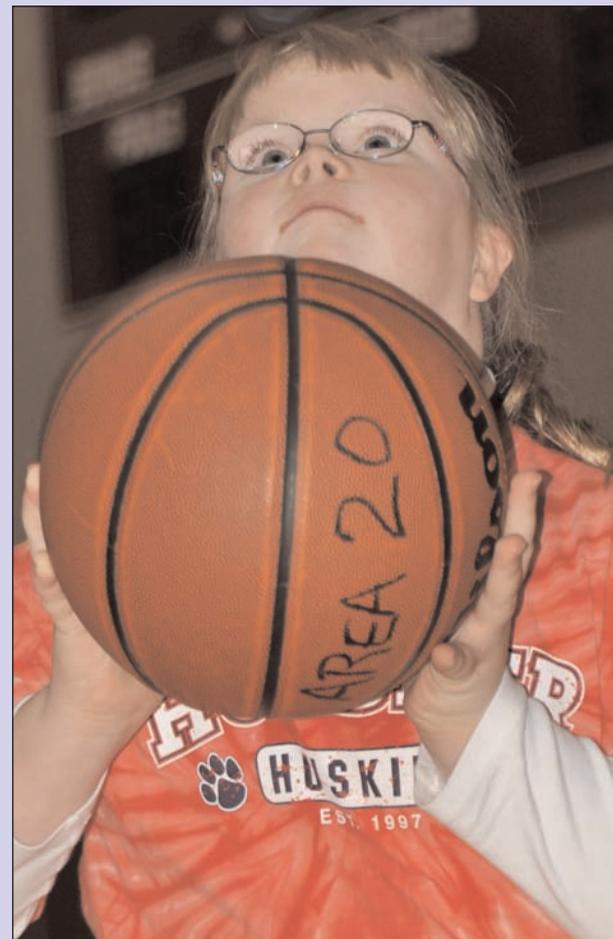
"I volunteered because it always puts a smile on my face to see all of the competitors and how happy they are," said volunteer Beth Medbery.

"I've never been to a Special Olympics before, so I thought I'd help out and do my part," said Pvt. Stephen Chappell.

"It's amazing that all of these people come out and support this. It's really awesome."

Chappell, who has been in the Army for six months, is currently training to become a 68W healthcare specialist, said he wasn't surprised to see an event such as the Special Olympics at Fort Sam. "I would expect the military to support it."

For more information call 530.9898 or visit <http://www.specialolympicstexas.org>.



Photos by L.A. Shively

Katie Kennedy sets up for a dunk shot during the individual skills competition at the Special Olympics 2010 Basketball Tournament at the Jimmy Brought Fitness Center.



Reina Herrera (far left) explodes with high emotion after hearing she has won a medal during the Special Olympics 2010 Basketball Tournament at the Jimmy Brought Fitness Center. Gloria Mireles (center) and Dalia Martinez clap for her.



Volunteer Beth Medbery (right) smiles broadly as she awards athlete Reina Herrera (far left) a medal during the Special Olympics 2010 Basketball Tournament at the Jimmy Brought Fitness Center. Herrera was overcome with joy and covered her face with her hands, while Gloria Mireles (center) and Dalia Martinez cheer for her.

Fort Sam Houston
**CENTENNIAL OF
MILITARY AVIATION**



March 2, 2010
8:30 to 11:30 a.m.



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Foulois bio author C.V. Glines will sign books at MacArthur Field

By Steve Elliott
FSH Public Affairs

Carroll V. Glines, who co-authored an autobiography with aviation pioneer Maj. Gen. Benjamin D. Foulois, will be here as part of the Centennial of Military Flight celebrations going on at Fort Sam Houston March 1, signing copies of a revised version of his book.

Signings are scheduled from 10 a.m. to noon and 2 to 4 p.m. at MacArthur Field, inside the hanger and next to an actual Wright "B" Flyer.

"Foulois is without doubt the best kept secret in U.S. military aviation history," Glines said of the iconic – yet largely unknown figure in the history of American air power. "His story ranks with any of the greats of his era."

The book is an updated version of the original 1968 autobiography titled "From the Wright Brothers to the Astronauts: The Memoirs of Benjamin D. Foulois."

The new edition titled, "Foulois: One Man Air Force," serves as the basis for a full-length documentary film.

Glines has authored 36 books and more than 750 articles on military aviation in magazines and official publications as a freelance writer since 1954. His books include biographies of aviators Jimmy Doolittle, Roscoe Turner and Bernt Balchen and such subjects as "Around the World in 175 Days," "The Doolittle Raid" and "Those Legendary Piper Cubs: Their Role in War and Peace."

"I spent more than a year and a half interviewing Foulois over 50 years ago while writing the first manuscript and am determined to see the book published again



Retired U.S. Air Force Col. Carroll V. Glines during interviews with retired Maj. Gen. Benjamin D. Foulois while formulating the first book addressing his memoirs and role in securing U.S. air power. The original book, titled "From the Wright Brothers to the Astronauts: The Memoirs of Benjamin D. Foulois," was published by McGraw-Hill in 1968 and a new revision titled "Foulois: One Man Air Force" is being released.

in my lifetime," the 89-year-old author Glines said of his work. "When we had finished, he was more than an interview – he was my close friend. Unfortunately, the plates to his biographical memoirs were inexplicably lost – and so his story has languished for decades."

During his military tenure, Foulois – the son of a plumber – was instrumental in starting and moving the cause of American airpower forward. He begins with making the first military flight with Orville Wright, to the first U.S. Army air mission searching for the Mexican bandit Pancho Villa in 1916, to making sure the United States had the planes and pilots to win two world wars.

"The Foulois story spans military aviation from his teaching himself to fly based on letter correspondence with Orville Wright, to working with U.S. pilots who

would go on to become astronauts," said executive producer Alan E. Ericksen, president of Nexcel Media/Flying Start Group, a Dallas-based firm that owns the rights to the original memoirs.

"Along the way, Foulois has history-changing encounters with the icons of that era: Lindbergh, Doolittle, MacArthur, and even Hermann Goering – who went on to lead Hitler's air force in World War II. He even had an epic feud with Billy Mitchell. You couldn't make up a story that good!"

Foulois was influential during an important time in aviation history. The "aero plane" had proved that heavier-than-air flight was possible, but the U.S. military still had no vision of or interest in its potential as a wartime asset.

Foulois relentlessly championed the cause of U.S. military aviation, often to the detriment to his own career.

His story has remained largely hidden from public view since the unexplained loss of his original biography – shortly after being published by McGraw-Hill in 1968.

The new Foulois biography book will be a "reborn" version by the same author, drawing again from the actual memoirs of Foulois.

Glines, a U.S. Air Force veteran and retired colonel, was handpicked by Foulois to co-author his memoirs based on Glines' other aviation books and career as a U.S. military pilot.

The new version also features a foreword by Roger G. Miller, Ph.D., deputy director Air Force Historical Studies Office, and will offer an updated epilogue and rare photos from the early days of aviation.

"Foulois: One Man Air Force," is also being offered in digital form, as a text download for e-readers, and will be available as an audio book, to ensure that the Foulois story is preserved.

Glines has won numerous writing awards, including the Lauren D. Lyman Award from the Aviation/Space Writers Association and the Freedoms Foundation Medal "for outstanding achievement in bringing about a better understanding of the American way of life."

The upcoming release is the first phase of an overall effort to bring this story to the American people. A documentary film by the same title is now in pre-production, and footage will include scenes from the centennial celebration at Fort Sam Houston. The event itself is predicated on Foulois' first flight at the San Antonio army post in 1910.

"Fort Sam Houston will provide a remarkable touchstone with history, since it was there that Foulois flew the Army's first plane and trained the first generations of American military pilots," said Ericksen, who brings to this project nearly three decades of experience in all facets of the media business.

"There, we will capture demonstrations of early-period aircraft to introduce a whole new generation of Americans to the fragile – and often fatal – first flirtations with American air power."

"Having this book in revised form will give all Americans, especially the young, a brand new appreciation for the bravery and sacrifice that went into making America the world's premier air power," Glines said. "It will be my pleasure to introduce them to an amazing American hero, and one whom they have probably never heard of before."

Glines has been profiled in "Who's Who in America" since 1976 and has been Curator for the Gen. James H. Doolittle Library at the University of Texas at Dallas since 1995. He is the historian for Doolittle's Tokyo Raiders.

Glines was a command pilot during his 27 years of Air Force service from 1941 to 1968 and was qualified in 35 different types of planes. He was awarded the Legion of Merit, Air Medal and Air Force Commendation Medal.

For more information about the book and film project, including additional news assets, visit the project Web site at <http://www.onem-anairforce.com>.

Signal Corps Aircraft Number One – dawn of military flight

Lt. Benjamin Foulois piloted the first military airplane, Signal Corps Aircraft Number One, into the air at Fort Sam Houston March 2, 1910.

Signal Corps Aircraft Number One was a pusher-type biplane with two propellers. Its wingspan was 36 feet 5 inches and its length was 30 feet 8 inches.

Power was provided by one Wright Model 4 gasoline engine generating 35 horsepower. The aircraft carried 13 gallons of fuel and two and a half gallons of engine coolant.

It was steered by warping the wings and adjusting the position of the front and rear horizontal planes.

Launching the 1,263-pound aircraft was complicated.

The aircraft had to be placed on a trolley which sat on a 55-foot long track. The track had to be oriented

into the wind.

A 1,400-pound weight, suspended from a 30-foot tall tower, was attached to the plane by a cable. With the engine turning at full power, the weight was released, pulling the plane along the track until it lifted off.

Of course, if the wind shifted during this process, the launch track had to be re-oriented. The catapult launch was the principal limitation of use of the aircraft.

If the plane landed away from the catapult, it could not take off again under its own power.

The aircraft was not quite perfect for military use.

Foulois' mission, besides teaching himself how to fly, was to adapt it to military functions and figure out how to integrate the aircraft into the Army's operations.

One of the first modifications added a seat belt to keep the pilot

on board when the airplane was buffeted by weather.

Foulois also had his men fabricate landing gear for the plane eliminating the catapult and increasing the use and flexibility of the aircraft a hundred fold.

Equally important, Foulois adapted the arcane and technological terminology of aviation language into layman's terms understandable to the Army.

He developed a set of drill regulations for a provisional Aero Squadron, and accordingly, handling of aircraft on the ground was to be performed "by the numbers," just like every other evolution or drill in the Army.

In the six months following the inaugural flight at Fort Sam Houston, Foulois took his aircraft aloft 58 more times, modifying the machine and repairing it following regular mishaps and crashes.

In February 1911, Robert Collier loaned his Wright Model "B" aircraft to the Army, allowing Foulois to retire Signal Corp Aircraft Number One.

On May 4 1911, "Old Number One" was accepted by the Smithsonian Institution.

In just over one year of hard service, Signal Corps Aircraft Number One had demonstrated that flying machines could perform military functions satisfactorily.

(Excerpted from: "The Origin of Military Aviation in Texas, 1910-1913" by William C. Pool)



Centennial of Military Flight:

By Jacqueline Davis
FSH Museum

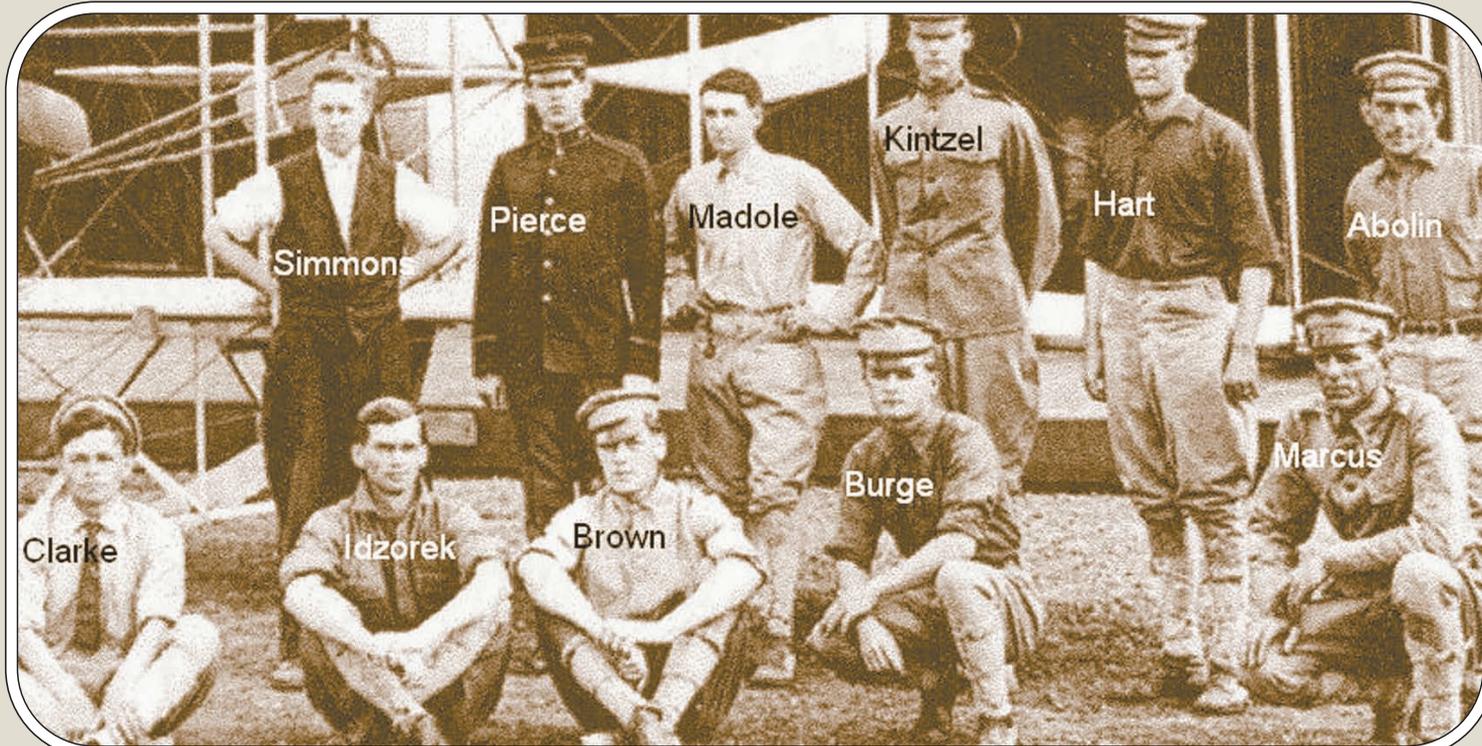
On that historic first flight in 1910, Lt. Benjamin Foulois may have flown alone, but he did not serve alone.

On the ground he had a crew composed of – as he said – nine enlisted and one civilian mechanic, but they are not the only men who served with Foulois during those early flight operations.

Other early aviation annals mention Pvts. Roy Hart and Berkeley Hyde. The U.S. census, taken in April of that year, lists three more “Soldiers, Signal Corps Quartered in Rear of Aero Plane Shed” – Master Signal Electrician Charles Chadbourne, Signal Corps Sgt. William Bailey and Pvt. Edwin Eldred.

It is common in military history for information on enlisted men to be just names in the records.

Now, however, thanks to the availability of online databases and communication through the Internet, we can discover something of the lives of these men seen in the old photos, standing around



Eleven of the original Signal Corps Aero Squadron enlisted men pose with the Wright “B” Military Flyer at Fort Sam Houston in 1911.

Photo courtesy FSH Museum

that Wright flyer.

Private 1st Class Felix Clarke, a member of the enlisted crew, identified Soldiers in a photo taken of the Signal Corps Aero Detachment on the back of a

print. A member of his Family provided a copy of the image to the Fort Sam Houston Museum.

We know that, like Foulois, Chadbourne, Sgt. Herbert Marcus and even Civilian

Mechanic Oliver G. Simmons had been in the Army and seen service in the Philippines during the Philippine Insurrection. Chadbourne had been stationed there for six years.

Tracking each of the Aero Detachment crew’s assignments was difficult as all except Chadbourne, Bailey and Eldred were assigned to

See CREW AB7

the ground crew that kept Foulois in the air

CREW from AB6

Company G, Signal Corps, at Fort Myer, Va.; although later in the year, Cpl. Vernon L. Burge and Pvt. Cpl. Glenn R. Madole would be transferred to another company without a documented location.

Chadbourne, Bailey and Eldred were assigned to Company B, Signal Corps. They may have been at Fort Sam Houston attached to Company I, Signal Corps and stayed at the Post when Company I was sent to Wyoming just before the census. In 1914, Company B would be involved with flight operations on the Mexican border.

Again like Foulois, several of the men had previously served in frontline units – the infantry, cavalry or artillery. Sgt. Stephen J. Idzorek served four years with the Marines. Bailey had been part of the Army's "navy" serving on the Signal Corps cable boat "Cyrus W. Field" out of Portland, Maine.

In their civilian lives most of the men had been involved in some sort of technical field such as printer, telegrapher, or electrician.

Two listed their occupation as "clerk." Abolin, the detachment's cook, listed his occupation as "painter decorator," although he apparently had electrical training.

Most of the men were from the northeastern U.S. or the Midwest. Clarke was born in Mississippi but later lived in Tennessee, and Pierce was from Georgia.

Two were foreign-born: Idzorek was born in Poland and Marcus was from Canada.

After their stints in the Aero Detachment, most of the men returned to civilian life. Three of the men, Bailey, Brown and Madole, get lost in history.

Abolin returned to house painting. During World War II, he organized a group of 96 painters to paint the house of a wounded G.I. in New Brunswick, N.J. The group painted the entire building in 2 minutes, 32 seconds according to a news article.

Clarke and Pierce went to work in the railroad industry.

Close to retirement Foulois made a list of the men he remembered:

Sgt. Stephen J. Idzorek
Sgt. Herbert Marcus
Cpl. Vernon L. Burge
Pvt. Cpl. Glenn R. Madole
Pvt. R.W. Brown
Pvt. Felix G. Clarke
Pvt. Kenneth L. Kintzel
Pvt. Pierce
Cook William C. Abolin
Civilian Mechanic Oliver G. Simmons

(Research for this article was made possible by the Families of Abolin, Idzorek and Chadbourne, the Long Island Police Department and Web site <http://www.Ancestry.com>.)

Eldred became a clerk in Colorado. Hyde became an original member of the Long Island Police Department and chased reported sightings of a mysterious "ape-like" creature on Long Island, N.Y., in the 1930s.

Kintzel went to work for an explosives company as a

"powerhouse engineer." In the 1930s, he became a civilian employee of the Army at what is now Aberdeen Proving Ground, Md.

During WWI, all these men had to register for the draft. Kintzel was exempted because the manufacture of explosives was a "military necessity." It looks like Pierce avoided the draft because of his weight. On his draft registration, he weighed 260 pounds. Clarke and Hart both served as officers during the war, but again returned to civilian life.

Four of the men went on to complete a career in the military.

Chadbourne and Marcus took commissions during WWI. After the war, Chadbourne reverted to his enlisted rank and retired in 1930. Marcus kept his commission and was assigned to Kelly Field before his retirement in 1921.

Corporal Vernon Burge,

who apparently lied about his age when joining the Army in April, 1907 (he was the same age in 1907 as he was in 1910, when he re-enlisted), stayed involved in aviation.

Assigned to the Philippines after leaving Fort Sam, Burge learned to fly under the tutelage of Frank Lahm and became the Army's first enlisted pilot. He also became an officer during WWI and retired as an Air Force colonel in San Antonio in 1942. He is buried at the Fort Sam Houston National Cemetery.

Idzorek, a former Marine, also had no problem moving up the ranks. He was commissioned during WWI. By 1938, he was a colonel and commander of McClellan Air Field in California. He retired the next year, but was called back to duty for the duration of WWII, serving at the Presidio of San Francisco. He is buried at the Golden Gate National Cemetery.

As Foulois' foray into the skies became the U.S. Air Force, a handful of enlisted men kept the planes running; and allowed the pilots to venture into the skies.

Great grandniece of Wright brothers to attend centennial event

By Lori Newman
FSH Public Affairs

Amanda Wright Lane, great grandniece of Orville and Wilbur Wright will be in San Antonio March 2 to attend the Foulois Centennial of Military Flight Celebration at Fort Sam Houston.

“The story of Benny Foulois is such a compelling story. He was not only the first military pilot; he made his solo flight with only written instructions from Uncle Wilbur,” said Lane.

“It was a tough time back then, I think of how courageous those pilots were; they were like the astronauts of the past,” she said.

Lane is a trustee for The Wright Family Foundation of the Dayton Foundation, a 501(c)(3) charitable fund.

According to the Dayton Foundation Web site, The Wright Family Foundation supports the preservation of aviation history related to the lives of the Wright brothers by funding projects that include research and publication of early aviation history.

It provides scholarships for studies in the fields of aviation and aeronautics, educational programming, the restoration and display of aviation artifacts, and the development of landmarks and memorials related to the Wrights’ story.

Since the foundation’s inception in 1990, The Wright Family Foundation has donated approximately \$1.4 million to twelve aviation-related organizations.

“It is important to honor our history and the history of aviation. Aviation is changing and growing every day, every



Amanda Wright Lane

minute,” Lane said.

“Aviation and the aerospace industry continue to grow and affect every aspect of our lives from medicine to communication to technology.”

As a Wright family

spokesperson, Lane consults with researchers and academics who are working to preserve the legacy of the Wright brothers.

She also lectures on the family’s history and works to raise awareness of the two national parks dedicated to telling the Wright brothers story; the Dayton Aviation Heritage National Historic Park in Ohio and the Wright Brothers National Memorial in North Carolina.

Today, Lane is actively involved with the National Aviation Hall of Fame and Aviation Trail Incorporated. She currently serves on the boards of the National Aviation Heritage Alliance, Dayton History, Wright-Dunbar, Inc., Wright B, Inc., Engineers’ Club of Dayton, and the First Flight Foundation in North Carolina.

In January, Lane joined other aviation supporters such as John Travolta, Kurt Russell and Morgan Freeman when she was named a Living Legend in a ceremony held in Beverly Hills, Calif.

In 2009, she received Aviation Trail’s Trailblazer award for promoting and preserving the Dayton region’s aviation heritage.

Lane also received a Public Service Award for “outstanding contributions to the aeronautics industry on national and international levels, and for dedicated efforts to preserve aviation history through education and outreach” from the American Institute of Aeronautics and Astronautics in 2008.

“I am looking forward to coming to San Antonio for this celebration of aviation history,” she explained.

Inventor of Muzak remembered for work with Wright brothers

By Steve Elliott
FSH Public Affairs

With the Centennial of Military Flight being celebrated at Fort Sam Houston, it may seem like a stretch to think that the man who invented “elevator music” was also an important part of the birth of military aviation.

Like his contemporaries, Orville and Wilbur Wright and Benjamin Foulois, Maj. Gen. George Owen Squier was a man ahead of his time.

Squier was born in Dryden, Mich., on March 21, 1863. After completing only the eighth grade and then working for two years, he entered the United States Military Academy at West Point, N.Y. Graduating seventh in his class in 1887, Squier went on to complete his Ph.D. in physics at Johns Hopkins University in 1893.

Squier transferred to Fort Monroe, Va., where he helped found the “Journal of the United States Artillery” a magazine dedicated to the professional development of U.S. Army field artillerymen, and where he published his research.

His experiments led to the invention of the polarizing photochronograph – an instrument using photography and electromagnetism – that measured the velocity of artillery shells inside the bore of a gun.

By 1897, Squier was using wireless radio waves to remotely fire cannons and detonate mines, proving the military application of radio.

As executive officer to the Chief Signal Officer, U.S. Signal Corps, Squier was instrumental in establishing the Aeronautical Division of the U.S. Signal Corps, the first organizational ancestor of the U.S. Air Force in 1907.

Charged with determining the military potential of the



Photo by James Hare, courtesy of George Eastman House International Museum of Photography and Film, Rochester, N.Y. Phillip Parmalee (center) checks his watch, while (from left) Sgt. Stephen J. Idzorek, Lt. Benjamin Foulois and Maj. George Owen Squier confer at Leon Springs Military Reservation, March 17, 1911. Foulois and Parmalee were on a mission to deliver a message via airplane from headquarters and return with a reply. Behind the group is the Wright “B” Flyer owned by Robert J. Collier, the son of “Collier’s: The National Weekly” magazine publisher P.F. Collier, used during the mission.

experiments of the Wright brothers, Squier became the first military airplane passenger in the world when he hopped aboard a Wright-constructed aircraft for a nine-minute flight on Sept. 12, 1908.

He not only wrote the specifications for the first military aircraft, but witnessed acceptance trials of the Army’s first Wright Flyer and while working with the Wright brothers, he was responsible for the purchase of the first airplanes by the U.S. Army in 1909.

Squier always remained interested in radio, and between 1909 and 1910, he applied for four patents in multiplex telephony, where several verbal messages could be transmitted and received over a single wire. This was the basis for the modern communications systems used today.

From May 1916 to February 1917 he was Chief of the Aviation Section, U.S. Signal Corps, the first successor of the Aeronautical Division, before being promoted to major general and appointed Chief Signal

Officer during World War I.

As Chief Signal Officer during World War I, Squier was responsible not only for radio, but also was charged with the entire aviation and communications mission of the United States Army. During the war, Squier succeeded in opening two Army laboratories – one at Fort Monmouth, N.J., for radio and another at Langley Field, Va., for aviation.

Squier can be credited with the Army’s institutionalization of scientific research and development for military purposes.

During his 36-year military career, Squier scored his greatest successes as an inventor, establishing himself as a pioneer in the history of science in the United States. He wrote and edited many books and articles on the subject of radio and electricity.

His invention in 1910 of “multiplexing” allowed telephone wires to carry multiple messages for the first time; the carrier frequency principle involved was later adapted to other types of transmission,

including FM radio. For that achievement, he was elected to the National Academy of Science in 1919.

Shortly before his retirement in 1924, while still in charge of the Signal Corps, Squier developed a way to play a phonograph over electric power lines that served as an early precursor for Muzak.

Squier devised a new application of the transmission technologies that he helped develop – wired radio. He recognized the potential for this technology to be used to deliver music to listeners without the use of radio, which at the time was still in its early stages and required troublesome and expensive equipment.

The rights to Squier’s patents were acquired by the North American Company utility conglomerate – a public utility holding company operating electric lighting and power companies in Cleveland, St. Louis, and many other places – which created a company named Wired Radio Inc., with the intent to use the technique to deliver music subscriptions

to private customers of the utility company’s power service.

Squier remained involved in the project and was reportedly intrigued by the made-up word “Kodak” being used as a trademark. In 1934, he took the “mus” syllable from “music” and added the “ak” from “Kodak” to create his word Muzak, to replace the “Wired Radio” name.

The name and the concept he created would flourish for the remainder of the century, becoming a pervasive presence both in the United States and abroad for generations to come.

Squier died of pneumonia on March 24, 1934, and was buried with full military honors at Arlington National Cemetery in Virginia.

“Throughout the 1930s, as buildings grew taller and elevators became more prominent, Muzak was piped in to soothe the nerves of riders leery of the new contraptions, bringing the term ‘elevator music’ to life,” wrote Arik Johnson in 2004, on Web site “Competitive Intelligence.”

Muzak calmed stranded elevator passengers when a bomber crashed into the Empire State Building in 1945, played in the cabin of Apollo 13 during its ill-fated lunar mission in 1970 and wafted through the deserted halls of the U.S. Embassy after the last Americans left Saigon in 1975, according to David Lindsay, a writer with <http://www.AmericanHeritage.com>.

So next time you hear that inescapable background music hovering around the elevator, or while waiting for someone to pick up the phone, or passing by the Marketing On Hold by Muzak building across from Brooke Army Medical Center on Interstate 35, spare a thought for a military aviation pioneer named George Owen Squier.

TRADITIONS: From the U.S. Army Signal Corps to U.S. Air Force

By Jacqueline Davis
FSH Museum

The U.S. Air Force developed from the U.S. Army, but it is really the child of the Army's Signal Corps.

The Signal Corps has always been the most technologically-oriented branch of the Army – from the development of long-distance communication, to the use of electrical equipment, to the operation of the national weather service, to Arctic exploration.

Assigning development of flying machines to the Signal Corps was a logical step.

All the members of that 1910 aero detachment that grew into the Air Force – from the lieutenant in command to the cook – were members of the Signal Corps. All had back-

grounds involving electrical wiring, wired and wireless telegraphy, telephone service or handling of balloons.

As Signal Corps men, most of the detachment wore the insignia and colors of the Signal Corps on their uniforms – crossed signal flags and the colors golden orange and white.

The master sergeant electrician was the highest rank attainable for a Signal Corps enlisted man. More equivalent to today's warrant officer, there were very few of them. Several of the men in the aero detachment attained that rank and when they did, they wore an insignia called a "lightning bouquet" – five lightning bolts emanating from a central point, which many times was shaped like a cloud.

However, the Signal Corps'

Aviation Section soon started developing insignia of its own. An early pilot's badge included a flying eagle clutching signal flags in its talons. The early collar insignia displayed a winged globe or plain wings superimposed over the Signal Corps symbol of flags and torch.

In 1918, the newly-designated Army Air Service adopted a design of horizontal wings crossed by a vertical propeller as its insignia. For its colors, the Air Service adopted blue, for "wild blue yonder," but kept golden orange to remember its parent, the Signal Corps.

In 1926, the Air Service became a fully independent branch, the Air Corps. In keeping with the Army heraldry tradition that units incorporate their branch col-



Aviation Cadet Thomas P. Shively

ors into their unit insignia, the new Army Air Force units designed patches of blue and golden orange. On their campaign hats, Air Corps enlisted men wore a blue hatcord with an orange slider and acorns. Their garrison caps were

pipled in blue and orange.

Like their parent Signal Corps, they designed unit patches that included the Master Sergeant Electrician's lightning bolts, now symbolizing speed and being on the forward edge of scientific advancement. Globes symbolized their area of operations covered the world.

The Air Corps made eagles and especially wings, their own symbols. And the white star pierced by a red circle – taken from the national markings used on U.S. aircraft – was uniquely their own.

When the Army reformed its enlisted rank structure in 1920, all the specialized ranks and their insignia went away. The Master Sergeant Electrician and many other specialized senior sergeants

See TRADITIONS AB11

From the Army Signal Corps to the USAF, an evolution in aviation history

By L.A. Shively
FSH Public Affairs

Lt. Benjamin Foulois' nascent experiments in aviation with the Wright Military Flyer, as part of the Army Signal Corps, evolved into a singular armed service, today's United States Air Force.

How the organization evolved

Army personnel were traditionally organized into branches such as the Infantry, Cavalry, Artillery, Air Corps, Quartermaster Corps, or the Army Corps of Engineers.

Although branches were responsible for training and materiel, roles varied and operational commands such as combat divisions and corps integrated personnel from those other branches.

An Army branch can be either an arm or a service. An arm is traditionally the infantry, the artillery, and the cavalry – combat units. A service provides combat support and/or combat service support.

In order to clarify its mission, and confer quasi-autonomy, the Army Air Service was created in 1918, separating aviation personnel from the Signal Corps.

In 1926, the Army renamed the AAS as the Army Air Corps, further clarifying its primary

mission: managing materiel and training. In 1935, General Headquarters Air Force was created for operational aviation units.

WWII involvement

U.S. participation in WWII mandated radical reorganization of the aviation branch in order to unify command of all air elements and gave it total autonomy.

Official records put creation of the Army Air Forces as June 20, 1941, just six months prior to the bombing of Pearl Harbor. General Henry Harley (Hap) Arnold was appointed to head the new organization.

In an essay for the Army Air Forces Historical Association, retired Col. C. C. Elebash writes that Secretary of War Henry L. Stimson approved a major War Department reorganization March 1942.

Army Air Forces and Army Ground Forces were made co-equal commands under authority of the War Powers Act a few months after we entered the war.

Significantly, as commander of the



Photo courtesy UCLA Library

Viewed from the cockpit, Army Air Corps planes do aerial maneuvers over California, circa 1930.

AAF, Arnold joined the WWII Joint Chiefs of Staff along with the Army Chief of Staff Gen. Marshall, the Chief of Naval Operations Adm. Ernest J. King, and President Franklin D. Roosevelt's principal military adviser, Adm. William D. Leahy. Arnold's inclusion into the JCS indicated complete autonomy of the AAF.

Still comprised of two subordinate commands, growth was nevertheless rapid for the AAF. The Air Force Combat Command replaced GHQ Air Force for operational forces while retaining the Air Corps for training and materiel purposes. As wartime expansion continued, more commands

doubled, including the Flying Training Command, Technical Training Command, Ferrying Command and the numbered air forces.

During WWII the role of the Air Corps changed again. War Department Circular 59, the Air Corps further subordinated the Air Corps to the AAF as

a combatant arm, Infantry and Field Artillery were also subordinate combatant arms of the Army Ground Forces, which replaced Army General Headquarters.

"The Army Air Forces thus replaced the Air Corps as the Army aviation arm and – for practical purposes – became an autonomous service," wrote Elebash.

Eighty-eight percent of officers serving in the AAF were commissioned in the Air Corps, while 82 per cent of enlisted members assigned to AAF units and bases had the Air Corps as their combat arm branch by May 1945, according to John Correll, in his article "But What

About the Air Corps?"

Creation of the USAF

All WWII Army aviation training and combat units were in the AAF. About 2.4 million men and women served in the AAF. Around 600,000 of these were members of other branches, such as Engineers, Ordnance and Quartermaster according to Elebash

Eventually the Air Corps ceased to be an operating organization and all elements of Army aviation were merged into the Army Air Forces.

Finally, the office of Chief of the Air Corps was abolished and Congress disestablished the Air Corps, July 26 1947, with the passage of the National Security Act, though most members of the Army Air Forces remained members of the Air Corps.

"In honoring Army aviation in WWII, the most appropriate and inclusive identification is Army Air Forces," wrote Elebash.

The AAF preceded Congress' establishment of the United States Air Force in 1947. The new U.S. Air Force absorbed personnel from the Air Corps and from other Army branches who had been serving in the AAF.

TRADITIONS from AB10

became the new highest Army enlisted rank – the Master Sergeant.

Rank insignia were to include any branch devices on them. However, many branches ignored this, and the new Air Corps, which had just got its insignia two years before, was probably the number one offender. All enlisted rank insignia displaying the propeller and wings design, from 1920

to 1947, were unauthorized Army insignia. Then it became authorized U.S. Air Force insignia.

When the Air Forces became the United States Air Force in 1947, it kept the blue of the Air Corps, but changed Signal Corps golden orange to golden yellow.

Today, the official colors of the U.S. Air Force are ultramarine blue and golden yellow, represent-

AEROMEDICAL EVACUATION

By Steve Elliott
FSH Public Affair

Soon after humanity was freed from the shackles of their earthly confines via the balloons of the Montgolfier Brothers in 1784, there were already busy minds trying to figure out how to put these new inventions to work.

Actually, “man” was not the first to go up in the balloon of French paper-mill operators Joseph-Michel and Jacques Montgolfier. They first had a test run, using a sheep, a duck and a rooster as passengers for the first airborne attempt. The sheep stayed calm

throughout the flight, while the duck was found cowering in a corner and the rooster’s wing was broken when the sheep decided to kick it.

Despite that rocky start, French physicians began to consider the benefits their patients could gain from flight. According to the Web site “Aeromedical Transport: Facts and Fiction” (<http://www.uam.es/departamentos/medicina/anesnet/journals/ijeicm/vol1n1/articles/aeromed.htm>), Paris doctor Jean-Francois Picot theorized that not only could patients tolerate balloon flight, but that they would in fact benefit from purer air encountered at alti-

tude. Those theories were never translated into practice, however.

Legend had it that the start of aeromedical evacuation and transport occurred roughly a century later during the capture of Paris in the Franco-Prussian War from 1870-71. Even though people and cargo were transported by balloons during that time, it was never proven any seriously ill or injured patients were actually transported.

Jump forward about 33 years, after Wilbur and Orville Wright proved that manned, engine-powered flight in heavier-than-air craft was possible in their maiden flight at Kitty Hawk, N.C., in 1903. The War Department soon awarded a contract to the Wright brothers for the Army’s first airplane in 1908. Lt. Benjamin Foulois accepted their product in July 1909 for use in training at Fort Sam Houston.

Later in 1909, two bright young Army officers quickly noted the potential of such aircraft in moving injured Soldiers off the battlefield.

At Pensacola, Fla., Army George H. R. Gosman, Army Medical Corps, and 1st Lt. Albert L. Rhoades, Coast Artillery Corps, used their own money to construct a craft in which the pilot, who would



Photo by Howard A. Huntsman

Capt. John W. Hammett poses with one of the helicopters the solopilots used to move patients injured in Korea. Hammett was commander of the 49th Medical Detachment flying helicopter for ambulances during the Korean conflict.

FROM BALLOONS, BIPLANES AND BURMA ...



Photo courtesy of Fort Sam Houston Museum

Army medics show how a patient is strapped to a collapsible litter for transportation in an airplane during a demonstration at Fort Sam Houston on Sept. 12, 1918.

... TO SOLOPILOTS RESPONDING ALONE IN KOREA ...

also be a doctor, sat beside the patient.

They built and flew the aircraft at Fort Barrancas, Fla., in 1910. Unfortunately, on its first test flight, it flew only 500 yards at an altitude of 100 feet before crashing into a tree and was never used to transport actual patients.

Lacking the personal funds to continue the project, Gosman went to Washington to seek money from the War Department.

He told them: “I clearly see that thousands of hours and ultimately thousands of patients would be saved through use of airplanes in air evacuation.”

The Army still deemed the idea impractical.

During WWI, the U.S. military used airplanes for evacu-

ating the injured from the battlefield, but had problems since the planes weren’t designed for this purpose.

Fuselages were too small to accommodate stretchers, and open cockpits exposed patients to the elements.

Instead, the U.S. Army Medical Corps used the airplanes mainly to ferry flight surgeons to the site of accidents to help in transporting casualties by ground ambulance.

By the end of WWI, the Army finally came around to the idea of transporting wounded Soldiers by air. This change of heart was based on the success in February 1918 of Maj. Nelson E. Driver, a

THROUGH THE AGES

By Steve Elliott
FSH Public Affairs

In the long-running television series *M*A*S*H*, the opening scene revolves around U.S. Army doctors and nurses scrambling up a hill to retrieve injured Soldiers from litters attached to a single-seat helicopter.

While the show followed what happened to the patients, doctors and nurses, not much was said about the pilots of those aircraft. Those men were the solopilots.

They responded alone, often coaxing their helicopters to do things they were never designed to do.

They flew in conditions most sane pilots would never dream of flying in, and they saved thousands of lives during the Korean Conflict between 1952 and 1959.

“My personal experience as a solopilot was that approaching religion,” said retired Lt. Col. Hank Capozzi, director of the Solopilots Society.

“Early on, I came to realize that I alone was actually being responsible for the survival and safety of a fellow human being. It was very heady stuff for a young lieutenant fresh out of flight school.”

These pilots were actually U.S. Army Medical Service officers called to action by Maj. George E. Armstrong, the U.S. Army Surgeon General at the time.

In early 1952, Armstrong sent out word to his corps of officers – which included pharmacists, assistant battalion surgeons, lab officers, etc. – that if they met the required flight qualifications, they could volunteer for helicopter flight training.

While using helicopters for aeromedical evacuation had been discussed previously, the Korean Conflict threw into



Photo courtesy of AMEDD Museum

Army medics prepare to load an injured Soldier onto an “air ambulance” during conflict in Vietnam.

... DUSTOFF IN VIETNAM

stark reality the need to quickly get Soldiers from the front lines to field hospitals.

The harsh Korean terrain and lack of passable roads made using ground ambulances all but impossible in some cases.

Helicopters had only been in full-scale production a mere 10 years at the outset of the Korean Conflict, but Army helicopters began to fly medical evacuation missions, sparing seriously wounded Soldiers punishing ambulance trips over Korea’s wretched roads.

“They took these small observation helicopters with marginal piston engine power and converted them into func-

tional ambulances,” Capozzi said.

“They strapped patients to the outside in locally contrived litter racks and transported them to lifesaving surgical hospitals. It was this dedicated willingness and the ability to improvise that makes the solopilot unique.

“They performed these duties more than half a century ago, 24/7, in all weather conditions ... alone.”

Between their rescues of downed airmen and isolated ground troops and flying ambulance missions, U.S. helicopters were credited with saving tens of thousands of lives during the war, accord-

ing to the article titled “The Rise of the Helicopter During the Korean War” by Otto Kreisher at <http://www.HistoryNet.com>.

“Few technical innovations were equal in importance to the growing use of the helicopter for medical evacuations,” said an Army historian listed at the Web site.

“Costly, experimental and cranky, the helicopter could be justified only on the grounds that those it carried, almost to a man, would have died without it.”

By the end of 1951, “evacuations of casualties by helicopter were no longer a Marine Corps specialty. It had become the American way,” said U.S. Marine historian Lynn Montross in his book, “Cavalry of the Air: The Story of U.S.

Marine Combat Helicopters.”

During their first 12 months of operation in 1951, Army helicopters carried out 5,040 wounded service members. By mid-1953, even with the perils associated with early helicopters, the Army solopilots evacuated 1,273 casualties in a single month.

“I grew up playing team sports and was a firm believer that it took teamwork to be a winner,” said retired Lt. Col. Raymond E. Smith.

“As a solopilot, I felt extreme satisfaction that I was a member of this team that was responsible for providing the necessary care to persons who required immediate medical care and attention.”



FOULOIS FIRSTS

While known for being the “father of U.S. military aviation” with his historic flight at Fort Sam Houston March 2, 1910, Benjamin D. Foulois was also the owner of many other aviation-related “firsts.”



1908

First flight as a dirigible pilot

After seeing American inventor Thomas S. Baldwin demonstrate a dirigible at the St. Louis air meet in 1907, Brig. Gen. James Allen, Chief Signal Officer, discussed purchasing one for the Signal Corps. The Signal Corps had long urged the U.S. Army to buy a dirigible, and many European armies had them by the turn of the century.

During the summer of 1908, the Army tested a Baldwin non-rigid dirigible — and formally accepted it as Signal Corps Dirigible No. 1. SC-1 was powered by a 20-horsepower (15-kilowatt) Curtiss engine and was the Army's first powered aircraft.

After Foulois, a first lieutenant, graduated from Signal Corps School at Fort Leavenworth, Kan., in July 1908, he was assigned to the Office of the Chief Signal Officer in Washington, D.C., and on Aug. 28, Lieutenants Frank Lahm, Thomas Selfridge and Foulois were taught to fly SC-1. The Army eventually scrapped the dirigible in 1912 and did not purchase another one until after World War I.

1909

First observer on an aircraft cross-country

As one of the three officers in the Army to operate the first military airplane purchased by the government from the Wright brothers in 1909, he participated in the trials of the Wright Flyer.

During the trials, Foulois was on board in the observer's seat of the Wright Flyer with Orville Wright, and clocked the airplane's landmark 10-mile flight time from Fort Myer to Alexandria, Va., at a speed of 42.5 miles per hour that qualified that airplane for acceptance into the Army. The flight also broke three world's records — speed, altitude and duration cross-country. The one-man Aeronautical Division of the Signal Corps was born.

In his memoirs, Foulois jokingly stated he that he was chosen on the basis of intellectual and technical ability, but he realized later that it was his 5-foot-6-inch stature, light 126-pound weight, and map-reading ability that qualified him for the flight.

1910

First military man to teach himself to fly

After only 54 minutes of flight training with the Wright brothers and no solo experience, Foulois left Fort Myers, Md., in 1909 and headed for Fort Sam Houston, Texas, as the United States' lone pilot with a team of enlisted men known as his “flying Soldiers.”

He was instructed to teach himself how to keep flying; to use and take care of the United States' first airplane, designated “Signal Corps No. 1;” assess its military possibilities; and to take along plenty of spare parts.

He learned to fly it on his own, using instructions sent via letters from Orville and Wilbur Wright. Foulois said he was a “mail-order pilot” who learned to fly through correspondence with the Wright brothers.

1910

First ground-to-cockpit wireless message

On his way to Fort Sam Houston, Foulois and Signal Corps No. 1 stopped in Chicago for the Fifth Annual Electrical Show January 1910. There he met Frank L. Perry, a Chicago ham radio operator. The two of them hooked up antennas to the plane, and they installed a standard, battery-operated, Army telegraph sending and receiving set behind the pilot's seat.

Perry manned a similar telegraph in a corner of the exhibit hall while Foulois sat in the cockpit of the plane suspended 25 feet above the ground. They sent the first ground-to-cockpit wireless message.

1911

First to fly more than 100 miles non-stop

With Capt. Foulois plotting a course and Phillip Parmelee at the controls, the Wright Type B, on loan from Robert F. Collier, sets an official U.S. cross-country record from Laredo to Eagle Pass, Texas. It flew the 106 miles in two hours, 10 minutes on March 3. He and Parmelee flew along the Rio Grande River at an altitude of 1,200 feet from Laredo to Eagle Pass to search for enemy troops. They saw none during the flight.

While conducting preliminary flights at Laredo, James Hare, a photographer from Collier's magazine arrived and was taken aloft several times. Hare took a number of pictures of the terrain and established another first: photo reconnaissance and aerial map making.

1914

First commander of a tactical air unit

Transferred to the Militia Bureau, Washington, D.C., in July 1911, Foulois was in charge of all Signal Corps and engineering units of the National Guard. After assignments to Fort Leavenworth, Kan., and Galveston, Texas, he then returned to San Diego to organize and assume command of the First Aero Squadron at the Signal Corps Aviation School in 1914.

1916

First American to fly in combat

Pancho Villa's March 9, 1916, raid on Columbus, N.M., presented Foulois and the First Aero Squadron with a major opportunity. On March 19, he led his squadron to Casas Grandes, 125 miles south of the Mexican border.

Weather, terrain, inexperienced pilots, the lack of maps and communications, combined with the shortcomings of the underpowered aircraft to posed unsolvable problems.

Despite all their difficulties, Foulois and his men did a great deal of scouting and maintained an aerial mail route for the Mexican Punitive Expedition troops. Commanded by Brig. Gen. John J. Pershing. Foulois' candid and comprehensive report on the operations, plus the support of Pershing and Secretary of War Newton D. Baker, led to the first substantial U.S. aviation appropriation, \$13,281,666, approved by Congress on Aug. 29, 1916.

The Mexican Punitive Expedition also brought Foulois into contact with William “Billy” Mitchell, who, up to that point, had never flown in an airplane. Mitchell and Foulois clashed over who was to blame for the squadron's lackluster performance in Mexico, and the two remained bitter rivals for the rest of their careers.

1918

First Chief of Air Service, American Expeditionary Force, 1st Army

General Pershing personally requested Foulois for this job, believing Foulois could end the chaos within the fledgling Air Service in France. Instead, it produced more friction and confusion. The air officers already in France were, for the most part, Regular Army and rated aviators, and resented having Foulois' staff imposed on them. Foulois believed his staff brought logistical and administrative skills that were essential to operational success, but others saw things differently.

Mitchell, now Air Service Commander for the Zone of Advance, was Foulois' bitterest critic. Mitchell referred to the new arrivals as “carpetbaggers,” charging that “a more incompetent lot of air warriors have never arrived in the zone of active military operations since the war began.”

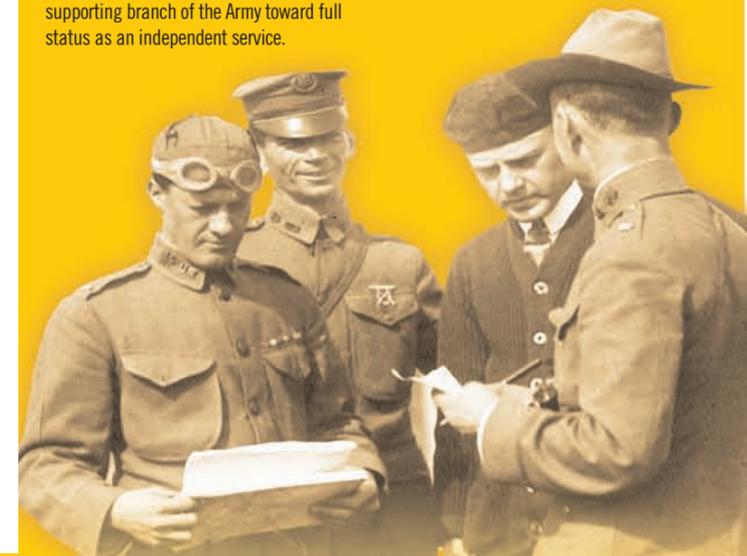
Pershing, the AEF commander in chief, called his new air staff “a lot of good men running around in circles.”

1931

First Chief of the Air Corps to be a military aviator

After a series of important assignments in the 1920s, Foulois reported to the Office of the Chief of Air Corps in 1930 and earned the Mackay Trophy in 1931 for leading the Air Corps's annual exercises. On Dec. 19, he became chief of the Air Corps, the first military aviator to do so.

His vision and persistence laid the foundation for moving the Air Corps from a supporting branch of the Army toward full status as an independent service.



Maneuver camps heralded a new Army and the dawning of military aviation

By L.A. Shively
FSH Public Affairs

The 1911 Maneuver Camp at Fort Sam Houston ushered in major changes to Army organization, tested new field regulations and, though Army leadership refused to notice, announced the dawning of the importance of the aircraft to the American military mission.

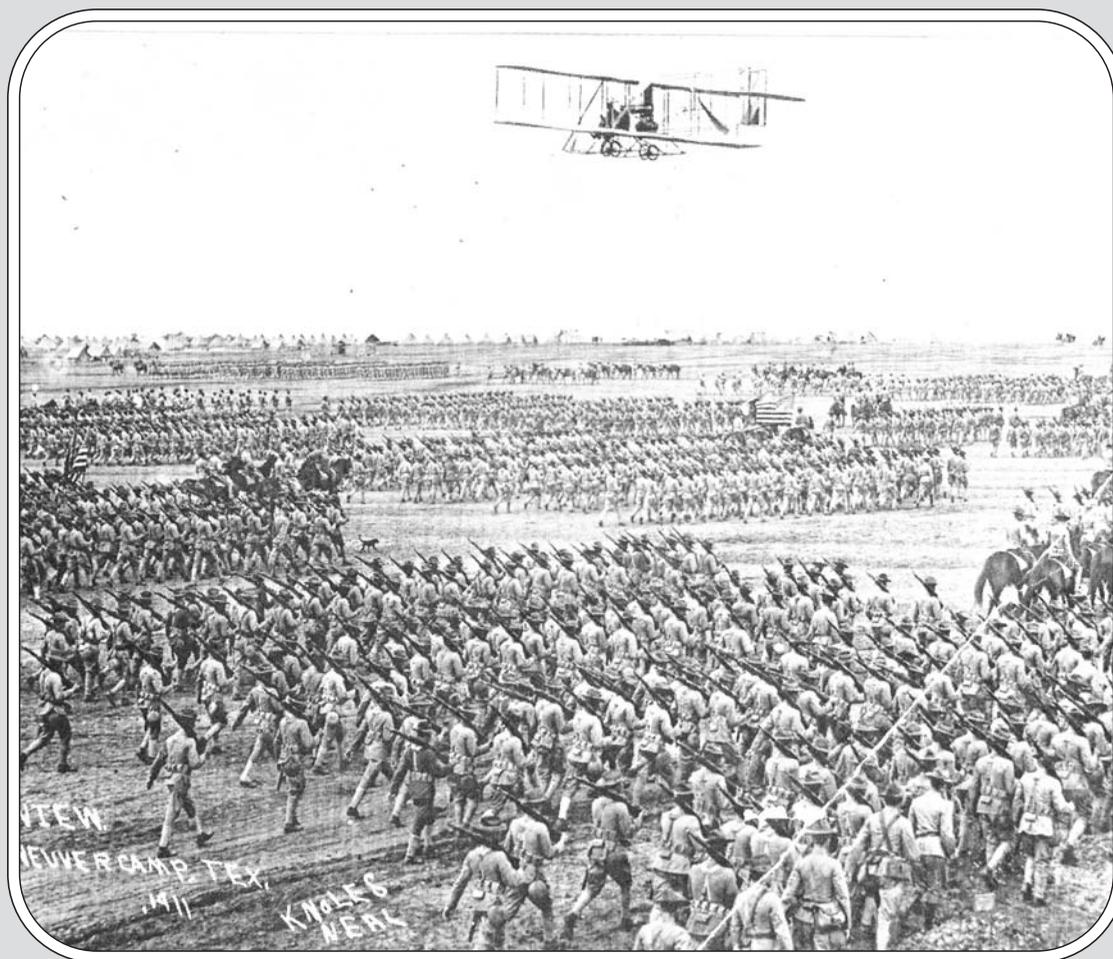
In response to political turbulence in Mexico and along its U.S. border, upwards of 20,000 troops from across the country mobilized in San Antonio in March 1911 according to reporter William A. Philpott Jr.'s "A Stake Town in Seventy Hours." Troops trained and launched maneuvers from the camp until May.

Set up in less than three days the camp was located on what was, at the time, the northeast part of the post, in an area from the Main Post Chapel, Building 2200, to the former main hospital, Building 1000, and east to Garden Street, according to the Fort Sam Houston Museum.

Early 1900s maneuver camps were aimed at transforming the loose assemblage of Army regiments, with their own traditions and cultures into a standardized force capable of mustering on short notice.

After the War with Spain in 1898, the War Department was severely criticized for poor leadership while mobilizing 200,000 troops. In order to reform Army organization, Secretary of War Elihu Root established a board to plan an Army war college in order to instruct officers on national security matters and in military strategy.

The war college concept led to the creation of the General Staff in 1903 and in 1905 the War Department published its "Field Service Regulations,



Lt. Benjamin Foulois and the Wright "B" Military Flyer aircraft pass over a troop review during the 1911 Maneuver Camp at Fort Sam Houston.

United States Army," drawing together then-current ideas on strategy and logistics.

Instructions on orders, combat, communications, intelligence, subsistence, transportation were covered under the new regulations. The Army Corps was replaced with the infantry division.

Each division was to be self sufficient and included cavalry, engineering, communications (signal corps), artillery, supplies and medical personnel. In the field, divisions handled both tactical and administrative matters.

Maneuvers under the new regulations began in 1902. Held biennially, they proved

beneficial to correct deficiencies and "give instruction and practice which our Army has not seen since the Civil War," according to the War Department Annual Reports, 1911.

The report also recommended experimenting with "motor" trucks and "motor" ambulances to test field suitability, but did not mention Lt. Benjamin Foulois' successful trials with his heavier-than-air machine.

In order to overcome the general lack of interest within the Army about the airplane, Foulois flew "over the tents occupied by sleeping officers of the division headquarters staff at about ten feet" and execut-

ed "a power dive over the headquarters latrine," wrote J.F. Shiner in "Foulois and the U.S. Army Air Corps 1931-1935."

Although his aerobatics did not improve the stance ground officers had toward military aviators, Foulois did receive permission to join the exercise but on the condition that he did not "interfere" with exercises.

His efforts proved fruitful. "At the 1911 Maneuver Camp, reconnaissance missions were flown, along with liaison missions and tactical resupply missions. The aviation section also developed drill regulations for the safe

handling and operation of the aircraft while on the ground," wrote FSH Museum director John Manguso in an earlier article for the News Leader.

Unfortunately during a flight on May 10, 1911, Lt. George Kelly was fatally injured in a crash of Signal Corps No. 2.

In response to the accident, the commander of the Maneuver Division prohibited any further flying from the drill grounds; effectively shutting down Foulois' operation, wrote Roger Bilstein and Jay Miller in "Aviation in Texas."

But Foulois returned to aviation duty at Fort Sam Houston commanding the 1st Aero Squadron during the campaign to arrest Pancho Villa in 1916, during which he made the first aerial reconnaissance over foreign territory into Mexico.

He was able to report to Gen. John Pershing that there no Mexican rebels within a day's march of his columns and make about 20 flights carrying mail and despatches. Foulois logged 19,000 miles during the reconnaissance and photographic missions according to George W. Goddard's "A Life-Long Adventure in Aerial Photography."

"We did a great amount of scouting over country in which cavalry and infantry could not operate, and we began and maintained the first regular aerial mail route for the United States and delivered thousands of letters to and from Pershing's troops," wrote Foulois.

The 1911 maneuver camp at Fort Sam Houston heralded the dawn of the military use of aircraft, among other innovations. Today, field exercises or "FTXs" replace maneuver camps and are an important tool to train troops, test materiel and the Army organization.

Photo courtesy FSH Museum

Army, Air Force insignia share traditions, designs

TRADITIONS from P11

ing the sky and the sun. Modern Air Force insignia still has a preference for lightning bolts, globes and stars.

The old Army Air Forces blue-and-orange patch of wings spread to form a "V" for Victory, rising above a pierced star has turned into the Air Force silver-and-blue logo of stylized wings and star

doing the very same thing.

And the Master Sergeant Electrician's lightning and cloud insignia now graces the Air Force officer's dress hat.



Unit Insignia, U.S. Army Signal Center and Fort Gordon and U.S. Army Signal School current using branch colors and signal flag design.



Unit Insignia, 106th Signal Brigade, U.S. Army current using branch colors with blue accent and lightning bolt design.



Unit Insignia, 1st Aviation Brigade, U.S. Army current using branch colors with red and white accents and eagle with spread wings design.



Unit Insignia, Airborne Troop Carrier, U.S. Army 1943-1945 using the golden yellow and blue colors later adopted by the U.S. Air Force, red and white accents, with spread wings and star design.



Unit Insignia, Air Forces, U.S. Army 1942-1947 using branch colors with red and white accents, with spread wings suggesting a "V" for Victory and the star from the U.S. aircraft national marking.



Air Medal, 1942-present using Air Corps branch colors, with compass rose, eagle and lightning bolt design. Established by President Franklin Roosevelt in 1942, it is awarded to any person who, while serving in any capacity in or with the Armed Forces of the United States, shall have distinguished himself/herself by meritorious achievement while participating in aerial flight.



Collar Insignia, Signal Corps Air Service, officer, WWI, using the Signal Corps signal flags modified by adding wings; other versions used a winged skeleton globe.



Collar Disk, Signal Corps, enlisted, WWI, using the Signal Corps signal flags.



Collar Disk, Air Corps, enlisted, WWI, using the new Air Service propeller and wings design; new officer insignia also used this design.



Campaign Hat Insignia, master electrician sergeant, circa 1907. Called a "lightning bouquet," the design consisted of five lightning bolts emanating from a central point. On many versions, the central point is shaped like a cloud. The lightning bouquet was also used by coast artillery electricians and during WWI by radio operators.

Pre-1920 rank



Private first class - Signal Corps



Private first class - Air Corps



Master sergeant electrician



Corporal - Signal Corps (not authorized after 1920)



Corporal - Air Corps (not authorized)



Sergeant - Signal Corps (not authorized after 1920)



Sergeant - Air Corps (not authorized)



Master sergeant - Air Corps



Private first class - specialist sixth class - cook



Private first class - specialist fifth class - Air Corps



Private first class - specialist second class

Photos courtesy FSH Museum

Army vs. Air Force = mixed signals

In 1983, the Army established the Aviation Branch. This new branch adopted a slightly modified version of the Air Corps propeller and wings insignia, and the Air Corps blue and orange colors. Army Aviation units use these colors, usually with white accents on their insignia. Signal Corps units use their orange and white, but frequently use blue accents on theirs, which leads to Aviation and Signal units having insignia of the same color. To distinguish them, look at the design - wings means Aviation; lightning bolts mean Signal.)

How the Air Force Got Its Stripes?

Among other uniform changes the Air Force developed after 1947 was a unique series of rank insignia for its enlisted people. But Air Force sources do not quite reveal the basis of the design. It seems influenced by aircraft markings of a pierced star and bars, and perhaps the raised and curving wings used on so many World War II Air Forces unit insignia led to the similarly curved stripes of Air Force enlisted rank.

But where did all those stripes come from?

Shortly after the 1920 enlisted rank reform, the Army saw the need to acknowledge Soldiers who had specialized skills with extra pay and prestige. In the rank of private first class, the Army organized a series of specialty ranks - from the lowest, private first class - specialist sixth class, to the highest, private first class - specialist second class.

Although these ranks were not authorized any insignia other than the single chevron worn by all privates first class, insignia were developed anyway, adding a series of arcs below the chevron. The private first class - specialist sixth class insignia looked like today's private first class insignia. The private first class - specialist second class had one chevron with five arcs below it.

The Air Corps units had lots of Soldiers holding these specialty ranks and the commands very frequently allowed their men to wear these unauthorized insignia - with the also unauthorized propeller and wings design in the field between the chevron and first arc.

Take the private first class - specialist second class insignia, change the branch design to the pierced star, slide the star down on top of the arcs, curve the arcs and chevron to suggest wings, change the colors to silver and blue.

Voila: the Air Force Master Sergeant insignia.

Snapshots of 1st Aero Squadron Fort Sam Houston, early 1900s

Photos courtesy of FSH Museum



Tuskegee Airmen – Soaring over segregation

By Minnie Jones
FSH Public Affairs

An experiment performed at the famed Tuskegee Institute, in Tuskegee, Ala. involved the training of about 450 black pilots under a program to see if blacks were capable of flying and maintaining combat aircraft.

These Airmen later became known as the Tuskegee Airmen that included pilots, navigators, bombardiers, maintenance, support staff, instructors, and all the other personnel responsible for keeping planes in the air.

This experiment came on the cusp of the Jim Crow laws of the 1880s that discriminated against blacks, and were designed to keep blacks segregated from whites. Blacks were prevented from entering public places such as libraries, restaurants, and movie theaters. Although these laws were practiced more heavily in the South, they also were executed and supported throughout the United States.

Although blacks participated in every war of the United States, these laws affected and changed the way blacks and



Tuskegee Airmen; Lt. Dempsey W. Morgan, Lt. Carrol S. Woods, Lt. Robert H. Nelson, Jr., Capt. Andrew D. Turner and Lt. Clarence D. Lester were pilots with the 332nd Fighter Group

whites fought in combat. While blacks were allowed to participate in the role of defending the country, they had to do it separately, in sub-standard living and training conditions.

To set the stage, back in the late 1930s, it was estimated that there was more than 920,000 blacks serving in the military, and though they were serving extremely well, it was widely believed that black

Soldiers were still inferior to whites in combat.

During that time period, there were three major services in the military, the Army and Army Air Corps, the Navy and the Marine Corps. The



Courtesy Photo

Tuskegee Airmen became known as the Red-tail Angels by U.S. allies, because of the red paint on the tail assemblies of their P-51 Mustang. The Germans learned to fear them, giving them the name, "Schwartz Vogelmenshen," or Black Birdmen.

Army had the most blacks serving in the military. The Navy came in second to the number of blacks they had in their ranks, but they restricted blacks to certain assignments such as cooks and stewards. The Marine Corps and the Army Air Corps did not allow blacks to participate in their services.

Before World War II began, U.S. Congress passed the Civilian Training Pilot Act in 1939, which authorized selected schools to begin teaching flight training to college students in order to build a reserve of pilots in case of war.

This Act opened the door for blacks to train and become military pilots at the Tuskegee

See TUSKEGEE AB25

Foulois, Fort Sam Houston at the front lines developing aerial photography, reconnaissance

By Steve Elliott
FSH Public Affairs

Aerial photography can trace its early history to 1858, when French photographer and balloonist Gaspar Felix Tournachon took a photo of the French village of Petit-Becetre from a tethered hot-air balloon 80 meters (approximately 270 feet) above the ground.

As improvements in photographic technology made it easier to take cameras into the skies, pioneers also used kites, rockets and even pigeons to carry their cameras into the sky.

However, the roots of military aerial reconnaissance and photography are planted much closer to home, when Benjamin Foulois sowed the seeds of the idea at Fort Sam Houston in the early 20th Century.

It was no easy task for Foulois to sell the idea or manned aerial reconnaissance to a skeptical U.S. Army leadership, especially to the cavalry arm which considered itself the elite and sole proprietor of reconnaissance.

In typical abrasive Foulois fashion, he wrote that "the airplane would make the cavalry obsolete," in his thesis titled "The Tactical and Strategic Value of Dirigible Balloons and Aerodynamic Flying Machines," while he was a student at Signal Corps School at Fort Leavenworth, Kan., in December 1907.

He also recognized the application of photographic technology, and anticipated the need for air-ground communications through the "wireless telephone."

Foulois wrote that "a modern military aero plane could not only reconnoiter the terri-



Photo courtesy George Eastman House International Museum of Photography and Film, Rochester, N.Y. Photographer James Hare (left) sits aboard the new 1910 Wright "B" aircraft purchased by R.F. Collier, owner of Collier's magazine, who lent the U.S. Army the airplane in March 1911 after the original 1909 Wright Flyer, Signal Corps No. 1 was retired. The Collier plane, together with a Wright factory pilot, Phillip Parmalee (right), arrived in San Antonio in February 1911, and Lt. Benjamin Foulois began to learn to fly the newer type aircraft. During the next several weeks, these two men demonstrated the advantages to be derived from using the airplane for photographic reconnaissance as well as courier duties between military units.

tory in front of an army more thoroughly and in a fraction of time, but could photograph all of its main features and have the finished prints in the hands of the commander in chief in a very short space of time."

Later that month, Foulois was assigned to conduct trials on motorized, lighter-than-air craft. The dirigible service proved short-lived, as the corrosive effects of weather and the hydrogen gas used to lift the ship caused the gasbag to leak with increasing severity. The dirigible was condemned and sold at auction.

After his experience with the dangerous and flimsy Army Dirigible No. 1, he came away unimpressed and became a vocal critic of the dirigible, recommending that they be abandoned. Foulois

was convinced the future of aerial reconnaissance was not in what he described as "ungainly bags of gas." He even recommended to his superiors to stop making them spend the money developing airplanes.

Unfortunately, Foulois' frank assessment didn't sit well with his superiors, and although one of the two candidates selected to be trained as an airplane pilot, he was banished from the program in October 1909 and sent to France as a delegate to the International Congress of Aeronautics.

He returned in November 1909 as the only officer detailed to the Signal Corps' Aeronautical Division. At that time, he had only 54 minutes of training in the Wright Flyer and had not soloed.

Foulois was then assigned to move the flying program to Fort Sam Houston, because of inclement winter weather at College Park, Md. Foulois and eight enlisted men disassembled the Army's one and only airplane, Signal Corps No. 1, and shipped it to Texas in 17 crates. They reassembled it after building a shelter on the Arthur MacArthur Parade Field used for cavalry drills.

Foulois would continue to push the worth of heavier-than-air craft and show their practical advantages. On March 2, 1910, after training himself, Foulois made his first solo at 9:30 a. m. and crashed S.C. No. 1 on its second landing, ultimately achieving an altitude of 100 feet and a speed of 50 mph.

He flew the repaired craft five times on March 12, and

received written instruction by mail from the Wright brothers.

Until 1911, Foulois remained as the Army's sole aviator and innovator. He installed a leather seat belt strap on the S.C. No. 1, and then bolted wheels from a piece of farm machinery on the landing skids to provide the first landing gear.

The Army was still not convinced of the worth of the airplane and that led Foulois to request to have his aircraft participate in exercises planned for the maneuver division formed along the Mexican border in 1911. The Army agreed, but told him not to interfere.

On March 3, 1911, near Fort McIntosh at Laredo, Texas, Foulois and Wright-trained pilot Philip Orin Parmalee demonstrated the use of airplanes in support of ground maneuvers. They made the first official military reconnaissance flight in history, looking for Army troops between Laredo and Eagle Pass, Texas, with a ground exercise in progress.

Then on March 16, one day after being ordered to join Maj. Gen. John J. "Black Jack" Pershing's Punitive Expedition into Mexico, Foulois was in the air making the first reconnaissance over foreign territory, venturing over the border to search for signs of the Mexican revolutionary Pancho Villa.

Soon after that flight, Foulois rented the Wright "B" Flyer privately owned by Robert J. Collier, owner of the Collier's Weekly magazine for a nominal fee of one dollar. Foulois took up a photographer from the magazine for a

FSH home to first airborne border patrol, smuggling interdiction

One unique aspect of Fort Sam Houston's aviation history was the assignment of the last operational air unit to Fort Sam's Dodd Field – U.S. Coast Guard Border Squadron One.

"From 1934 to 1937, Coast Guard Border Squadron One flew open-cockpit planes from Brownsville to Fort Bliss out in El Paso out of Fort Sam Houston, Dodd Field," said retired Coast Guard Reserve Capt. Richart Whynot.

"They went back and forth for three years against smuggling out of Mexico, mostly alcohol," Whynot said.

When Prohibition was repealed in 1933, a vast majority – 242 of the existing 252 counties – remained "dry." Liquor distribution to "wet" counties and other states was government controlled.

Excise and local taxes equated to a little over one-third the purchase cost, thus liquor smuggling remained extremely profitable, and illegal alien and drug smuggling remained unaffected by the repeal of Prohibition.

At that time, the Coast Guard was heavily involved in interdiction and the Customs Service and Border Patrol had the enormous task of combating the smuggling of alcohol, illegal aliens and drugs along 5,900 miles of open border between the U.S. and Mexico.

In Mexico, communications were primitive and communities isolated, connected only by dirt roads and a few railroads.

Local border patrol and customs officials realized that aircraft flying patrols would be of significant benefit. The problem was that neither agency had aircraft



Photo courtesy of FSH Museum

The Curtiss F6C-4 "Hawk" aircraft (left) and a Curtiss F8C-1 or C-3 "Falcon" (right) are used in a simulated "take-down" as crew members of Coast Guard Border Squadron One rehearse techniques they used against smugglers crossing from Mexico into the U.S.

or the money to operate them.

The smugglers themselves provided the solution utilizing aircraft to carry out their operations. One by one customs officials seized these aircraft, and before long customs officials in Texas had created their own ad-hoc "air force" composed of a rag-tag collection of confiscated airplanes.

Unfunded and officially discouraged by Washington, their operation continued with Army assistance at Dodd Field, providing obsolete parts, materiel and an old hangar.

"The hangar was along Harry Wurzbach [Road] and the field was a dirt strip about where the chapel is now on Dodd Field," Whynot

said, adding that Wynans Road had some buildings used as the crew's quarters.

Customs agents were so effective at stemming major smuggling activities, Washington could no longer ignore the operation.

So, early in 1934,

Secretary of the Treasury Henry Morgenthau, Jr. directed that all flying activities of the Treasury Department be consolidated under the cognizance of one organization, the Coast Guard.

The Coast Guard had a

cadre of trained pilots and maintenance personnel, access to well-qualified training and was expanding its aviation program to include induction of customs pilots as Chief Petty Officer Aviation Pilots according to the USCG Web site.

The following month, a unit of five men commanded by Coast Guard Lt. Clarence Edge arrived at Dodd Field. First order of business was an evaluation of the planes. All had been seized from air smugglers. Most of the aircraft were in extremely poor condition and unsuitable

As a result, they were condemned by the Coast Guard and burned. Replacement aircraft were acquired from the U.S. Navy.

The clear air in South Texas allowed easy spotting of other aircraft at great distances. The Coast Guard patrols would spot smugglers

See AIR OPS AB24

Replica Wright flyers grace Centennial of Military Flight celebration

By Lori Newman
FSH Public Affairs

As part of the Foulois Centennial of Military Flight celebration March 2 at MacArthur Parade Field, two authentic-looking Wright "B" Flyers are going to make an appearance.

Wright "B" Flyer Inc., an all-volunteer, not-for-profit corporation that designs, builds and maintains the flyers, is sending their "Yellow Bird" and "Brown Bird," to Fort Sam Houston from Dayton, Ohio.

When the "Yellow Bird" arrives at Fort Sam Houston Feb. 25, it will be assembled inside a hanger shelter, just as Lt. Benjamin D. Foulois did 100 years ago. The "Brown Bird" will also arrive Feb. 25 at Stinson Airport, awaiting its flyer during the celebration.

"The plane we will be flying was completed in 1982. It is a 'look-alike' of a modified Wright "B" Flyer that is on exhibit in the National Museum of the United States Air Force," said Mitchell Cary, president of the Wright "B" Flyer Inc.

"Certain concessions were made to make the plane safer. It is not intended to be a replica; only to look like the Wright "B" Flyer. The plane that will be on the ground at the parade grounds is a much more authentic replica of the Wright "B" Flyer," he said.

"The plane that Benjamin Foulois first flew March 2, 1910, was the Wright Military Flyer," Cary said.

The U.S. Army purchased the Wright Military Flyer, designating it Signal Corps Airplane No. 1, for the price of \$30,000. The original price was \$25,000 with 10 percent added for each full mile per hour of speed over the Army's requirement of 40 mph.

To establish the speed of the airplane, a course was set from Fort Meyer, Va., to Shooter's Hill in Alexandria, Va., on July 30, 1909. Orville Wright and Foulois made the 10-mile flight with an average speed of 42.5 mph, earning the Wright brothers a \$5,000 bonus for flying two miles per hour over the required 40 mph.

The original Signal Corps Airplane No. 1 was a two-place, wire-braced biplane with a four-cylinder Wright 30.6 horsepower engine driving two wooden propellers via a sprocket-and-chain transmission system.

According to the Smithsonian National Air and Space Museum Web site: (<http://www.nasm.si.edu>) Signal Corps Airplane No. 1 was 29 feet, 2 inches in length; 8 feet, 2 inches high and weighed 735 pounds, with a wingspan of 36 feet, 8 inches.

After the Army took possession of the airplane, flight training began in College Park, Md. However, because the winter weather in Maryland was unsuitable for flying, the Signal Corps ordered the airplane sent to Fort Sam Houston in November 1909.

Foulois and the Signal Corps crew were responsible for daily and periodic maintenance and upkeep of the engine and airframe of the aircraft.

"As (Foulois) began flying the plane throughout 1910 he made modifications to the plane and by the end of the year it very closely resembled the 1910 Wright "B" Flyer," Cary said.

Beyond the basic maintenance of the airplane, Foulois and his crew made two significant modifications to Signal Corps Airplane No. 1.

After consulting with the

Wright brothers, Foulois and his crew moved one of the elevators from the front to the rear of the airplane, in an effort to stop the its tendency to buck.

The elevators are a pair of movable wings, controlled by the pilot.

They also designed and built a three-wheel landing gear similar to that used on Curtiss airplanes. According to <http://www.centennialofflight.gov>. Glenn Curtiss and Alexander Graham Bell founded the Aerial Experiment Association in 1907, which designed and built several aircraft.

Though successful, the modification was not completely satisfactory. The Wright brothers developed a similar system using pneumatic tires attached to the landing skids with elastic cord to absorb the landing shock. The Wrights' later supplied that

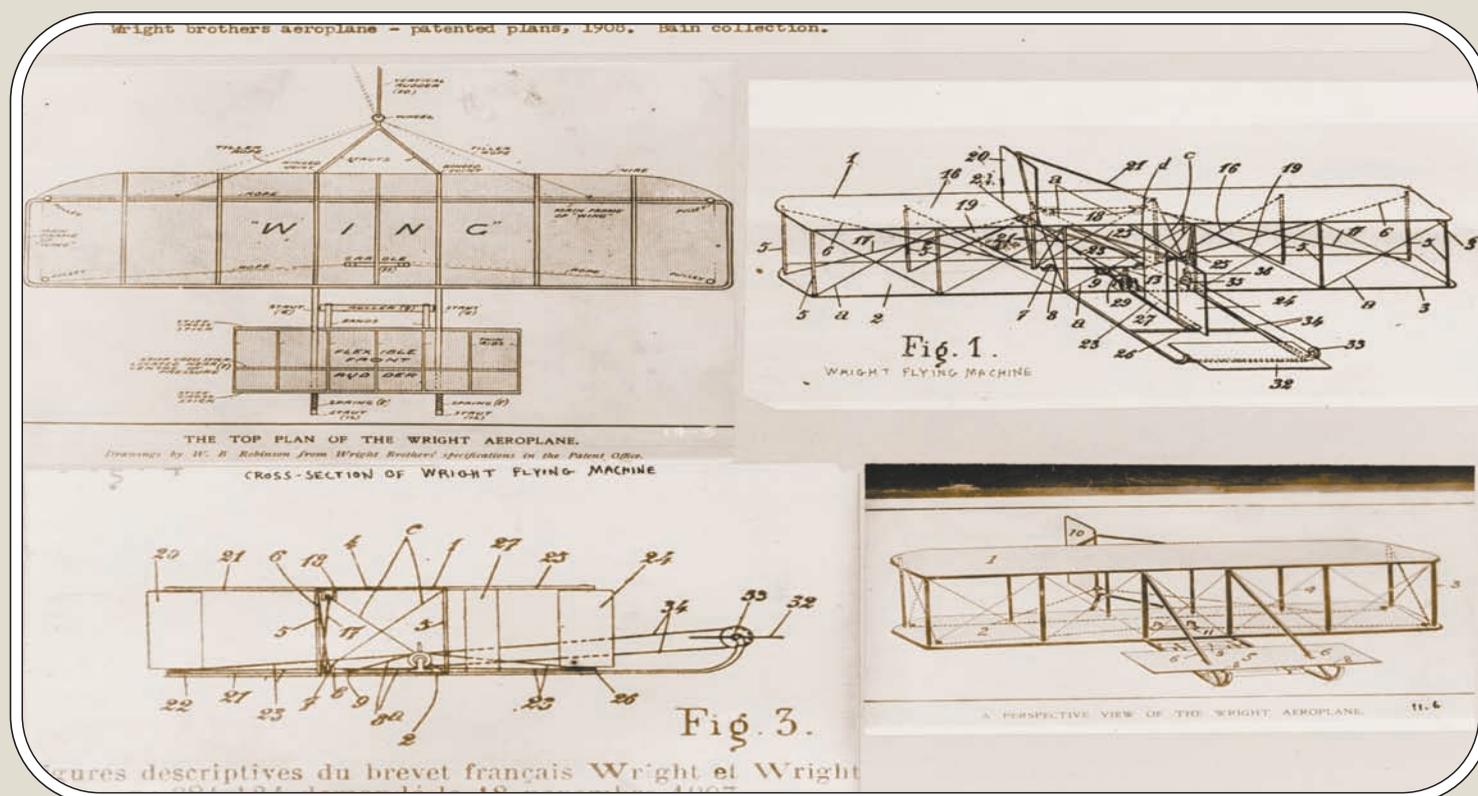
system to Foulois, which he then installed on Signal Corps Airplane No. 1.

The Army retired Signal Corps Airplane No. 1 in March 1911.

The aircraft was sent to the Wright factory in Dayton, Ohio for refurbishing and then onto the Smithsonian Institution in Washington, D.C. where it remains on display today at the National Air and Space Museum.

According to the NASM Web site, the War Department approved the transfer on May 4, 1911. The aircraft was restored close to its original 1909 configuration, but a few non-original braces were added for the wheeled landing gear installed in 1910 that still remained on the airplane.

Apart from minor repairs, the airplane remains untouched since its acquisition in 1911.



An image of the original drawings by W.B. Robinson of specifications for the 1909 Wright Military Flyer submitted to the U.S. Patent Office.

Photo courtesy Library of Congress

Women in Aviation - Sustaining the home front

By Minnie Jones

FSH Public Affairs Office

American women's lives and roles were changed in various ways during World War II. With most men away defending the country, there were fewer stateside in the civilian workforce, giving way to women stepping in and performing jobs that men traditionally held.

On the homefront, women demonstrated that they could work as hard as men, proving that they were a valuable asset in the sustainment of the homefront, while men were away fighting overseas.

Of these women, none were more valuable than the women who helped support the war by flying aircraft. These "Women in Aviation" became known as WAFS, the Women's Auxiliary Ferrying Squadron.

These women pilots were called up to step in after the Army Air Force began experiencing a shortage of male pilots due to heavy losses in combat. Their mission was to ferry U.S. Army Air Force trainers and light aircraft from factories to coastal airports to be flown overseas.

The Women's Flying Training Detachment was established at the Houston Municipal Airport, with pioneer American aviator, Jacqueline Cochran as its director, on Sept. 14, 1942.

The squadron began with about 28 commercially licensed women pilots. Requirements to join squadron were the 500 hours of flying time and a 200-horsepower rating. On average, most of the women joining the squadron had about 1,100 hours of flying experience under their belts.

The WAFS performed the mission so well, that they were



Courtesy Photo U.S. Air Force
Woman Air Force Service Pilot trainees with an instructor at Avenger Field, Sweetwater Texas. The Civilian Pilot Training Program created opportunities for women to fly.

allowed to begin transporting fighter, bomber and transport aircraft, normally thought to be too complicated for women to fly, repudiating Chief of the U.S. Army Air Corps, Lt. Gen.

Henry H. Arnold's earlier comments, "that the idea of using women pilots was 'utterly unfeasible,' and that women were too 'high strung.'"

In May of 1943, Arnold authorized Cochran to oversee the development of a women's pilot uniform.

August 1943, all women pilots flying for the USAAF were consolidated into the Women Airforce Service Pilots pro-

gram, with Jacqueline Cochran becoming the USAAF Director for Women Pilots. Nancy Harkness Love, another woman pilot pioneer, was named, as executive on the

Air Transport Command Ferrying Division staff.

More than 25,000 women applied for pilot training under the WASP program. Of these, 1,830 were accepted,

1,074 graduated and 900 remained in the program.

WASP held many positions in the AAF. They became flight training instructors and glider tow pilots, engineering test flying, ferrying aircraft and performing other flying positions.

Arnold, speaking before the last WASP graduating class at Sweetwater, Texas, Dec. 7, 1944, said, "You ... have shown that you can fly wingtip to wingtip with your brothers. If ever there was doubt in anyone's mind that women could become skilled pilots, the WASPs dispelled that doubt. I want to stress how valuable the whole WASP program has been for the country."

The WASP became an important part of American history as a result of the movement of women into the war workforce, freeing up men for combat and other duties. They were instrumental in the integration of women pilots into the Armed Services.

However, within little over a year, due to political pressures and with an increase in male pilots, the WASPs were

See WASP AB27

SOLOPILOTS from AB13

This teamwork began with the first person to administer medical attention to the patient, on to all of those who provided their medical expertise to the patient.

“Knowing that I was the solopilot responsible for transporting the patient as expeditiously and safely to the next location and to those medical personnel who would provide the next level of medical care and treatment, I felt that our team won every time the flight was over and the patient was carried from my helicopter into the receiving medical facility,” Smith added.

“The team members included not only the medical personnel but also the helicopter mechanics and other supporting staff members assigned to those units.” Sometimes pilots had to act as their own mechanic, carrying spark plugs, fan belts and the tools to change them.

“I had the unpleasant task of having to change both during patient evacuations to an evac hospital,” Capozzi said.

“One time it was replacing two fouled spark plugs while straddling a litter patient. The next time, it was fan belts, which were a real attention getter. When they broke, they slammed the control rods and gave me great pause while I attempted to ascertain which part of the helicopter had fallen off.”

No takeoff with more than



The solopilots routinely flew in under-powered helicopters lacking navigational aids

Photo courtesy of AMEDD Museum

one patient was simple. Takeoff techniques were dictated by available power, which varied due to atmospheric conditions, winds and engine performance.

“The true indicator was ‘can you hover,’ and for how long,” Capozzi added. “It was the pilot’s skill that gave him the ‘feeling’ that he would reach flying speed (translational lift) before he ran out of power and space.”

If a pilot did have sufficient power to sustain even a partial hover he would resort to a ‘running’ take off; sliding forward on the skids until flying speed was attained. In con-

finer areas, if a hover was not sustainable, the solution was to remove the less critical patient. However, pilots would usually test the engines potential a bit beyond normal operating levels before leaving a patient behind.

“Landings were not as much a problem,” Capozzi said. “We used fixed-wing landing approaches, flowing to a spot or pad and running out of altitude and air speed gently while avoiding obstacles.”

Capozzi said his most unusual flight came because of an unusual patient.

“I flew a war dog medevac in Korea, the only dog mission

in a 16-month tour. It was called in as a high-priority mission, to be flown to a Vet Det (veterinarian detachment) in Seoul,” Capozzi said. “Since I could not get the dog and handler in the evac bag on the external litter rack, I transported both in a cozy H-13 ‘bubble’ cockpit. The dog was big as a grizzly bear,” Capozzi said. “It sat between the handler’s legs. It was a tight fit, and it meant that the dog’s giant jaws were never more than six inches from my hand.

“I actually asked the handler if the dog had flown before. He had not,” Capozzi added. “I didn’t want to ask

what the handler would do if the dog violently objected to the ride en route to the vet. Fortunately, the dog was gentle, well behaved and very sick. The 30-minute flight was uneventful, but one most nervous ones I had in 20 years of helicopter air ambulance flying.”

It wasn’t until the start of a new decade that newer and larger helicopters like the Sikorsky H-19 Chickasaw and Bell UH-1 Huey were available to the U.S. Army and pilots no longer needed to respond alone.

Flying solitary missions in primitive helicopters, these pioneers performed all ambulance duties: pilot, co-pilot, medic and crew chief, unaided. They routinely flew hazardous missions in underpowered helicopters lacking navigational aids and limited to external litter carrying capabilities.

From the lessons learned on the battlefields of Korea, the solopilot’s skill and dedication proved the helicopter’s tactical importance in battlefield emergency medical care. Those same skills, over the next 50 years, would save thousands of American lives in places like Vietnam, Iraq and Afghanistan.

“Solopilots saved thousands of critically sick and injured patients during the 1950s,” Capozzi said. “For me, the wonder of it all was the improvisation and ‘playing it by ear’ that made it possible.”

AIR OPS from AB21

coming across the border and force them to land for inspections.

Coast Guard crews carried side-arms and a Thompson sub-machine gun. If signaling did not get the desired response – showing the Thompson usually clarified the message.

Contraband was usually five-gallon tins of alcohol picked up in Mexico.

According to early accounts, the facilities at Dodd Field were Spartan, crew scrambling for spare parts and fuel. When certain shiny tools and parts began to mysteriously disappear, a cat was “recruited” to attend to the culprits – pack rats.

There were also the more traditional missions that the crews performed such as medical evacuations and searching for people lost in

the wilderness.

At the end of a year, operations were transferred from Dodd Field to Del Rio Texas, operating from a commercial airfield and relying on American Airlines facilities and assistance.

In December 1936, Coast Guard Headquarters again ordered relocation of the detachment to Biggs Field at Fort Bliss in El Paso.

After a chain of endorse-

ments including the Treasury Department, War Department, Army Eighth Corps Fort Sam Houston, Chief of Staff U.S. Army Signal Corp, and the commanding officer of the Air Corps Detachment at Fort Bliss, the Coast Guard Air Patrol took up residence in a small hangar at Biggs in February 1937.

At the end of 1939 it was decided to close the El Paso

air detachment as world events were overtaking the remote border patrols and assets were needed elsewhere.

(Sources: U.S. Coast Guard and Society for the Preservation of Historic Fort Sam Houston, Inc.’s “Preservation Gazette.” L.A. Shively and retired Coast Guard Reserve Capt. Richard Whynot contributed.)

Tuskegee Airmen

TUSKEGEE from AB19

Institute in 1940. The Tuskegee Institute received a contract from the military to set up a segregated base. In January 1941, the Army Air Corps began accepting blacks for pilot training and mechanics.

July 1941, the Tuskegee Army Air Field officially opened, and the first class of 13 potential pilots began training. During the inauguration of the program, Maj. James A. Ellison, the first commander of the Tuskegee Army Air Field said, "The eyes of your country and the eyes of your people are upon you. You cannot be inoculated with the ability to fly. The life of a flying student is not bed of roses."

Nine months later, the class of 42C -- George Roberts, Benjamin Davis Jr., Charles BeBow Jr., Mac Ross and Lemuel Custis --were the first pilots of Tuskegee to graduate and receive their silver wings.

In Washington, D.C., concerns were growing regarding an increase in military conflicts in Germany, Italy and Japan, the U.S. Congress passed the Burk-Wadsworth Bill, Sept. 14, 1940, and the first peacetime draft was signed into American history. President Franklin D. Roosevelt signed it into law as the Selective Service and Training Act.

Under the Burke-Wadsworth Act, all American males, including blacks, between 21 and 35 years of age had to register for the draft.

The draft didn't change conditions much for blacks in the military. The Airmen, even though they were trained under Army Air Corps standards, could not be assigned to white units. As a result, the Airmen were assigned to the

99th Pursuit Squadron, an all-black squadron.

In August 1942 Benjamin O. Davis Jr., a graduate from the first class from Tuskegee, assumed command of the 99th Fighter Squadron (formally the 99th Pursuit Squadron). The squadron flew to combat missions in North Africa and Sicily.

While in these arenas, the 99th was one of eight fighter squadrons defending Anzio, Italy. They shot down 32 German aircraft, with the 99th having the highest score among the eight squadrons, with 13 aerial victories. The Tuskegee Airmen won its second Distinguished Unit Citation, while also demonstrating that black fighter pilots could perform as well as their white counterparts.

During World War II, the 99th Fighter Squadron was joined by three all-black squadrons, the 100th, 301st, and 302d Fighter Squadrons, together, they were known as the 332nd Fighter group and came home with 150 medals.

On March 24, 1945, the 332nd became the first Italy-based fighter unit to escort all B-17s to Berlin and back, completing the full 1,600-mile mission. For this operation, the unit earned the Distinguished Unit Citation.

They became known as the Red-tail Angels by U.S. allies, because of the red paint on the tail assemblies of their P-51 Mustangs. The Germans learned to fear them, giving them the name, "Schwartz Vogelmenhen," or Black Birdmen.

The 332nd Fighter Group flew 179 bomber escort missions from June 1944 through the end of the World War II. They flew 15,000 combat sor-



Maj. James A. Ellison, base commander at the advance flying school at the Tuskegee Institute in Tuskegee Ala., returns salute of Mac Ross as he passes down the lined during the review of the first class of Tuskegee cadets.

ties, including 6,000 plus sorties for the 99th, prior to July 1944.

Despite their victories in War World II, when the Airmen returned to the States, they still faced racial discrimination. The United States was still in the grips of segregation, blacks still had to serve separately in the military.

The National Association for the Advancement of Colored People, and black leaders such as A. Philip Randolph, along with Benjamin O. Davis Sr., had to "fight for the right to fight." They argued that blacks should share with whites the burden of defending the United States and should be treated equally.

Finally, three years after War World II, on July 26, 1948, President Harry Truman issued Executive Order 9981, establishing equality of treatment and opportunity in the armed services. Truman said, "It is essential that there be

maintained in the armed services of the United States the highest standards of democracy, with equality of treatment and opportunity for all those who serve in our country's defense.

"It is hereby declared to be the policy of the president that there shall be equality of treatment and opportunity for all persons in the armed services without regard to race, color, religion, or national origin." In 1949, the U.S. Air Force became the first armed service to integrate.

When the war ended in Europe, the 332nd Fighter Group had shot down 112 enemy aircraft and destroyed another 150 on the ground. In addition, the Airmen destroyed more than 950 railroad cars, sank one destroyer and 40 boats and barges. Their losses included approximately 150 killed in combat or in accidents, and 32 pilots downed and captured.

Members of the 332nd

Courtesy Photo National Museum
99th Fighter Squadron ground crew in Sicily

earned 150 Distinguished Flying Crosses, 744 Air Medals, numerous Purple Hearts, and 14 Bronze Stars.

On March 29, 2007, President Bush and Congress awarded the Tuskegee Airmen the Congressional Gold Medal for fighting to defend the United States in the face of racism.

Bush said, "These men in our presence felt a special sense of urgency. They were fighting two wars. One was in Europe and the other took place in the hearts and minds of our citizens."

The Tuskegee Army Air Field Flying School trained 994 pilots.

During World War II, the Tuskegee Airmen fought with great distinction, despite adversity. Through the Tuskegee experiment, they proved to the world that blacks were equal to whites in combat, soared over segregation, and won.

AEROMEDICAL EVACUATION

AEROVAC from AB12

medical officer, and Capt. William C. Ocker, commander of Flight Training at Gerstner Field, La., who converted a Curtiss JN-4 “Jenny” biplane into an airplane ambulance.

The officers modified the rear cockpit to accommodate a standard Army stretcher carrying an injured person in a semi-reclined seat, allowing the transport of patients by airplane for the first time. This basic modification marked the Army’s beginnings of aeromedical evacuation.

On July 23, 1918, the director of the Army Air Service ordered every Army airfield in the United States to have an air ambulance.

Fort Sam Houston was one of the first Army posts to use aircraft for medical evacuation, landing the flights from nearby Brooks Field (later known as Brooks Air Force Base) on the MacArthur Parade Field.

Even with these successes, it would still be several more years until the Army built and flew its first aircraft designed as an air ambulance, the DeHavilland DH-4A, which had space for a pilot, two litter patients, and a medical attendant, according to the Web site <http://www.olive-drab.com>.

The DH-4 modification allowed it to carry a medical attendant and two side-by-side patients in the fuselage. Soon after, the Cox-Klemmin aircraft became the first plane built specifically as an air ambulance, carrying two patients and a medical attendant enclosed within the fuselage.

The new 1921 Curtiss Eagle allowed four patients on litters and six ambulatory patients. Unfortunately, in its first year of service, an Eagle crashed during an electrical storm,

killing seven people. Despite the setback, aeromedical transportation continued to progress.

In 1922, the U.S. Army converted the largest single-engine airplane built at the time, the Fokker F-IV, into an air ambulance designated the A-2.

Also that year, according to Olive-drab.com, U.S. Army physician Col. Albert E. Truby first listed the potential uses of the airplane ambulances: transportation of medical officers to the site of crashes and evacuation of casualties from the crash back to hospitals; transportation of patients from isolated stations to larger hospitals, where they could receive better treatment; in time of war, transportation of the seriously wounded from the front to hospitals in the rear; and transportation of medical supplies in emergencies.

In the next few years the Army occasionally used air ambulances to provide relief to disasters in the civilian community.

In April 1927, after a tornado struck the small town of Rocksprings, Texas, the Army sent 18 DH-4 observation planes, two Douglass transports, and a Cox-Klemin XA-1 air ambulance.

These planes flew in physicians and supplies to treat 200 injured citizens, some of whom the Cox-Klemin then flew out to more sophisticated medical care in San Antonio.

When WWII began on Sept. 1, 1939, it was still a common belief was that air evacuation of the sick and wounded was dangerous, medically unsound, and militarily impossible, according to the Web site <http://www.air-ambulance.net>.

Some in the Army Medical Department still didn’t believe that the airplane was a substi-



Solopilots in Korea had to fly in any weather conditions between 1952 and 1959.

Photo courtesy AMEDD Museum

tute for field ambulances, even when it was necessary to evacuate casualties over long distances.

The surgeon for the Army Air Forces Combat Command, Maj. I. B. March, voiced his concern that field ambulances would not be sufficient to cover the aerial paths of the air forces.

The surgeon general of Third Air Force, Lt. Col. Malcolm C. Grow, responded that the “chief stumbling block in the way of [air] ambulances has been the lack of interest on the part of the [Army] Surgeon General. Until he accepts the airplane as a vehicle [for casualty transportation], I doubt if very much can be done about it.”

The reality of WWII soon demonstrated the necessity of air evacuation, however. The Burma Hump airlift operation from 1942-1943 was probably the first use of helicopters for

combat rescue, often the first step in the air-evacuation process.

“The Hump” was a high-altitude military aerial supply route between the Assam Valley in northeastern India, across northern Burma, to Yunnan province in southwestern China, flown during World War II, according to the Web site for the China-Burma-India Hump Pilots Association, Inc. (<http://cbihpa.org/history.html>).

There was a need to transport large numbers of casualties back from distant battlefields, but designated air-evacuation aircraft did not exist, since Army Air Force policy stated that using transport planes for air-evacuation flights was a secondary mission.

Transport aircraft were being reconfigured for air evacuation, using removable litter supports, so that aircraft that transported men and sup-

plies to the theaters of operation were utilized as air-evacuation aircraft on their return trip.

By January 1942, AAF C-47 Skytrain aircraft had transported more than 10,000 casualties from Burma, New Guinea, and Guadalcanal.

Today, the aeromedical evacuation mission continues. In support of Operation Enduring and Operation Iraqi Freedom, aeromedical evacuation crews made up of medical technicians, flight nurses, doctors, aircrews and aircraft mechanics.

Aeromedical evacuation is now an integral part of the practice of critical care medicine.

Though the abilities of the crews to deliver precise, quality medical care, the survival rate for service members wounded on the battlefields of Iraq and Afghanistan is up to 97 percent.

AERIAL PHOTOGRAPHY

PHOTO from AB20

few flights, and the photographer took a number of pictures of the terrain and established another first – the beginning of aerial photo reconnaissance and aerial map making.

However, on their second aerial photography mission, Foulois and Parmalee crashed the rented airplane in the Rio Grande River.

At the outset of World War I, the military on both sides of the conflict saw the value of using the airplane for reconnaissance work, but didn't fully appreciate the potential of aerial photography.

Initially, aerial observers, flying in two-seater airplanes with pilots, did aerial reconnaissance by making sketch maps and verbally conveying conditions on the ground. They reported on enemy positions, supplies, and movements; however, some observers tended to exaggerate or misinterpret conditions.

In some cases, their observations were based on looking at the wrong army. From above, identifying one Soldier from another was not easy. One time a German observer indicated that an English unit was running around in great disarray and appeared to be in a state of panic. The English were playing soccer.

Some English observers started using cameras to record enemy positions and found aerial photography easier and more accurate than sketching and observing. The aerial observer became the aerial photographer, and soon all of the nations involved in the conflict were using aerial photography.

One of the early pioneer of aerial photography for wartime reconnaissance and military intelligence was

Friedrich Wilhelm "Fred" Zinn, a volunteer American aviator who flew with French Armee de l'Air Forces in World War I

When the Battle Creek, Mich., native was visiting France in August 1914, he joined the French Foreign Legion shortly after the outbreak of World War I. He served on the Western Front until Feb. 1, 1916, when he was wounded for the second time during a German artillery attack.

Zinn transferred to the French Aéronautique Militaire on Feb. 14, 1916, where he served as gunner and bombardier with Escadrille F-14 from Dec. 12, 1916, until Oct. 21, 1917. Zinn often augmented his bombing duties by taking reconnaissance photographs of enemy lines before returning to base.

Zinn was one of the first aviators who attempted to photograph enemy troop positions from the air to assist commanders on the ground. This had previously been done from manned balloons, but they were vulnerable to enemy fire and had to be kept behind the lines.

By flying directly over enemy positions and taking photographs, Zinn provided French commanders with a far better view of the battlefield, and the techniques he and others developed soon became standard practice for both sides in the trench warfare-style conflict.

He was decorated twice by the French government for bravery for flying low over enemy lines on these reconnaissance missions. Although not formally assigned to the American Lafayette Escadrille, Zinn was recorded as an observer for the Escadrille, presumably while taking aerial photographs.

After the United States entered the war in 1917, Zinn entered the U.S. Army Air Service as a captain and was attached to American General Headquarters at Chaumont until the Armistice on Nov. 11, 1918.

By the time of the Armistice, the Germans and the British were recording the entire front at least twice a day. Both countries possess up-to-date records of their enemy's trench construction. England estimated that its reconnaissance planes took half a million photographs during the war, and Germany calculated that if all of its aerial photographs were arranged side by side, they would cover the country six times.

The war brought major improvements in the quality of cameras; photographs taken at 15,000 feet (4,572 meters) could be blown up to show footprints in the mud.

Cameras specially designed for use in airplanes were being produced, including thermal infra-red detectors. Stability and shutter speed remained a problem, and towards the end of the war, Sherman M. Fairchild developed a camera with the shutter located inside the lens.

This design significantly improved the quality of the images, and became the standard for aerial camera systems over the next 50 years.

Since those early days, aerial photography and reconnaissance has come on a long journey from Foulois and Signal Corps No. 1, to the U-2 and SR-71 spy aircraft used in the 1960s and 1970s, to today's reconnaissance satellites, but it's a journey that took its first steps at Fort Sam Houston.

WASP from AB23

disbanded Dec. 20, 1944.

General Arnold's summed it up this way, "When we needed you, you came through and have served most commendably under very difficult circumstances, but now the war situation has changed and the time has come when your volunteer services are no longer needed. The situation is that if you continue in service, you will be replacing instead of releasing our

young men. I know the WASP wouldn't want that. I want you to know that I appreciate your war service and the AAF will miss you..."

Although WASPs had the privileges of military officers, they were never formally adopted into the USAAF, and were considered civil service employees without injury or death benefits.

Despite the WASP dedication and notable contributions to the U.S. military, a bill that was introduced in 1944 before Congress to militarize the WASPs was met with strong opposition.

Sept. 20, 1977, a select House subcommittee on veteran affairs heard testimony on Bill 3277, which recognized WASP service as active duty in the armed forces and would entitle them to veterans' benefits.

It was strongly supported by both houses of Congress and Senator Barry Goldwater, but was opposed by the American Legion who believed that the inclusion of WASP into active duty "would denigrate the term 'veteran' so that it will never again have the value that



Courtesy Photo U.S. Air Force

Gen. Hap Arnold and Barbara Erickson at Avenger Field, Sweetwater, Texas, Erickson was the only Woman Air Force Service Pilot awarded the Air Medal for courageous service during World War II.

presently attaches to it." It was not until a compromise was reached, that if the U.S. Air Force would certify that the WASP had been de facto military personnel during the war. The WASP amendment would not be stripped.

The Air Force did so, they made their determination using the discharge papers of WASP Helen Porter, 1944, which read, "This is to certify that Helen Porter honorably served in active Federal Service of the Army of the United States," this was the same wording used in 1944 for all honorable discharges in the Army.

On November 1977, President Jimmy Carter signed the bill into law granting World War II veterans' status for former WASPs.

July 1, 2009, President Barack Obama signs bill S.614 to award a Congressional Gold Medal to the Women Airforce Service Pilots. He said, "Every American should be grateful for their service, and I am honored to sign this bill to finally give them some of the hard-earned recognition they deserve."

Centennial of Military Flight Schedule of Events

MacArthur Parade Field, Fort Sam Houston
Schedule of Events

Public is invited to enter at the Walters entrance off IH35, Harry Wurzbach Road and Willson/Cunningham gate off Broadway Street. Signs for parking will be posted.

March 2nd

8:30 a.m. Prelude Music: U. S. Army MEDCOM Band, CWO5 Douglas Paarmann, commander
Invocation: Chaplain (Maj. Ret.) John H. Beebe, National Chaplain, Order of Daedalians

Welcome: Maj. General Russell J. Czrew Commander, Fort Sam Houston and AMEDDC&S

9:30 a.m. First "Take Off" Wright "B" Flyers, Inc., of Miamisburg, Ohio

Introduction: Col. (Ret.) Daniel Gower Executive Director, Dust Off Association
Keynote Speaker: Maj. Gen. (Ret.) Patrick H. Brady, Army Aviation Association of America Hall of Fame

Introduction: Gen. Stephen R. Lorenz commander, Air Education and Training Command Community Speaker: Dr. Ricardo Romo president, University of Texas at San Antonio

10:45 a.m. Second "Take Off" Wright "B" Flyers, Inc., of Miamisburg, Ohio

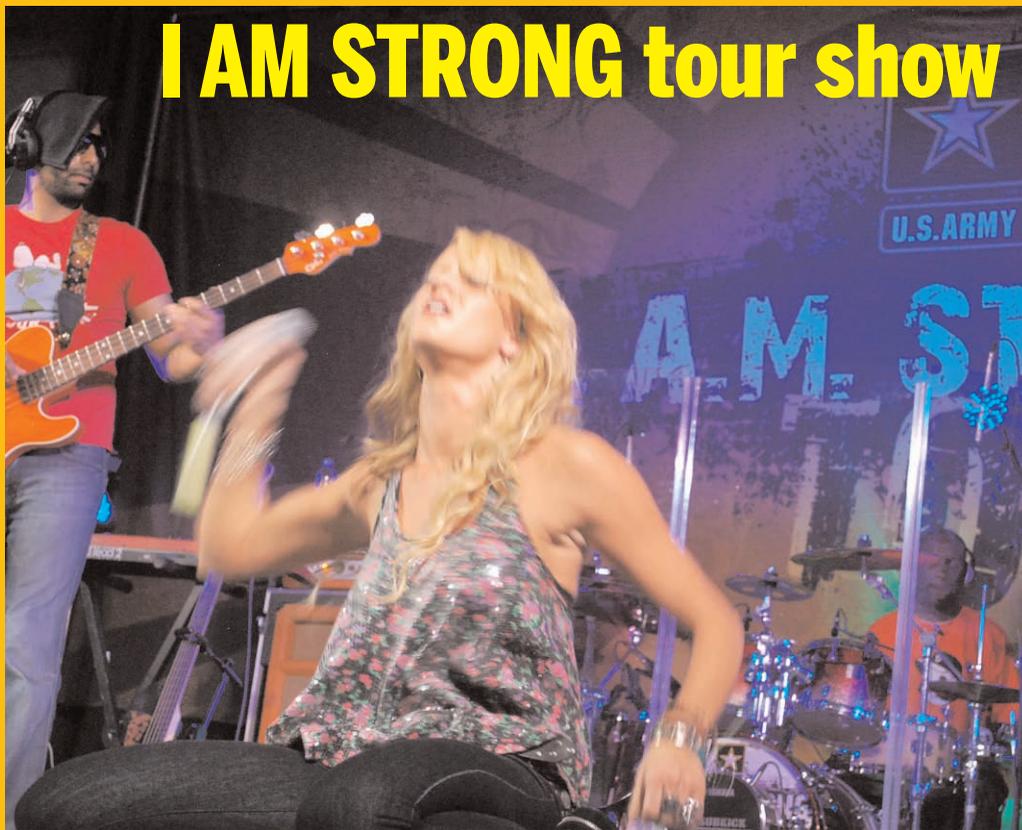
11:00 a.m. Wreath Presentation

Key Participants Heritage Flyover: Mr. James Ebell, WWII Stearman aircraft
Closing Remarks: Col. Robert D. Williamson Flight Captain, Stinson's Flight No. 2
Aerial Salutes: Commemorative Air Force Military Services Representatives

Postlude Music: U. S. Army MEDCOM Band



I AM STRONG tour show



Courtesy Photos

Blues singer Leigh Jones performs for Soldiers during the I AM STRONG Tour Show at the Hacienda Recreation Center Feb. 20.



Jones woos Soldiers during the show with her singing.

held at Hacienda for Soldier warriors

By Ben Paniagua
FSH FMWRC

Approximately 300 Advanced Infantry Training and Initial Entry Training Soldiers from the 32nd Medical Brigade were treated to a night of rousing, dazzling entertainment with the I AM STRONG Tour Show at the Hacienda Recreation Center Feb. 20.

The show featured up-and-coming rhythm and blues singer Leigh Jones.

Presented by the Army G-1, Sexual Harassment/Assault Response and Prevention Program and produced by the Army Entertainment Division of Family and Morale, Welfare and Recreation Command the show also included a variety of Soldier entertainers, a live band and backup singers.

Keisha Taylor, a back-up singer and a finalist in the fourth season of the American Idol competition, did several solos that brought the house down with her powerful voice.

Sgt. Anthony Profit, currently at the Brooke Army Medical Center and vice president of the Fort Sam

Houston BOSS Program, was selected to be in the show and perform one of his spoken-word routines.

Profit recently won 2nd place Army wide for his spoken-word performance in the 2009 United States Army Festival of the Performing Arts Competition.

One of the judges from this competition spotted Profit and cast him in the show.

"The show was awesome," said Pfc. Jessica Williams of Company G, 232nd Medical Battalion. "I loved everything about it and we should have more shows like this to entertain us," she said.

In addition to performing at the Hacienda Recreation Center, Jones had a "meet and greet" at the Fort Sam Houston Main Exchange and performed at the Soldier and Family Assistance Center for the wounded warriors in the Warrior Transition Battalion at BAMC.

Fort Sam Houston was one of 23 Army installations selected to be a part of the I AM STRONG Tour.

Fifteen installations were chosen from the continental United States and eight were chosen in Europe. The tour will run through March ending in Vicenza, Italy.

"Your Soldiers were the best audience we have had on this tour," said Jones. "They were so enthusiastic and appreciative. Please let them know that I love them and everything they are doing for our country."

Pfc. Nikidrea Faltz from Company G, 232nd Medical Battalion summed it all up by saying "I had a blast! This is the most fun I have had while in the Army."



Jones signs autographs for fans at the FSH Main Exchange.

Cole students return to renovated classrooms

By Robert Hoffmann
FSHISD

Robert G. Cole High School students returned to renovated classrooms Feb. 16 after an 18 month renovation project was completed.

Cole faculty and staff moved into portable buildings in May 2008 when renovations on the main building commenced.

"The students and staff are to be commended for maintaining their focus on teaching and learning, and demonstrating their Cougar spirit while in the portable buildings. It is difficult to maintain a sense of community with such distance between classes," said Isabell Clayton, Cole principal.

"We are especially pleased that the class of 2010 was able to return to the main building prior to graduation," Clayton said.

"I like that 'new school smell,'" stated Cole senior Tyler Wakeley.

"It's much easier to walk through the new widened hallways," added sophomore Molly Gresenz.

Fort Sam Houston Independent School District used standards based on a comprehensive district facilities study conducted in 1997 by a team from Texas A & M University prior to developing a District Long Range Facility Plan.

"This project included renovation of the high school classroom building, library, administra-



Photo by Stephanie Schell

Students head to class in the newly renovated building.

tion area, HVAC upgrades, a new student commons area, sidewalk upgrades and ADA upgrades," said Dr. Gail Siller, FSHISD Superintendent.

"The original Robert G. Cole Junior/Senior High School building was

constructed in 1963, with additions in 1968, 1969, 1994, 2003, and 2008. Recent additions to the campus include a new Science Building, Media Center, and Competition Gymnasium / Field House," added Siiler.

"It's really exciting,"

said social studies teacher, Lori Fuller. "I love all the new technology and the spaciousness of the classrooms and hallways. It's also great to see the rest of the faculty again in one location."

FSHISD will host an

open house in the Robert G. Cole High School building March 12 at 2:30 p.m. Student led tours will follow a brief ceremony. Parents are encouraged to attend the open house.

"See it, Send it"

- Texting: 834-4531
- E-mail: FtSamHoustonPolice@conus.army.mil
- Phone: 221-CLUE (2583) Leave a Message
- Phone: 221-2222 Military Police Desk

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News Leader survey online

Visit <http://www.samhouston.army.mil/publicaffairs>. For more information, call 221-0615 or 221-2030.

**FORT SAM HOUSTON INDEPENDENT
SCHOOL DISTRICT
WEEKLY CAMPUS ACTIVITIES MARCH 1-5
TEXAS PUBLIC SCHOOLS WEEK**

March 1 Check out the FSHISD NCLB Report at www.fshisd.net	10th grade ELA 11th and 12th grade ELA retest
Fort Sam Houston Elementary School	March 4 12th grade TAKS Exit Level math Baseball Tournament at Edgewood, TBA
March 2 Student Council meeting, 3 to 4:30 p.m.	Varsity Boys and Girls track meet at South San High School finals only, half day
March 3 Fourth grade TAKS Writing	March 5 12th grade TAKS Exit Level Science retest Academic Decathlon State meet Baseball tournament at Edgewood, TBA Boys basketball regional tournament at Seguin High School
Robert G. Cole Middle and High School	
March 1 12th Grade Exit Level Social Studies retest Boys basketball quarterfinal playoff	March 6 Baseball tournament at Edgewood, TBA Boys basketball regional tournament at Seguin High School UIL One Act Play rehearsals in Moseley gym, 1 to 3 p.m.
March 2 Baseball at St. Mary's Hall, 4:30 pm	
March 3 Seventh grade TAKS Writing Eighth and Ninth grade TAKS Reading	

Black History Month

THE HISTORY OF BLACK ECONOMIC EMPOWERMENT



African American/Black History Month Commemoration

Harlequin Dinner Theatre
2652 Harney Road, Ft Sam Houston, TX 78234
25 February 2010, 1130-1300

Sponsored by Ft Sam Houston Installation EO
POC for this event is SFC Timothy Harris at 221-4240



To request reasonable accommodation for a disability please contact 221-4240



HIRING HEROES CAREER FAIR HELPS SOLDIERS FIND JOBS AFTER MILITARY

The Hiring Heroes Career Fair provides opportunities for Soldiers looking into what is available as a second successful career after completion of their military service.

Resume Workshop

A day-long resume workshop will be held March 8, 9 a.m.-4 p.m. at the Sam Houston Club, 1395 Chaffe Road. Assistance will be provided by subject matter experts to help attendees with federal (Resumix) and civilian resume documents. Personnel are encouraged to begin preparation now for the Hiring Heroes Career Fair. Call the Army Career and Alumni Program Center, 221-1213, to begin your pre-separation requirements and resume orientation. Federal resume classes are also available for your planning.

Hiring Heroes Career Fair

The semi-annual Hiring Heroes Career Fair will be held March 9, 9 a.m.-3 p.m. at the Sam Houston Club. This DoD-sponsored event is expected to attract over 75 federal, corporate and contract exhibitors whose sole focus is to speak to warriors about employment opportunities after military service. Attendees are highly encouraged to bring their resumes to the event to expedite the initial steps of the employment information and the hiring process. The event is specifically organized for injured service members, their spouses, and caregivers.

San Antonio Military Community Job Fair

The semi-annual San Antonio Military Community Job Fair hosted by the local military installations, the Disabled American Veterans, and the Texas Workforce Commission will be held March 24, 9:30 a.m.-3 p.m. at the Live Oak Civic Center, off Interstate Highway 35 at the Pat Booker Road exit. Call 653-9494.

Warrior Transition Battalion Hiring Heroes Van Schedule March 8-9

Resume Workshop - March 8, 9 a.m.-4 p.m.

The van will depart from Powless Guest House at 8:30 a.m., 11 a.m., noon, 1 p.m. and 2 p.m.

The van will depart the Sam Houston Club at 11:30 a.m., 12:30 p.m., 1:30 p.m., 2:30 p.m. and 4 p.m.

Hiring Heroes Career Fair, March 9, 9 a.m.-3 p.m.

The van will depart from Powless Guest House at 8:30 a.m., 10 a.m., 11 a.m., noon, 1 p.m. and 2 p.m.

The van will depart the Sam Houston Club at 10:30 a.m., 11:30 a.m., 12:30 p.m., 1:30 p.m., 2:30 p.m. and 3 p.m.

Due to limited parking at the event location Warriors in Transition and their Family members are highly encouraged to use this transportation.

For more information, call ACAP at 221-1213.



Intramural Spring Softball

All individuals possessing a DoD card who are at least 18 years old and not participating in an academic athletic association may participate in intramural sports. Individuals must submit a letter of intent by March 21 via e-mail earl.t.young@us.army.mil or mail to Earl Young, 1212 Stanley Rd. Building 124, Ste. 20, Fort Sam Houston, TX 78234. Call 221-3003.

Intramural Soccer

All individuals possessing a DoD card who are at least 18 years old and not participating in an academic athletic association may participate in intramural sports. Individuals must submit a letter of intent by March 21 via e-mail earl.t.young@us.army.mil or mail to Earl Young, 1212 Stanley Rd. Building 124, Ste. 20, Fort Sam Houston, TX 78234. Call 221-3003.

Intramural Spring Flag Football

All individuals possessing a DoD card who are at least 18 years old and not participating in an academic athletic association may participate in intramural sports. Individuals must submit a letter of intent by April 2 via e-mail earl.t.young@us.army.mil or mail to Earl Young, 1212 Stanley Rd.

Building 124, Ste. 20, Fort Sam Houston, TX 78234. Call 221-3003.

Intramural Basketball Standings

As of Feb. 18

TEAM	W	L
1ss BAMC	15	2
2nd HHC, 32nd Med. Bde.	12	4
3rd SA Recruiting	11	5
4th 5th Rec. Bde.	11	6
5th ARSOUTH	9	5
6th 321st Civil Affairs	10	6
7th 591st Med. Log.	10	7
8th HHD, 470th MI	5	9
9th 106th SIG Bde.	3	13
10th B Co, 264th Med. Bn.	2	14

32nd Medical Brigade Men's Basketball League Standing as of Feb. 11

	W	L
B Co., 232nd #1 Med. Bn.	4	0
D Co., 232nd Med. Bn.	6	1
B Co., 264th #1 Med. Bn.	4	1
B Co., 232nd #2 Med. Bn.	4	1
B Co., 264th #2 Med. Bn.	4	2
C Co., 232nd Med. Bn.	2	3
C Co., 264th Med. Bn.	2	4
B Co., 187th Med. Bn.	1	3
C Co., 187th Med. Bn.	1	5

32nd Medical Brigade Women's Basketball League

	W	L
D Co., 232nd Med. Bn.	7	0
C Co., 232nd Med. Bn.	6	1
B Co., 232nd #1 Med. Bn.	4	3
C Co., 264th Med. Bn.	2	5
B Co., 232nd #2 Med. Bn.	2	5
B Co., 187th Med. Bn.	1	6

Rocco Dining Facility Menu

Building 2745, Schofield Road

Friday - Feb. 26

Lunch - 11 a.m. to 1 p.m.

Beef pot pie with biscuits, southern-fried catfish, Creole shrimp, barbecued spareribs, macaroni and cheese, steamed rice, parsley-battered potatoes, pinto beans, fried cabbage, baked parmesan tomato halves, LA-smothered yellow squash

Dinner - 5 to 7 p.m.

Barbecued roast pork loin, country-fried steaks, chicken cordon bleu, roast pork, red beans and rice, scalloped sweet potatoes, parsley new potatoes, turnip greens, black-eyed peas, carrots

Saturday - Feb. 27

Lunch - noon to 1:30 p.m.

Beef lasagna, vegetable lasagna, turkey loaf, breaded pork fritters, mashed potatoes, wild rice, rice with parmesan cheese, wax beans, stewed tomato and okra, peas and carrots

Dinner - 5 to 6:30 p.m.

Savory baked chicken, pepper steak, grilled tuna patties, parsley-battered potatoes, macaroni and cheese, brown rice, cauliflower and carrots, pinto beans, corn on the cob

Sunday - Feb. 28

Lunch - noon to 1:30 p.m.

Yankee pot roast, chicken stir-fry, breaded veal steaks, baked fish with garlic butter sauce, hopping John rice, steamed rice, new potatoes, French-style green beans, beets in orange-lemon sauce, yellow squash

Dinner - 5 to 6:30 p.m.

Broccoli quiche, sweet and sour chicken, Salisbury steak, turkey stuffed cabbage rolls, mashed potatoes, brown rice, fried cabbage, black-eyed peas, green beans with corn

Monday - March 1

Lunch - 11 a.m. to 1 p.m.

Grilled ham steaks, meat loaf, jerk-style chicken, beef lasagna, vegetable lasagna, grilled liver and onions, brown rice, baked potatoes, paprika-battered potatoes, glazed carrots, eggplant parmesan, French-style green beans

Dinner - 5 to 6:30 p.m.

Baked tuna and noodles, Italian-style veal steaks, chicken cordon bleu, rice frittata, chipper perch, spaghetti noodles, mashed potatoes, wild rice, baked potatoes, carrots, corn O'Brien, peas with mushrooms

Tuesday - March 2

Lunch - 11 a.m. to 1 p.m.

Chicken fajitas, beef enchiladas, cheese enchiladas, Swedish meatballs with brown gravy, breaded pork chops, steamed rice, Mexican rice, mashed potatoes, corn on the cob, refried beans with cheese, zucchini squash

Dinner - 5 to 7 p.m.

Beef fajitas, teriyaki baked chicken, broccoli quiche, Creole macaroni, Italian rice and beef, mashed potatoes, Spanish rice, baked potatoes, spinach, wax beans, French-fried okra

Wednesday - March 3

Lunch - 11 a.m. to 1 p.m.

Turkey stuffed cabbage rolls, chicken pot pie with biscuits, roasted fresh pork, grilled knockwurst, lemon baked fish, baked sweet potato halves, home-fried potatoes, macaroni and cheese, German sauerkraut, cauliflower with cheese sauce, broccoli combo

Dinner - 5 to 7 p.m.

Szechwan chicken breast, breaded veal steaks with mushroom gravy, grilled pork chops, roast beef, vegetable stuffed peppers, cottage fried potatoes, rice pilaf, baked potatoes, green beans, corn, Creole squash

Thursday - March 4

Lunch - 11 a.m. to 1 p.m.

Cantonese spareribs, beef and broccoli, chicken gyros, pork chop suet, cheese ravioli, steamed rice, fried rice, oven glo potatoes, baked potatoes, vegetable stir fry, lima beans, asparagus

Dinner - 5 to 7 p.m.

Southern fried fish, sweet and sour chicken, beef stir fry, spicy baked fish, cheese manicotti, brown rice, oven glo potatoes, baked potatoes, mixed vegetables, stewed tomatoes, Chinese fried cabbage



Calendar of Events

Bataan Death March

Ten active duty military athletes will have the opportunity to participate in the annual Bataan Death March Memorial Run held at White Sands Missile Range, N.M. Runners may participate in the heavy and light divisions both are mixed-member groups of five persons for each division. Call 385-8248. The deadline for individuals to sign up is March 5.

WebTrac Enrollment

Parents can now enroll their children in after school programs using WebTrac. The site allows parents to access a wide range of services offered by Army garrison installations worldwide. Simply select a location and browse the site as a guest or create an account to view activities, services and make payments online. Type in a key word, select the age, gender or grade of your child and a list of programs will appear, along with a description of the service or activity, fees, dates, location, number of seats available and more. Visit

<https://webtrac.mwr.army.mil>.

Spring Break Camp

Don't fret about who will be watching the children over spring break. Child, Youth & School Service programs have geared up to offer youth a Spring Break Camp. Space is limited. Call Parent Center at 221-1725 to register your child for camp.

Parent and Child Swim Lessons

The Jimmy Brought Fitness Center can help unmask the way to safe and fun water habits for parents and children ages 6 months to 3 years, make positive memories enhance motor skills, confidence and independence. DoD card holders call 221-1234 for enrollment. Lessons begin March 28 and are held Sundays at 3 p.m. The cost is \$25 per child.

Girls Softball

Registration is now open for Child, Youth & School Services girls' softball through Feb. 26. Players must be 9 to 14 years old and have a CYSS membership. Players with a current membership can enroll online at <https://webtrac.mwr.army.mil/webtrac/Samhoustoncym.html>. Softball season is March 22-May 29. Call 221-4871.

Youth Coaches Needed

Volunteer coaches are needed for Child, Youth & School Services the 2010 baseball and softball season. Interested volunteers can stop by

Parent Central, Building 2797, or call 221-4871.

Youth Baseball

Child, Youth & School Services baseball registration is underway through Feb. 26. Registration is open to 3-18 year olds with a CYS membership. Players with a current membership can enroll online at <https://webtrac.mwr.army.mil/webtrac/Samhoustoncym.html>. Call 221-4871.

Babysitter Training

A 4-H Babysitter Program will be offered on a continuing basis at the Middle School and Teen Center, Building 2515. Teens will learn about the ages and stages of child growth and development, safety, food and nutrition, how to handle emergencies, appropriate activities to implement with children, and the business of babysitting. The eight week course costs \$15 and is open to students ages 13-18. Register at Parent Central, Building 2797 or call 221-3164.

HIRED! Apprenticeship Program

The HIRED! Apprenticeship Program provides 15- to 18-year-old youth with meaningful, professionally managed career-exploration opportunities in Family and Morale, Welfare and Recreation operations. Apprentices will gain valuable work experience and training that will better equip them with the skills needed for a highly com-

petitive job market. A cash award is offered upon successful completion of the term. Apply now for our next term! Applications are available at Parent Central, Building 2797. Call 884-7485.

H.U.G.S. Playgroup

Helping Us Grow Securely playgroup for parents and children ages birth to 5-years-old meets Tuesdays, 9-11 a.m. at Dodd Field Chapel, Building 1721. Registration is not required. Call 221-0349/2418.

Exceptional Family Member Program Support Group

The support group meets Wednesday evenings, 6-7:30 p.m. at School Age Services, Building 1705, Dodd Boulevard. The group is facilitated by Mutual Enrichment through Learning and Discovery and is open to Soldiers and military Families with special-needs members. Child care and dinner is provided. Registration is required. Call 221-2604

After School Pick-up

School Age Services now offers off-post after school pick-up. SAS will pick up students from the following schools: Royal Ridge, Wilshire Elementary, St. Pius X and East Terrell Hills Elementary. Children must be registered for the Afterschool Program. Fees are assessed according to total family income category. Call Parent Central at 221-4871/1723 or SAS at 221-4466/4455.

Calendar of Events

FEB. 25 Microsoft Word Level 3

The class will be held 8 a.m.-noon at Army Community Service, Building 2797 in the computer lab. Some computer basics, completion of Word Level 1 and 2 and registration required. Call 221-2518.

Unit Victim Advocate Refresher Training

The training will be held 8 a.m.-4:30 p.m. at the 32nd Medical Brigade, Building 902. The training is mandatory for all active UVA's at Fort Sam Houston in accordance with AR 600-20, CH 8. The next training will be May 13, 8 a.m.-noon. To register, call 221-1505.

Initial First Termer Financial Readiness

The class will be held 10 a.m.-noon at Army Community Service, Building 2797 in the computer lab. To register, call 221-1612.

FEB. 26 Battlemind Pre-Training for Families

The training will be held 2:30-3:30 p.m. at Army Community Service, Building 2797. As part of the Battlemind Training system, this training will focus on helping Soldiers and Families prepare for deployment. To register, call 221-2705/1829 or e-mail samh.acs.mob.deploy@conus.army.mil.

Trails and Tales Tour Cancelled

The Fort Sam Houston Trails and Tales Tour scheduled for Feb. 25 has been cancelled. The next tour is scheduled for May 27. Call 221-2418/1372.

Financial Boot Camp

The class will be held Feb. 25-26, 8:30 a.m.-3 p.m. at the Sam Houston Club. This special event is for everyone who earns money, uses money and wants to know more about protecting and managing their money. Special guest speakers will explain everything from insurance, saving and investing, spending and penny-pinching. Call 221-1612.

FEB. 27 CYSS Annual Talent Show

Come see some of Fort Sam Houston's brightest young stars perform musical and dancing acts 6-10 p.m. at Army Community Services, Building 2797. Call 221-4871.

MARCH 1 Army Family Team Building Level Two

The training will be held March 1-3, 8:30 a.m.-2 p.m. at Army Community Service, Building 2797. This training will teach management skills focusing on communication, conflict management, understanding needs, crisis and coping

MWR from P19

and group dynamics. To register, call 221-2611.

Unit Family Readiness Training

The training will be held 9-10 a.m. at Army Community Service, Building 2797. This training will define the phases of the deployment cycle, identify stresses and Soldier and Family issues related to deployment and review the Family readiness tasks of the battalion RDC in each phase of the deployment cycle. To register, call 221-2705 or e-mail samh.acs.mob.deploy@conus.army.mil.

Basic Tax Questions

The class will be held 2-4 p.m. at the Army Community Service, Building 2797. This class will answer basic tax questions making you an informed tax payer. To register, call 221-1612.

Play Auditions and Volunteers

The Harlequin Dinner Theatre will hold open auditions March 1-2, 7-8:30 p.m. for "The Dixie Swim Club," a comedy by Jessie Jones, Nicholas Hope and Jamie Wooten. Bruce E. Shirky will be directing. There are roles for five women. Other volunteers are needed for lights, sound,

props and stage crew. Performances will be Thursday through Saturday evenings from April 22-May 29. Call 222-9694.

MARCH 2
Introduction to Computers

The class will be held 8 a.m.-noon at Army Community Service, Building 2797 in the computer lab. This class will teach basic computer skills to the beginner. Registration is required. Call 221-2518.

Virtual Family Readiness Group Training

The training will be held 10-11 a.m. at Army Community Service, Building 2797. This training provides information on the Virtual Family Readiness Group and the ability to meet the needs of geographically dispersed units and Families. To register, call 221-2705 or e-mail samh.acs.mob.deploy@conus.army.mil.

How to buy a car

The class will be held 2-4 p.m. at Army Community Service, Building 2797. To register, call 221-1612.

Family Readiness Group Leader's Forum

The training will be held 11:30 a.m.-1 p.m. at Army Community Service, Building 2797. This training provides the Family Readiness Group

leaders the opportunity to discuss unit FRG leader issues and share lessons learned in an open forum. To register, call 221-2705 or e-mail samh.acs.mob.deploy@conus.army.mil.

MARCH 3
Microsoft PowerPoint Level 1

The class will be held 8 a.m.-noon at Army Community Service, Building 2797 in the computer lab. Some basic computer skills and registration required. Call 221-2518.

Bringing Baby Home

The class will be held 9 a.m.-12:30 p.m. at the Red Cross, Building 2650. This two-part class will teach new parents how to care for their newborn baby. The goal is to prepare you for your baby's homecoming and provide you with information on infant care, safety and more. Dads are welcome and encouraged to attend. To register, call 221-0349/2418.

Spouses' Quarterly Orientation

The class will be held 10 a.m.-noon at Army Community Service, Building 2797. This orientation is designed to introduce new Army spouses to available resources, support services, employment opportunities and time to sign up for classes or training offered to the Soldier and the entire Family. Call 221-2705/2418.

Bank Account Management

The class will be held 11:30 a.m.-12:30 p.m. in the San Antonio Credit Union conference room. As part of the Financial Fitness program, this class is the first of a series being offered that will assure you of being financially fit. To register, call 221-1612.

Mandatory Initial First Term Financial Readiness

The class will begin at noon the Education Center, Building 2248. Class space is limited. To register, call 221-1612.

MARCH 9
Women Encouraging Women

The seminar will be held noon-1 p.m. at Army Community Service, Building 2797. The topic of discussion will be "Practice Good Eating Habits!" with guest speakers. Call 221-0349/0655.

MARCH 11
Health Fair

A health fair will be held 10 a.m.-1 p.m. at Jimmy Brought Fitness. Get screenings for cholesterol, diabetes and blood pressure; learn about nutrition, exercise, injury prevention, breast health and weight issues, get tips on how to quit smoking and much more. Call 221-1234.



Local Hazards/Intermediate Driver's Training

Classes will be held March 2, 3, 16 and 17. Military personnel under 26 years of age who possess a driver's license and DoD civilians who drive government vehicles are required to take this course. Military and Family members are also welcome to take the course. The three-hour classroom training is intended to reinforce a positive attitude toward driving. Visit <https://airs.lmi.org/> to enroll.

Kohl's Kids Who Care Scholarship Program

Through the program, Kohl's will award more than \$410,000 in scholarships and prizes, ranging from \$50 Kohl's gift cards to ten \$10,000 scholarships, recognizing youths who make a difference by volunteering in their communities. Nominations for children ages 6 to 18 years old will be accepted through March 15 at <http://www.kohlskids.com>, nominators must be 21 years or older.

BAMC Seeks Volunteers

Positions are available for the Caremobile, Kernel Club, Patient Library or Patient Transport Program teams and on the clinic and patient administration staff. Call 808-4982.

McNay's Docent Council Accepting Applicants

The McNay Docent Council is accepting a docent class for 2010-2011. As volunteers of the McNay Art Museum, docents provide opportunities for the public to enjoy and find meaning in works of art through tours of the McNay collection and exhibitions. Call 805-1768 or e-mail education@mcncayart.org. Application deadline is March 15.

Spouses' Club Scholarships/Distributions

Spouses' Club of the Fort Sam Houston area is now accepting applications for 2010 scholarships

and welfare distributions. Applications are available online at <http://www.scfsh.com> or visit Army Community Service, Building 2797. Deadline is March 20. Call 241-0811 or 789-3861.

Special Forces Recruitment

The U.S. Army Special Forces recruiting team is looking for male Soldiers who are interested in continuing their medical training as an 18 Delta Special Forces medical sergeant. Military occupational specialties in weapons, engineering, communications, and detachment commander are also available. Call 877-217-7131.

BSEP Class Enrollment

Enrollment is open for the March 23-April 2 Basic Skills Education Program Class No. 3101 at the Education Center, Building 2248, 2408 N. New Braunfels. Soldiers interested in this on-duty program should contact a Counselor at the Ed Center. Call 221-1738

Volunteers Needed for Research Study

Healthy men and women, DoD beneficiaries between the ages of 18-55 may be eligible to participate in a new research study being conducted by researchers from Brooke Army Medical Center determining the safety and dosage of two parts of an investigational vaccine for the prevention of skin and wound infections caused by the bacteria *Staphylococcus aureus*. Volunteers will be asked to make approximately 6-8 outpatient visits over a period of 3-4 months with study personnel. Study volunteers will be compensated based on DoD regulations. Call 916-6014.

FEB. 27

Meusebach Creek School walk

The Selma Pathfinders volks-

march club will host a 10k and 5k walk starting at the Meusebach Creek School, 515 Kuhlmann Road, Fredericksburg, Texas. Walks start between 8 a.m. and 1 p.m., finish by 4 p.m. Call 496-1402 or visit <http://www.selmapathfinders.com>.

MARCH 6

Via Rodeo

The Via 2010 Bus/Van/Maintenance Rodeo will be held March 6, 9 a.m.-4 p.m. at Nelson Wolff Stadium, 5757 West U.S. Highway 90. Event includes a car and vintage bus showcase, family activities, food and children's bike rodeo and safety class. The event is free and open to the public. Call 362-2370.

MARCH 11

San Antonio Herb Society Meeting

Hospitality tables will be open at 6:30 p.m., meeting begins at 7 p.m. at the San Antonio Garden Center located at the corner of Funston and N. New Braunfels. Chefs Rene Maldonado and Charles Harzman from "Here's to Yum Bistro" will present a program on cooking with herbs. Free and open to the public. Visit <http://www.sanantonioherbs.org>.

MARCH 16

Active Duty Weight Control Classes

Beginning March 16, all active-duty weight control group classes

will be moving from the Department of Nutritional Medicine in Brooke Army Medical Center to the Nutrition Education and Training Branch, Building 1350, on the corner of Garden and Hardee avenues. Questions, call 916-4152. To register, call 916-1911.

MARCH 23

American Society of Military Comptrollers

The Alamo Chapter of the American Society of Military Comptrollers luncheon will be held March 23, 11 a.m.-1 p.m. at the Parr Club, Randolph Air Force Base. The guest speaker is Col. Terry Ross, comptroller, 502nd Air Base Wing. The topic is "Joint Basing from the FM Perspective." Call 652-4408 by March 17 for reservations.

APRIL 19

Texas Cavaliers' River Parade

The parade will begin at 7 p.m. on the San Antonio River. For tickets, call 227-4837.

REMINDER CALENDAR

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- Feb. 25** Consolidated Monthly Retirement Ceremony, 7:45 a.m., Army Community Service
- Feb. 25** African American/Black History Month Commemoration, 11:30 a.m., Harlequin Dinner Theatre
- Feb. 26** 123rd Hospital Corps Anniversary, 5 p.m., AMEDD Museum
- Feb. 27** 5K Fun Run/Walk, 9 a.m., Jimmy Brought Fitness Center
- March** Women's History Month, "Writing Women Back into History"
- March 2** Foulis Centennial of Military Flight Ceremony, 8:30 a.m. MacArthur Parade Field
- March 4** National Prayer Breakfast, 6:30 a.m., Sam Houston Club
- March 5** Warriors Monthly Scramble Golf Tournament, 1:30 p.m., FSH Golf Club
- March 8** Fort Sam Houston Hiring Heroes Resume Workshop, 9 a.m.-4 p.m., Sam Houston Club
- March 9** Hiring Heroes Career Fair, 9 a.m.-3 p.m., Sam Houston Club



For Sale: Sony 54-inch high definition television, needs G-board work, getting nine blinks, 4 years old, good condition, as-is, \$175. Call 386-6390.

For Sale: Wood computer desk and chair, \$50; Extreme exerciser, \$50; glass coffee table, \$30; television stand with glass door, \$40; dresser, \$35. Call 241-1291.

For Sale: Dining table with six chairs, \$150 obo; kitchen unit with shelves, space for microwave, wine rack, \$50; Danish modern teak

queen-size bed with mattress and attached night stands, \$300 obo; Ikea shelf unit, \$25 obo; corner computer desk, \$150; two end tables, \$10 each; three directors chairs, \$5 each. Call 403-3228.

For Sale: 2008 red Ducati 848 sport bike, perfect condition, garage kept, 2,800 miles, all maintenance up to date and performed by Ducati dealership. Comes with adjustable aftermarket rear seat and bike cover, \$10,500. Call 887-4145.

For Sale: Cherry wood dining room table with six chairs, can be adjusted, good condition, \$300. Call 320-7983 evenings or 757-613-2250.

To place a Freebie ad, e-mail news.leader@conus.army.mil or fax 221-1198.

FEBRUARY 25 & 26

8 A.M. – 4 P.M.

Sam Houston Club

Limited Seating



FINANCIAL BOOT CAMP

ARE YOU READY TO GET FINANCIALLY FIT?

CALL 221-1612 OR 221-2705



Religious Briefs

Bible Club for Children

Faithweaver Friends is a kid-friendly program for children kindergarten to fifth grade will be held Wednesdays, 3:45-5:30 p.m. at Dodd Field Chapel. Discovery Center activities and small caring

groups build community, featuring crafts, music, snacks and games to drive the weekly Bible point home. Call 221-3749.

Protestant Women of the Chapel

The Fort Sam Houston Protestant Women of the Chapel is inviting all women to their weekly Bible studies Wednesdays, 9:30-11:30 a.m. and Thursdays 6:30-8 p.m. at Dodd Field Chapel. There are seven different Book studies you may choose. The studies are



Main Post Chapel, Building 2200, 221-2754

Catholic Services:

4:45 p.m. - Reconciliation - Saturdays

5:30 p.m. - Mass - Saturdays

9:30 a.m. - Mass - Sundays

11:30 a.m. - Mass - weekdays

Protestant Services - Sundays:

8 a.m. - Collective Protestant

11 a.m. - Collective Protestant

Jewish Services: 379-8666 or 493-6660

8 p.m. - Fridays - Worship and 8:30 p.m. -

Oneg Shabbat

Dodd Field Chapel, Building 1721, 221-5010 or 221-5432

Catholic Services:

9:15 to 11:15 a.m. - Catholic Women of the Chapel Enrichment or Bible Study -

Mondays

12:30 p.m. - Mass - Sundays

Protestant Services:

10:30 a.m. - Gospel Protestant - Sundays

9:30 to 11:30 a.m. - Protestant Women of the Chapel meeting - Wednesdays, child

care is provided

6:30 to 7:30 p.m. - Protestant Women of the Chapel meeting - Thursdays, child

care is provided

Samoan Protestant Service:

8:30 a.m. - Sundays

Web site: <http://www.samhouston.army.mil/chaplain>

Brooke Army Medical Center Chapel, Building 3600, 916-1105

Catholic Services:

8:30 a.m. - Mass - Sundays

11 a.m. - Mass - Sundays

Protestant Services:

10 a.m. - Worship Service - Sundays

Episcopal/Lutheran Rite services:

12:30 p.m. - Traditional worship - Thursdays

Center for the Intrepid, first floor, 916-1105

Christ for the Intrepid services:

5:30 p.m. - Coffee and fellowship - Sundays

6 p.m. - Contemporary worship - Sundays

AMEDD Regimental Chapel, Building 1398, 221-4362

32nd Medical Brigade Student services

Catholic Mass: 8 a.m. - Sundays

Contemporary Protestant Service:

9:30 a.m. and 11:01 a.m. - Sundays

Muslim Jumma: 1:30 p.m. - Fridays

Installation Chaplain Office, Building 2530, 221-5007

Church of Jesus Christ of Latter Day Saints:

8:30 a.m. - Sundays

innovative, interactive and taught by spirit-led women. Call 863-6361 or e-mail samhouston@pwoc.org.

National Prayer Breakfast

The 2010 National Prayer Breakfast will be held March 4,

6:30 a.m. at the Sam Houston Club. The guest speaker is Greg Asimakoupoulos, an ordained minister, freelance writer and newspaper columnist. Tickets will be distributed to units and will be on sale at the door. Call 221-5007.