

# THE CAVALRY CHRONICLE

## THE ATTACK TROOP NEWSLETTER

MAJ WILLIAM C. FOX Troop Commander  
CPT PAUL R. HOLBROOK Executive Officer  
1SG GEORGE E. McKAY First Sergeant  
SGT DALE K. TAYLOR Editor/Art

DRILL DATES FOR THIS MONTH:  
Saturday, 26 March 1983  
Sunday, 27 March 1983  
0800-1630 both days

### FROM THE COMMANDER

As is usual in the Attack Troop, the next eighteen months will be a busy/challenging period. In that time we will have received all of our Cobras, turned in all of our M model gunships and hopefully have everyone qualified on the new equipment. Although we will still have the normal multitude of requirements any National Guard unit has to accomplish, our TOP priority during this period is the transition to the new equipment. This includes not only the transitions and qualifications of all gun pilots but the training and qualification of all related enlisted members. Additionally, there will be an influx of new test equipment and tools needed to support maintenance requirements. I fully expect that the transition will be a difficult period but that we will have accomplished it successfully.

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LTC Sprague was given the proper Gunfighter Farewell last drill. He expressed his appreciation for the festivities and satisfaction concerning his association with the Attack Troop. Good Luck, Jack!

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We also broke in a new Cav Hat last drill (First Sergeant's) and are looking forward to the next opportunity.

WILLIAM C. FOX  
Gunfighter 6

ATTACK HELICOPTER TROOP

# THE GUNFIGHTERS

107TH ARMORED CAVALRY REGIMENT



## SAFETY SPECS

The good ol' days are almost gone now. In years to come we will all look back on these times with fondness and longing. There will be moist eyes and a catch in the throat when we say, "Yea, I remember those good ol' Mike models." Then, someone will stand up and say, "Snake Bites for the bar!", and the things past will remain in the past.

The Cobras are coming and they are a whole new ball game. There will be a lot of pressure on each of us. We must acquire new skills or re-animate skills that have atrophied. We have new cockpits, new weapon systems, new preflights; in fact, we have a complete new idiom to learn: the problems of getting everyone qualified with limited aircraft and limited IP's and the problems of flying the Cobras and maintaining instrument currency. Problems, problems, problems. All these problems lead to stress.

All these problems are major, but the real problems will be in the restructuring of the troop. The crew chiefs won't be flying, only one platoon will have the Modified S', Maintenance will have their hands full trying to get these new birds up to standards. All this new pressure will increase the amount of stress on us all and stress is the precursor of fatigue and fatigue leads to accidents.

During the coming year we must all make efforts to minimize the factors which contribute to stress and fatigue. Here is a list of things to keep in mind. In the future we will refer to this as THE HARRISON SEVEN POINT PLAN.

- 1) Leadership: Make yourself a model for those around you. Be fair, firm, and reasonable with all your subordinates.
- 2) Discipline: Be fair, firm, and reasonable with yourself. Play hard but work hard.
- 3) Temperance: This goes hand-in-hand with discipline. Any pilot who can't hold his breakfast down can't hold his end up.
- 4) Rest: This goes hand-in-hand with temperance, which goes hand-in-hand with discipline. If you're not alert, you are a threat.
- 5) Cooperation: Remember that you're not the only individual who's being jerked around by the forthcoming reorganization.
- 6) Morale: Keep your attitude adjusted and your morale high. If things can get worse, your attitude will make it worse.
- 7) Praise: Take the time to reward those around you for the good work they are doing. It facilitates cooperation and goes a long way towards maintaining morale.

I must leave you for a time. My turn at Mother Rucker has come, and true to my heritage, I must go and be "Above the Best". In my absence, there will be a veritable plethora of lesser men to carry on the flag of safety into the future. Help them.

This month's drill will require some extra work on everyone's part and I ask the IP's to pay particular attention to safety. Here is a brief IP checklist:

- 1) Follow proper procedures and safety in loading and stoppage clearance by all personnel in the vicinity.

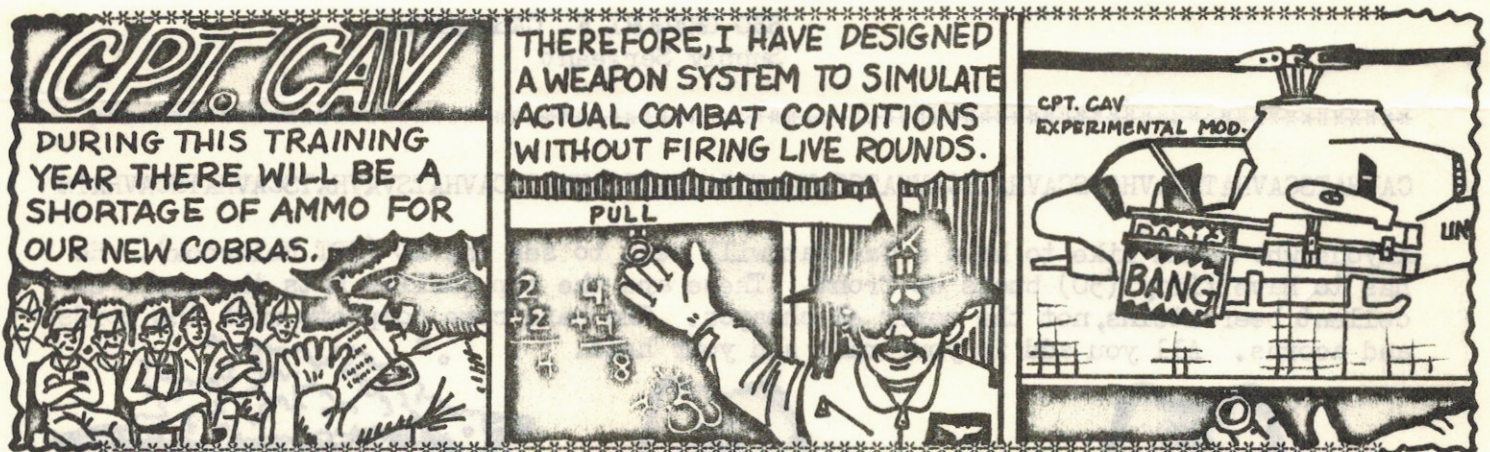
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- 2) Continually observe all aspects of range operations and report any unsafe conditions.
- 3) Insure proper operation of helicopter and weapon systems.
- 4) Insure that firing is conducted only when the helicopter is on course and all weapons are aimed down range.
- 5) Perform all required radio reports.
- 6) Insure that all live ammo is cleared from the helicopter at the conclusion of firing.
- 7) Complete all required reports and evaluations.
- 8) Compute gross weight.
- 9) Be familiar with the range.

Good hunting and Hey---let's be careful out there.

CW2 GEORGE HARRISON  
Troop Safety Officer



#### FROM COMMO

For all you battery munching lunatics who always need BA-30's (that's D Cells if you buy them at the store), please be advised: those things don't come easily. If you need batteries for your cassette decks or portable stereos you're waisting your time if you think you can get them from Commo.

If you do need batteries for military purposes, the flight facility has a higher ordering priority than Commo which means you can probably get them easier through there. If you do come to Commo for batteries, make sure you have batteries to DX. They must be BA-30's (Army issue) and be clean and free of rust and corrosion. Normally, the Commo NCOIC is a nice guy, but, he recently deleted charity from his personality characteristics.

SGT DELBERN GRAVEN  
Commo NCOIC



## FROM THE SUPPLY SHACK

The following personnel need to stop by the Supply Room on Saturday, 26 Mar 83. We have numerous supply transactions to be taken care of; they have been neglected for some time.

ANSEL  
ANSPAUGH  
ARNOLD  
BECKMAN  
BILLINGSLEY  
BOGANWRIGHT  
BORGHESE  
BROFFORD  
BROWN  
CARSON  
CASSERLY  
CHAPMAN  
COON  
DAVIS  
FAUVER

FLEMING  
FOOTS  
FULLER  
GALLAGHER  
GARNES  
GLASS  
GORDON  
GRAVEN  
GULICK  
GYURCSIK  
HARDESTY  
HARRIS  
HART  
HAYGOOD  
HOLOBAUGH

HUEY  
KAUFFER  
KINGSLAND  
KLINE  
KOCH  
LOSEE  
LUCKETT  
McCARTNEY, L  
McCARTNEY, T  
McMICHAEL  
MOSS  
MURTHA  
MUSICK  
O'NEAL

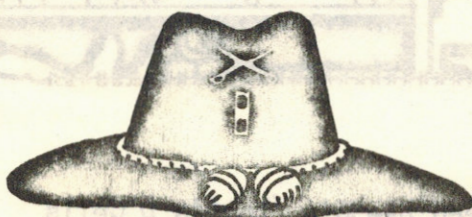
As a reminder, bring in for exchange any unserviceable field gear. Don't forget to check on any clothing that you may have ordered as it may be in.

SSG GREGORY F. CASAGRANDE  
Supply Sergeant



CAVHATSCAVHATSCAVHATSCAVHATSCAVHATSCAVHATSCAVHATSCAVHATSVAVHATSCAVHATSCAVHATS

Anyone who would like to have a Cav Hat will need to see the XO (CPT Holbrook). He has to have fifty (50) bucks up front. These are the top quality hats that make excellent beer steins, not the sorry el-cheapos. The hats come complete with the cords and acorns. All you add is your rank and your head.



The following individuals will need to see SGT Dale Taylor to review their records:

McCARTNEY, T  
PARHAM  
SPIELMANN

SULLIVAN  
TICORAS  
WEBB

WINKS, Dennis  
WILSON (DD 93)

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The following officers need to see SFC Rummel to review their officer records:

ADKINSON

TAYLOR, D. E.



FROM THE SERVICE PLATOON

During the past month, the Attack Troop received it's first AH-1S (Mod) Cobra. Aircraft 70-15988 came to us from Springfield Missouri's AVCRAD where it was assembled. Previously, it served at Finthen, West Germany. The acceptance of the new Cobras will warrant many changes. Due to the phasing out of the UH-1M "Hueys", many flight crew members will be removed from flight status. Additionally, many personnel will be required to attend service schools while others will have to enroll in correspondence courses. A lot of individual time and effort (homework) will be required to insure a smooth and proficient transition from Hueys to Cobras.

Optimistically speaking, the Attack Troop will be modernizing our state with more state of the art equipment while maximizing our capability of deterring an enemy force from attacking our great country. Many people's lives depend on our ability to perform our jobs well. With all of us being the proud Gunfighters we are, let's accept this challenge like we do all others: with a positive attitude and that Gunfighter spirit. Charge!!!

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The Quality Control Section will be welcoming a new Technical Inspector this month: SGT Robert Baker. Congratulations on your new assignment, Bob!

PSG BILL RICHARDS  
Service Platoon Sergeant

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The Survival Vests have been delivered and they will be issued as soon as possible. The vests must be inventoried, labled, and assigned to crewmembers. All crewmembers on flight status will receive a vest. Please have patience; it will take some time to get the vests ready for issue. I am also waiting for my vest.

COMPASS, LENSATIC

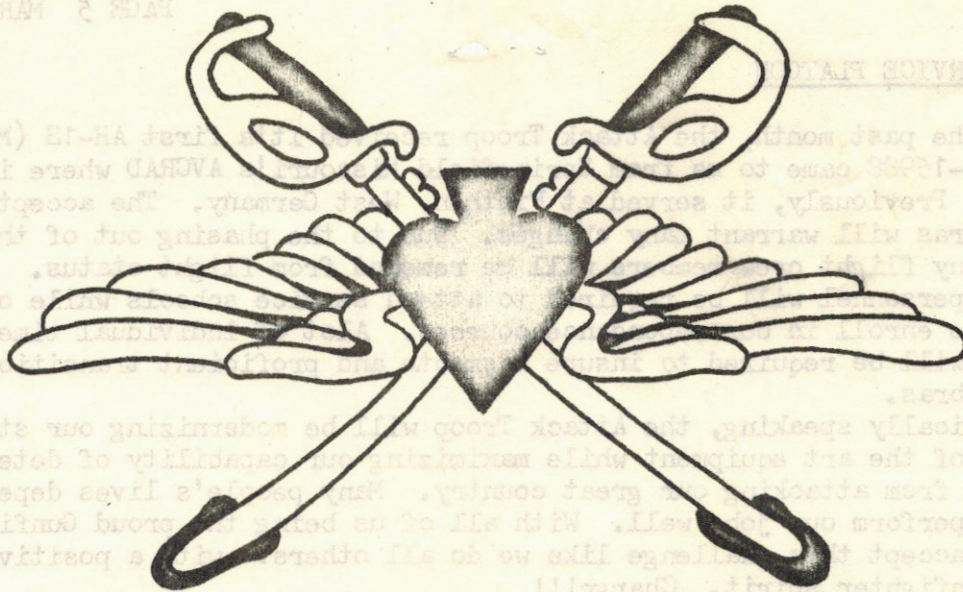
The magnetic compass can be your most valuable piece of equipment when traveling. In the jungle for example, most travel should be done with the compass in your hand since it will be your only means of maintaining direction. The dense vegetation will obscure prominent landmarks and celestial aids. At night, the compass is an even more valuable aid. With the lensatic compass, set your course by setting the azimuth of your desired course under the stationary index which is viewed through the lens. Turn the glass cover until the long luminous line is over the north arrow. To use the compass after it has been set, open the compass and rotate the entire compass until the luminous line is again over the north arrow. Your desired course will be on a line drawn through the sights.

Inspection of the compass involves checking for a cracked or broken dial and operation of the compass.

**WARNING!** The lensatic compass has a luminous radioactive dial and must be handled with care to prevent damage. When a lens or dial is cracked or damaged, do not handle the compass without gloves and dispose of immediately. Do not throw a damaged compass into a stream or lake. When exposed skin is contaminated by the dial, cleanse the skin immediately with soap and water. Refer to TB 55-1500-314-25 for additional information.

WO1 WALTER L. DISTELZWEIG





The Quality Control Section will be welcoming a new Technical Inspector this month: SGT Robert Baker. Congratulations on your new assignment, Bob!

SGT BILL RICHARDS  
Service Platoon Sergeant

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