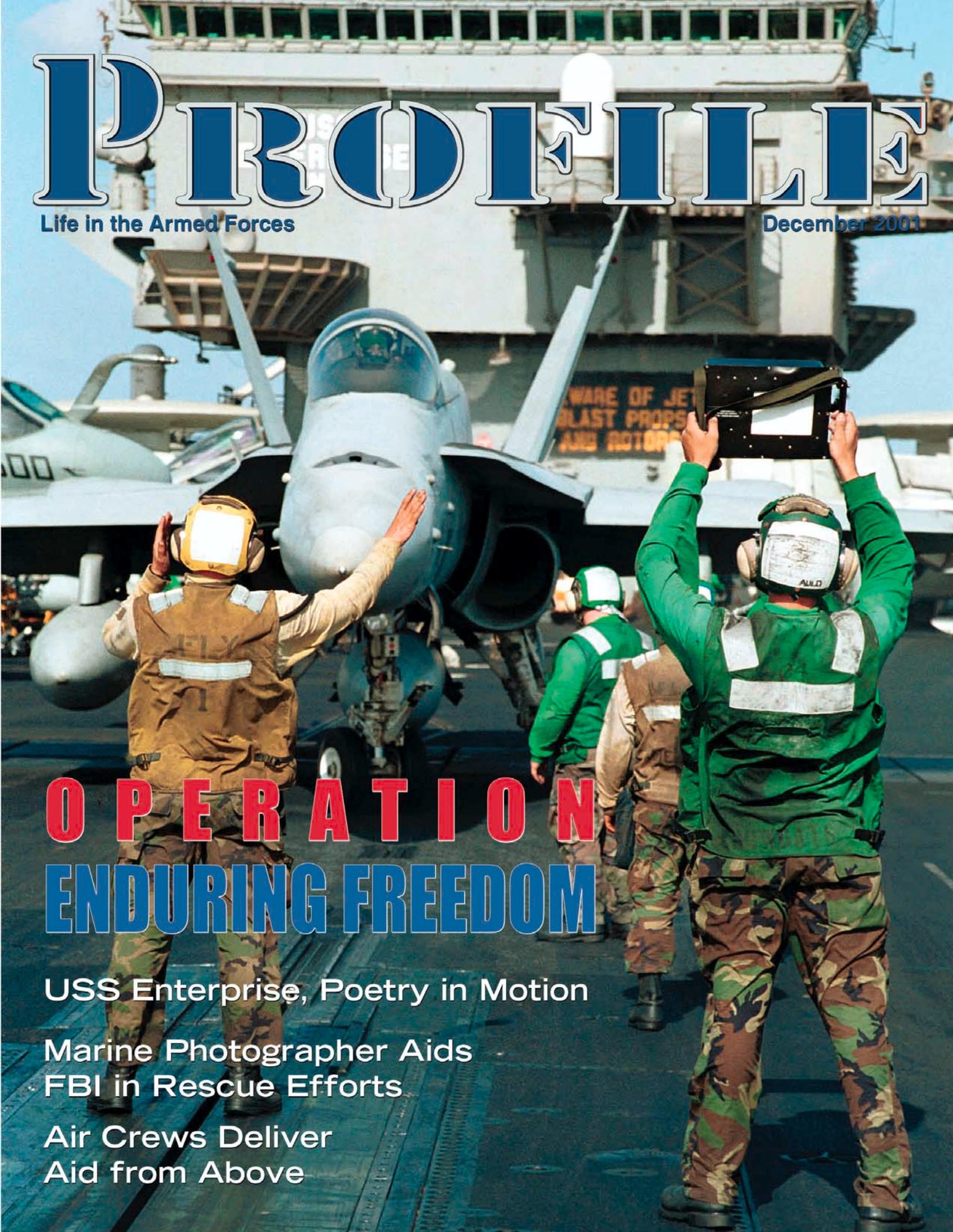


# PROFILE

Life in the Armed Forces

December 2001



## OPERATION ENDURING FREEDOM

USS Enterprise, Poetry in Motion

Marine Photographer Aids  
FBI in Rescue Efforts

Air Crews Deliver  
Aid from Above

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Sailors aboard the USS Enterprise show what they are made of during Operation Enduring Freedom.



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## Profile

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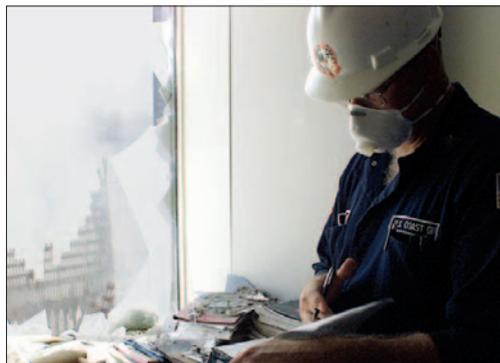
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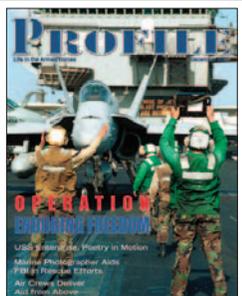
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Sailors aboard the USS Enterprise direct an F-18 "Hornet" onto a catapult (left), and signal the aircraft's weight (right) to the pilot. (Photo by Petty Officer 3rd Class Clifford L. H. Davis)



## In the Spotlight.

Each month on this page we spotlight servicemembers to show our readers the diverse opportunities the military services offer.

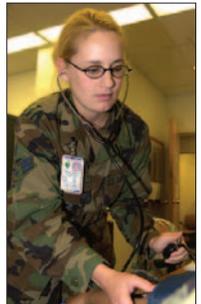
### Seaman Maria A. Hernandez U.S. Navy

Hernandez, a dental technician stationed at the Naval Dental Center, Parris Island, S.C., is originally from Santo Domingo, Dominican Republic. She said the best part of her job is working with a great team of people to provide quality dental care for their patients, while having the opportunity to attend college at the same time. Hernandez has traveled to Japan, Kenya, Thailand, United Arab Emirates, Bahrain, Hawaii and Guam.



### Senior Airman Wendy L. Ausfeld U.S. Air Force

Ausfeld, a medical technician stationed at Langley Air Force Base, Va., is originally from Annapolis, Md., and is a graduate of South River High School. She works in the Women's Health Clinic and enjoys giving quality service and providing patients with the information they need. She is a certified emergency medical technician and is currently working toward a degree in nutritional research.



### Lance Cpl. Luke M. Moore U.S. Marine Corps

Moore, a postal clerk stationed at Marine Corps Recruit Depot, Parris Island, S.C., is originally from Bridgeport, Conn., and is a graduate of Bullard Havens Technical High School. A big part of his job is ensuring all mail and packages get to the right recruit in a timely manner. Moore, who said he loves being a United States Marine, recognizes his job as an important part of maintaining good morale for the recruits.



### Sgt. Joseph M. Casey U.S. Army

Casey, a military policeman stationed at Fort Monroe, Va., is originally from Sturgeon Bay, Wis., and is a graduate of Sevastopol High School. He is responsible for various law enforcement duties such as checking people and vehicles entering the post for proper identification, security and incident response. Casey's favorite part of his job is being able to work closely with the members of his local military community. Casey has traveled to Korea and Bosnia.





two C-17 Globemaster IIIs with approximately 35,000 humanitarian daily rations, according to Army Capt. Jason Soriano, commander of the 5th Quartermaster Company.

The airmen and the soldiers used a new system to carry out their mission, the Tri-wall Air Delivery system, or TRIAD.

TRIAD uses reinforced cardboard boxes designed to come apart in the air. The roughly 410 humanitarian daily rations in each box then fall to the ground.

## Ground Zero Flag

The sailors and Marines aboard the aircraft carrier USS Theodore Roosevelt recently received a symbol of America as the ship headed overseas following the Sept. 11 terrorist attacks: the flag flown at ground zero in New York City.

This is the same flag that was

raised by three New York City firefighters in a recent photograph that some media have compared to the historic image of U.S. Marines raising the American flag at Iwo Jima. On Sept. 23, New York Governor George Pataki and New York City Mayor Rudolph Giuliani signed the flag and gave it to Adm. Robert J.

## Soldiers Aid Humanitarian Mission

Sixty-six soldiers and airmen spent the Columbus Day weekend building new airdrop container delivery systems and packing them with humanitarian daily rations.

It took them nearly a day to fill



Natter, commander in chief of the U.S. Atlantic Fleet, with the intent that it be flown over naval forces deployed overseas in response to the terrorist attack.

Natter accepted the flag and directed that it be sent to the Theodore Roosevelt, the Atlantic Fleet aircraft carrier that departed on deployment from its homeport of Norfolk, Va., Sept. 19.

"This flag represents the spirit and courage of all Americans," said Natter. "It has incredible meaning for all our sailors and Marines, and we're proud to fly it aboard our most powerful warships. It will serve as both a remembrance and as a motivator for our forward-deployed naval forces."

The Navy will return the flag to the New York City Fire Department upon the Theodore Roosevelt Battle Group's return from deployment.

On Sept. 11, New York City Firefighters Dan McWilliams, George Johnson and Billy Eisengrein anchored a single flagpole in about 20 feet of rubble and raised the U.S. Flag; an image that was captured by the Bergen County New Jersey Record newspaper photographer Tom Franklin.

## Coast Guard Returns to Roots

Over the years, the U.S. Coast Guard has taken on many jobs, from interdiction of illegal drugs and immigrants to protecting the environment. But in the wake of the Sept. 11 attacks, the Coast Guard is returning to its military roots.

The agency has become a key part of the country's homeland defense against terrorism. Nowhere is that more evident than in the waters surrounding Florida.

Coast Guard cutters patrol the entrances to ports in Fort Lauderdale, Palm Beach and Miami, with the help of smaller boats from local police, sheriff's offices and the U.S. Customs Service.

Helicopters survey the waters from the air, looking for anything suspicious.

The new focus on homeland security has put a strain on the Coast Guard, but officials say they aren't relaxing drug enforcement, search-and-rescue missions and other traditional duties.

Lt. Cmdr. Ron LaBrec, a spokesman for the Coast Guard, pointed to three drug busts

handled by the Coast Guard in a 10-day period after the Sept. 11 attacks as one example. The busts resulted in the seizure of two vessels, more than 2,100 pounds of cocaine and 221 pounds of marijuana.

Since the Sept. 11 attacks, no vessel has been allowed to come within 100 yards of a Navy ship or cruise ships, tankers and other vessels.

The Coast Guard, which falls under the Department of Transportation during peacetime, operates 188 search-and-rescue stations covering 95,000 miles of U.S. coastline.



### DoD Drops Rations

U.S. military forces continue to drop humanitarian ration packs into Afghanistan, bringing the number of packs delivered to more than 1.6 million since military operations began in that country six weeks before, Defense Secretary Donald Rumsfeld said.

"This is bringing needed food to hungry Afghan people as well as a message of friendship from the American people," he said in a Pentagon press briefing.

Air Force Gen. Richard Myers, chairman of the Joint Chiefs, said U.S. forces also dropped flyers. The two flyers are printed in Dari on one side and Pashtu on the other. DoD officials said these are the two most common languages in Afghanistan.

One flyer says, "The partnership of nations is here to help" with a picture of an American service member shaking an Afghan's hand on one side, and, "The partnership of nations is here to help the people of Afghanistan" on the other. The other flyer tells which frequencies

and times American information programming is being broadcast.

"We're working to make clear to the Afghan people that we support them and we want to help free their nation from the grip of the Taliban

and (the Taliban's) foreign terrorist allies," Rumsfeld said.

### Pentagon Flag Lowered

The flag that draped the west wall of the Pentagon came down Oct. 11 in a low-key event carried out by soldiers of the 3rd U.S. Infantry (The Old Guard) and overseen by Maj. Gen. James T. Jackson.

Jackson oversaw the military recovery effort at the Pentagon as commander of the U.S. Army Military District of Washington. At

his direction, one of the command's garrison flags was brought to the crash site and unfurled from the roof of the building Sept. 12 during a visit by President George W. Bush.

Bush returned to the Pentagon to speak at the flag lowering memorial service

30 days," Jackson said, explaining how different the building now looked to him without the flag. He said the flag would be preserved, kept in his office until the proper time comes to present it to the Army leadership who will see to its future preservation. "It will never again



attended by some 25,000 Pentagon employees, family members and others wanting to pay respects to the 125 who were killed while serving there and to the 64 who died on the hijacked plane.

The afternoon's flag lowering was done with ceremonial dignity by a platoon of soldiers from Company A of the Old Guard.

"It was a powerful symbol for

be flown," he said.

Jackson said leaving the flag on the building for a longer period would have endangered the possible preservation of the flag. It weathered smoke, rain and a tornado while on the building and had begun to fray along the bottom stripe where it rubbed against the stone cornice.



VERMONT



AF 03159

The Vermont Air National Guard



# Guard Duty

A Vermont Air National Guard F-16 fighter jet patrols the skies over New York City Sept. 12, in support of Operation Noble Eagle. Below, fires still burn in Lower Manhattan where the World Trade Center used to stand. (Photo by Lt. Col. Terry Moultrup)



An F-14A "Tomcat" taxis to the catapult for launch from the USS Enterprise. (Photo by Petty Officer 2nd Class Darryl I. Wood)



# Poetry in Motion

Story by Petty Officer 1<sup>st</sup> Class Spencer Webster, USN

*“In America the young are always ready to give to those who are older than themselves the full benefits of their inexperience.”*

*-- Oscar Wilde*

If Oscar Wilde were to visit the busy decks of the USS Enterprise at any point during Operation Enduring Freedom, he would have come away with a distinctly different impression about the youth of America. He would have seen the “poetry in motion that was out there on the flight deck,” according to Enterprise’s Commanding Officer, Capt. James A. Winnefeld Jr., Mr. Wilde would have been further amazed to discover that the average age of the crew is merely 19-years-old.

Sailors, only months to a few years out of high school and from all walks of life, can be found within every facet of an aircraft carrier’s mission of protecting America’s vital interests and in the case of Operation Enduring Freedom - protecting America itself.

They each form an integral part of the Navy team and can be found flawlessly launching aircraft, loading bombs on aircraft, packing parachutes and other survival gear for pilots, and maintaining the airplanes.

USS Enterprise had enjoyed a relatively quiet deployment; training and preparing for any emergency situation that each crewmember hoped would never happen as well as visiting a large number of foreign ports for well-deserved rest and relaxation. The sailors then prepared for their reunion with loved ones and had actually begun their long trek home via a port visit to South Africa.

But as the world knows, the terrorist acts against America Sept. 11,

*(continued on next page)*



The USS Enterprise Battle Group steams in formation following training exercises in the Puerto Rico operating area prior to deployment to the Mediterranean Sea and Arabian Gulf earlier this year. (Photo by Seaman Apprentice Doug Pearlman)

changed the Enterprise's course, in the waters of the Indian Ocean as well as in the history books. The commanding officer reminded the young crew often of the significance that was placed on their ability to fulfill their missions. However, most of the men and women needed little reminding of how important their jobs are. They already knew.

Consider Seaman Shannon D. Edwards, of Nashville, Tenn. The 24-year-old sailor, who is assigned to Fighter Squadron Forty-One, "The Black Aces," an F-14 squadron, works with pilot survival equipment. According to Edwards, his primary mission is to ensure that a pilot will be able to get out of his or her aircraft safely and to the ground or water, in the event he or she needs to eject.

"I'd have to say honestly that we probably don't work as hard as some of the other shops," he said. "But when it comes to the importance of our job, I'd say ours is very important; especially with the fact that if the aircrew does have to eject, they are counting on our gear to save their lives."

Another sailor who understands the significance of his position is Petty Officer 3rd Class John L. Putz, an aviation structural mechanic. Putz, 23, is from Mission, Texas, and is assigned to the "Black Aces" as a plane captain.

"A plane captain has many roles," said Putz, "one of which is to make sure the aircraft is safe for flight." He ensures this by checking all of the pressures and fluid levels. Putz also washes the jet to remove corrosion-causing salt-water deposits and meets with the pilot before each flight.

"It is important to me to be part of the team," he said. "Without plane captains, there would not be safety observers standing around the plane. Plane captains are an important part."

People might have, in the past, assumed that young people would rather be selfish than be team players. However, Putz's ideas about teamwork are not rare or uncommon. In fact, teamwork as an ideal appears to be nearly universal in the Enterprise crewmembers, young and old alike.

"The whole goal of the carrier, of the United States," said Petty Officer 1st Class Joseph L. Justice, from El Paso, Texas, "is putting ordnance [bombs] on target. From the most junior man to the most senior, we feel pride in what we do - everyone contributed as a team to get the job done. It takes a whole team, not just one person to launch an aircraft."

Justice, 25, assigned to Enterprise's Air Department, is an aviation boatswain's mate and is responsible for two of Enterprise's catapults, which use high-pressure steam to launch aircraft into the air at speeds up to 180 miles per hour.

Aviation ordnancemen of Strike Fighter Squadron Eight Seven "Golden Warriors" prepare a laser guided bomb which will soon be playing its part in Operation Enduring Freedom. (Photo by Lt. j.g. Douglas Houser)





(Right) Bombs and missiles are stationed in the hanger bay of USS Enterprise in preparation for round-the-clock support of Operation "Enduring Freedom." (Photo by Petty Officer 3rd Class David A. Laviolette)

(Left) An F-14A "Tomcat", of Fighter Attack Squadron Four One ("Black Aces"), flies through the open skies, during flight operations, as part of USS Enterprise's and Air Wing Eight's support of Operation Enduring Freedom. (Photo by Cmdr. Brian G. Gawne)

He also leads a crew of 37 other sailors to ensure the catapults are maintained properly and inspected before and after each set of flight operations. Justice has spent his entire career on the Enterprise and has risen up through the ranks to petty officer first class very quickly in his six years in the Navy.

Teamwork is important to Petty Officer 1st Class Lisa M. Marcus-Dinkins, 30, as well. As an aviation ordnanceman, she realizes that teamwork is integral to the safety of herself and her shipmates. It has to be when she and her crew load bombs onto aircraft.

"We never take anything that we do for granted," the Baltimore, Md., native said, "because when we get complacent, that is when someone gets hurt. Teamwork is a must. We have to be a team because it can't be done by one person or even a couple of people. It has to be a team or family effort."



An F/A-18C "Hornet" launches from the waist catapult while sailors assigned to the Crash and Salvage Rescue Team monitor flight operations in support of Operation Enduring Freedom. (Photo by Seaman Apprentice Lance H. Mayhew Jr.)



Marcus-Dinkins, who is assigned to the "Black Aces," gets satisfaction from a job well done when the aircraft she helped load with bombs returns to the ship without them.

"The planes come back. Everything worked fine," she said. "When the aircrew comes back and says 'Great - perfect hit!' and shows video of the hits, it's all very rewarding."

For Putz, the reward comes when his aircraft is launched.

"When a Tomcat goes Stage Five (afterburners) off the catapults," he said, "it's awesome - your entire body vibrates. The pride you feel in knowing you participated in launching that jet is just indescribable."

Edwards enjoys the sense of pride of completing a job and having done it well.

"If you put your heart into your work that you do and you feel that you did it well, you get gratification out of it," he said. He also feels a deep sense of honor in defending America.

"To me personally, I'm glad that I was out here, knowing that in some way, I was protecting the people at home. It's a great honor to know I can help them like that," Edwards said.

The hard work these young sailors have done does not go unnoticed. In fact, the sailors who participated in Operation Enduring Freedom show their excellence and pride across the world and across the ship.

"I never had a doubt in my mind that these young people were going to excel," said Capt. Winnefeld, "because they really know how to focus on the job when it is important they do it right - and it showed."

The commanding officer's compliments did not end there.

"We had a flawless performance during Operation Enduring Freedom," he continued. "We flew more than 700 combat sorties (missions) without a single mishap. We loaded more than 750,000 pounds of bombs and dropped those bombs without a single explosive mishap and nobody got hurt the entire time. We could not have done it without the fact that these young people raised the bar on their performance by a good margin."

Oscar Wilde would have been proud of the young Enterprise sailors.

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# Coast Guard Respo

Story by Petty Officer 2<sup>nd</sup> Class Tom Sperduto, USCG

While thousands of Coast Guard members remain ready to protect freedom on the nation's waterways, a handful continue the difficult and emotional work at what has been named Ground Zero – what remains of the World Trade Center complex.

From National Strike Force members conducting air monitoring in structurally unsafe buildings, to Coast Guard firefighters searching for survivors, to Coast Guard Chaplains conducting worship services - the Coast Guard has maintained an active role at Ground Zero since Sept. 11.

Coast Guard Firefighter Rich P. Hyland has worked at the Governors Island Fire Department in New York for six years. He spent seven days at Ground Zero searching for survivors. More than a dozen of those were close friends.

"We train with the New York Fire Department all the time. We all have friends who are not with us anymore," Hyland said.

Hyland remembers the chaos the Coast

Guard firefighters experienced upon arriving at Battery Park Sept. 11.

"We were taken over by a fireboat from the Brooklyn Navy Yard and then transferred to a Circle Line boat. When people [trying to evacuate Manhattan] saw us coming they began rushing the boat. Nobody knew if another building was coming down," Hyland said. "We assisted a lot of injured and hysterical people onto the boat while other guys went straight into - well - battle I guess you could call it."

Hyland described the devastation he saw at Ground Zero.

"It looked like we were on an island that was snowing," he said. "The breathing was terrible - everyone was choking, everyone was covered in white."

The Coast Guard firefighters were re-directed back to Governors Island Sept. 11 to prepare for the arrival of potential casualties. The next morning, teams of 8-10 firefighters were back at Ground Zero searching for survivors. Twelve Coast Guard firefighters

from Cape May also joined the search and recovery effort.

"I was there so many days," Hyland said. "Between the debris and the smell alone it was horrible."

As horrible as it was, Hyland and many other Coast Guard firefighters volunteered in their off time, which amounted to very little, to continue in the search efforts.

Along with the firefighters, Coast Guard National Strike Force members have been performing vital roles at Ground Zero.

"One of our missions is conducting perimeter monitoring along with the [Environmental Protection Agency] to ensure air quality at Ground Zero," said Chief Warrant officer Leo J. Deon, a response officer with the Atlantic Strike Team.

At any one time, more than 20 Atlantic, Gulf and Pacific Strike Team members continue to work around the clock in Manhattan.

"We are ensuring that the air isn't going to cause respiratory problems for the rescue



The Coast Guard cutters Tahoma, left, and Juniper, right, stand watch in New York Harbor near the Statue of Liberty Sept. 23, controlling vessel traffic. The Coast Guard has closed the harbor to all recreational boats on the weekends and at night. (Photo by Chief Petty Officer Brandon Brewer)

# nds at Ground Zero

workers or the surrounding community,” said Deon.

Strike team personnel use air-monitoring instruments to check the oxygen levels and to check for hazards in the air, said Deon. The teams also recommended respiratory safeguard measures.

The air checks included the Strike Team members going through buildings that were damaged from the terrorist attack.

Venturing floor to floor, Strike Team members were reminded of how abrupt the attack was by the half-eaten bowls of cereal and full cups of coffee left on the dust -and debris-covered desks.

Along with ensuring the safety of the air, Strike Team members continue to work around the clock monitoring hygiene stations established by the Coast Guard. Eighteen locations have been set up at Ground Zero.

“The stations provide boot washing, hand washing and emergency eye washing for the rescue workers,” Deon said. “When the workers come out of the zone – they have a place to wash off their gear and their bodies.”

The stations have also provided a much-needed morale boost to the heroes working at Ground Zero, according to Deon.

“The stations not only provide a place for them to clean up, but also a place for them to relax for a little while,” Deon said. “Many of the firefighters and police officers have



A Coast Guard Port Security Unit boat crew, from Fort Eustis, Va., patrols the Hudson River Sept. 26. Members from the Port Security Units, mostly Coast Guard Reservists, were deployed to New York to provide on-water security after the World Trade Center attack Sept. 11. (Photo by Chief Petty Officer Brandon Brewer)

expressed their thanks for the Coast Guards efforts at Ground Zero.”

Another group of Coast Guard members – deemed the God Squad – has also been making an impact at ground zero. Twenty-nine Coast Guard chaplains continue rotating in and out of Ground Zero providing prayer, conducting religious services, or at times just a smile or a listening ear. At any one time, eight Coast Guard chaplains can be found at Ground Zero.

“We have had chaplains walking at ground zero and firefighters would just run up and give them a big hug, and say ‘we are really glad you are here,’” said Coast Guard Activities New York Chaplain Gregory Todd.

One of the more emotionally difficult tasks the God Squad has undertaken is providing support for family members of the victims.

“The city asked us to ride on the ferries from Pier 94 to the family center at Ground Zero with the families of the victims,” said Todd. “We take three ferries over a day with the families.”

The teamwork of everyone involved and the efforts of volunteers assisting the rescue workers also boosted the morale at Ground Zero.

“I was amazed how everyone came together,” said Hyland. “The volunteers were incredible. You couldn’t walk 10 feet without someone offering you water.”

Coast Guard members who have experienced first hand the devastation of the nation’s worst terrorist attack may carry the visions and difficult memories of Ground Zero for the rest of their lives.

“It was a life-changing event for any person who was down there,” said Deon.

Hyland said the emotional experience of working at Ground Zero has already taken its toll.

“When I’m by myself it really hits me - it’s unfortunate - I’ll have these thoughts for a long time to come,” he said.

Although the ongoing mission in support of Ground Zero may change their lives forever, these Coast Guard men and women pulled together to do the job that someone had to do.

“As difficult and emotional as it was, I’d do it all again in a heartbeat,” Hyland said.



Petty Officer Tom Telehaney notes the air quality on the 20th floor of the World Financial Center Building two Sept. 17. The U.S. Coast Guard and the EPA are ensuring the air is safe for workers to return for their belongings. (Photo by Petty Officer 2nd Class Tom Sperduto)

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# Marine photographer aids FBI in rescue efforts

**O**n the now notorious date of Sept. 11, 2001, Sgt. Marshall Paull was in the wrong place at the wrong time, but then he put himself in the right place at the right time.

As the photographer for the Commandant of the Marine Corps, Gen. James L. Jones, Paull works on a side of the Pentagon adjacent to the side that terrorists attacked with a hijacked Boeing 757.

Paull was far enough away from the impact to be safe, but close enough to feel “as if somebody fired a Howitzer into the building.”

Even 10 days after the attack, the smell of burnt aviation fuel hangs in the office air.

Once he had safely evacuated from the building, he took the initiative and put himself where he could be useful. In the immediate aftermath, he helped rescue workers pull survivors from the burning portion of the Pentagon. Next, he spent several days working hand-in-hand with the FBI as a volunteer crime scene photographer. “I wanted to help whatever way I could,” said the Maryville, Tenn. native.

Paull recalls watching the news that fateful morning after terrorists crashed a hijacked plane into the first building of the World Trade Center. “My first impression was that I thought an aircraft was off course,” he said.

Shortly thereafter, another hijacked plane crashed into the second building of the World Trade Center. The televised images were unmistakable to Paull, who thought to himself, “This is no accident; this is a terrorist attack.”

Paull went back to his office, and someone said, “At least it didn’t hit the Pentagon.” Almost on cue, there was a thunderous noise and alarms went off inside the building. “Immediately I knew what had happened,” he said.

In the urgency of the evacuation, Paull left his wallet and many other belongings behind. Fortunately, he instinctively grabbed his camera as he exited the office.

After getting outside the building, Paull headed directly to the crash site. He helped rescue workers carry out survivors. Twice during the rescue efforts, Paull and those working with him were ordered to take cover because of concerns that another hijacked plane might attack the Pentagon.

The rescue work continued, but soon firefighters delivered the grim news that there was no one left to save.

During his time at the Marine Corps Air Station in Yuma, Ariz., Paull had the unfortunate duty of photographing a few aviation accidents. When he saw FBI agents arriving at the Pentagon, he told them of his experience and said he would be willing to help.

They took him up on his offer, and soon put him in a helicopter to take overhead pictures of the damage to the Pentagon.

On the Wednesday and Friday following the attack, Paull assisted FBI agents by actually entering the devastated segment of the Pentagon to search for bodies. It was Paull’s task to take photographs.

Wearing rubber boots, a protective suit, a respirator filter, goggles and a hard hat, he went into what can only be described as an apocalyptic scene.

It was hot, some fires were still burning, and at times the rubble was waist-high. The sights were grim - “unlike anything I’ve ever seen,” he said.

“It was bad,” he continued, saying it would be inappropriate to go into detail. “These guys didn’t have a chance.”

In addition to being “horrific and overwhelming,” there was a surreal quality about the devastation because it was often possible to see what routine tasks the victims were doing when their lives ended.

In 90 minutes, Paull and his team members recovered six bodies. “I had seen enough that day,” he said.

Friday was no less chilling, as Paull and his fellow team members recovered six bodies in an hour.

Reflecting on what the terrorists did, Paull said, “I want to get in battle with these people.”

Replays on the news only add to his desire to administer some justice. “Every time I see these atrocities it makes me very angry, and I want to fight.”



Sgt. Marshall Paull. (Photo by Lance Cpl. John R. Lawson III)

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Flames rage from the Pentagon Building moments before firefighters extinguish the blaze caused by an aircraft that was flown into the building during a terrorist attack on Sept. 11.



An American flag, on the fourth floor of the building still stands after enduring the fierce attack Sept. 11.



Arlington County, Va., police and fire fighters work along with Army, Navy and Marine personnel from the Pentagon to evacuate the severely wounded from the building.

Story by Lance Cpl. John R. Lawson III, USMC, and photos by Sgt. Marshall Paull, USMC



(Above) Firefighters struggle to contain the blaze after the terrorist attack at the Pentagon. (Photo by Spc. Tony Knouf)

(Top right) Seen is an aerial view of Pentagon after a hijacked airline crashed into it Sept. 11. Terrorists hijacked four commercial jets and then crashed them into the World Trade Center in New York, the Pentagon and the Pennsylvania countryside. (U.S. Coast Guard photo)

(Bottom right) Members of Charlie Company, The Old Guard, suit up to go into the Pentagon to locate and rescue victims of the Sept. 11 attack. (Photo by Spc. Tony Knouf)



# Old Guard Soldiers Perform

**Story by the 214th Army Mobile Public Affairs Detachment**

**U**nder normal circumstances, the 3rd U.S. Infantry (The Old Guard) is known best as a ceremonial unit. Its soldiers guard the Tomb of the Unknowns at Arlington National Cemetery. They take part in parades and commemorative events. They march with fluid precision and wear perfect spit-and-polish uniforms. But ceremonial uniforms were put away in the wake of the Sept. 11 terrorist attack on the Pentagon that claimed the lives of almost 200 victims and injured hundreds more.

In the days after the attack, Old Guard soldiers could be seen marching in ragged single files over terrain strewn with debris toward the site where a hijacked passenger plane smashed into one of the building's five sides. The soldiers wore face shields, protective breathing masks and white biological protection garments over their battle dress uniforms. Dust and soot covered their yellow protective boots. They faced the grim task of sifting through the rubble to recover the remains of victims.

Soldiers from the Old Guard went on alert with the first attack, but were not sent to the Pentagon immediately, Staff Sgt. Mark Erwin said. As firefighters battled the blaze caused by the impact of a fully

fueled American Airlines Boeing 757, another Military District of Washington unit was assembling, the MDW Engineer Company.

Old Guard's Company B deployed along with the engineers at 11:30 a.m., less than two hours after impact. As firemen fought the blaze, a section of the building collapsed. The MDW soldiers took part in search and rescue operations, finding survivors and bringing them to safety.

Four days into the response, when it became evident that all possible survivors had been removed from the building, Old Guard soldiers turned their attention to assisting in recovery efforts, locating and marking spots for evidence collection specialists and mortuary affairs personnel to come and do their work. Soldiers from the unit's eight companies rotated in shifts, arriving and departing at the Pentagon in camouflaged military trucks.

For 21-year-old Pfc. Daniel Cooper, whose normal job is to perform in high-visibility ceremonies as a member of the Presidential Marching Platoon, aiding in the Pentagon recovery operations came as a shock.

It doesn't seem real. This is the Pentagon and this isn't supposed to happen," he said. "Everything is torn down and in shambles."

Another member of the Presidential Marching Platoon, 20-year-old



(Left) A firefighter walks past the blaze at the Pentagon terrorist site. (Below) Old Guard soldiers help with fire and rescue efforts by filling sandbags at the Pentagon after the terrorist attack. (Photos by Spc. Tony Knouf)



# From Grim Pentagon Mission

Spc. Joshua Lee Behrens, was also taken aback by the results of the terrorist attack.

“It’s a mess inside. It’s like hell on earth. You can’t see anything. It’s dark and dusty, there’s asbestos, and it smells real bad,” Behrens said. “Everything’s drenched in water. Everything is charred.”

Among other Old Guard tasks is Pentagon tour guide duty, and some of Behrens’ fellow Old Guard soldiers were inside the Pentagon when the attack occurred. Behrens had some tense moments until he found out they were safe.

“Everybody was nervous. There wasn’t a soul among us who wasn’t praying for our buddies from our platoon who were tour guiding in the Pentagon,” Behrens said. “We weren’t sure about their status. We were constantly thinking about them. Luckily, they made it out fine.”

Like many other Old Guard soldiers, Sgt. Maj. Aubrey Butts knew someone who was in the Pentagon when the tragic incident occurred. That someone was his wife, Lucy, a Department of the Army civilian who is a management assistant at the Army Operations Center. She made it out safely.

“I had to just have faith in God until I found out she was safe,” he said. “In the meantime, I had a lot of soldiers I had to take care of, and

I just prayed and hoped that she was all right. Now I’m angry. Someone tried to kill a member of my family.”

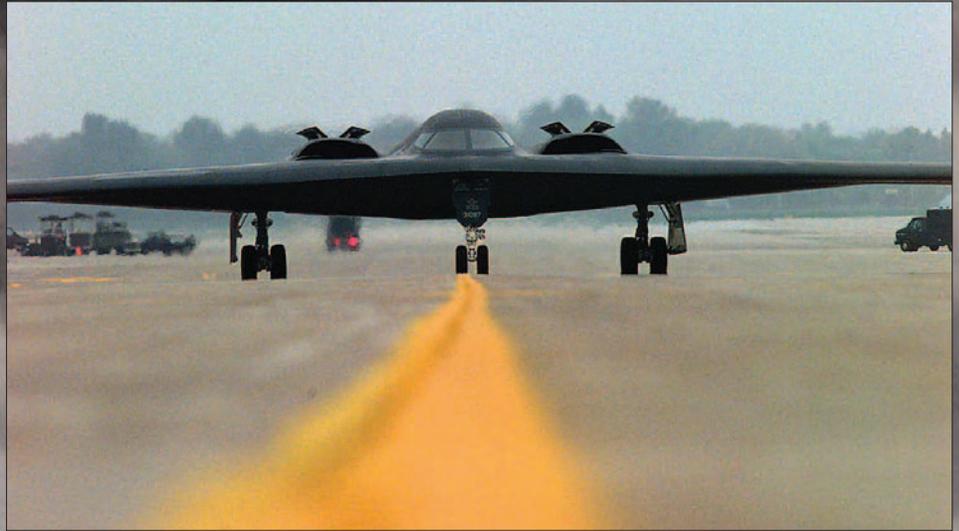
Pfc. Travis Borrego, a 21-year-old assigned to the Old Guard’s Honor Guard company, also said he was angry. His anger was mixed with shock that something like this could happen so close to home.

“You see stuff like this on TV, and you never think that it will happen in America. This is too close to where we live and work,” Borrego said. “This is terrible, all these American people dying needlessly.”

Though the task that confronts the Old Guard soldiers is a terrible one, Borrego said he’s ready to do whatever is needed to help part of the recovery effort.

“I’m glad that we can do anything to help. It’s our people in there,” Borrego said.

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A B-2, a multi-role bomber capable of carrying both conventional and nuclear munitions, taxis for takeoff. (U.S. Air Force photo)

# Striking from the Heartland

## B-2 'Spirit' Stealth Bombers Fly Record Sorties to Afghanistan

**W**hen four B-2 stealth bomber pilots from the 509<sup>th</sup> Bomb Wing based at Whiteman Air Force Base, Mo., completed a 50-hour combat mission during May in a flight simulator, they probably never imagined their unit would take center stage in the opening days of a war on terrorism.

But that's what happened when six B-2 bombers – each with two sets of aircrews to fly the pilot and co-pilot positions, took off from Whiteman during the first three days of Operation Enduring Freedom, embarking on missions that would take them about 44 hours – the longest combat sorties in the history of aviation — to hit targets in Afghanistan. After successfully completing the missions, all six aircraft landed at Diego Garcia, a small

British island in the Indian Ocean where B-1s and B-52s are currently deployed. On the ground less than an hour for an engine-running crew change, the jets were then airborne again for a 30-hour flight home.

Standing in front of a B-2 named the Spirit of America, 509<sup>th</sup> Commander Brig. Gen. Tony Przybylski told more than 50 national and international news media representatives about the capabilities of this aircraft, and the men and women of his unit.

"The fact these aircraft never shut down their engines for more than 70 hours highlights the durability and reliability of this weapon system," Przybylski said. "Every aircraft landed here Code One, which means they are mechanically ready to go again.

"The B-2 performed as advertised. It was

flawless. The B-2's combination of stealth technology, long range, large payload and precise munitions makes it the world's most capable long-range bomber. But the B-2 is just an aircraft until you add people. We have America's best flying, maintaining and supporting this aircraft."

The general explained that B-2 pilots train for these missions by regularly flying long-duration sorties in the wing's flight simulator, like the 50-hour simulator mission in May.

That mission was based on real-world targets and threats, too. The pilots flew from Whiteman, in-flight refueled six times, struck targets and landed at an overseas base. Crews could not leave the simulator once it started. Everything the pilots needed for a real mission had to be in the simulator with them.

## Flying through the night

A B-2 stealth bomber flies through the night sky over California on a routine, long-range training mission to an overseas location. (Photo by Staff Sgt. Andy Dunaway)



Airman 1st Class Adam Cain, a 2nd Air Refueling Squadron boom operator from McGuire Air Force Base, N.J., makes contact with a B-2 "Spirit" aboard a KC-10A "Extender." Air-to-air refueling, which B-2 crews practice regularly on training missions, played a key role in the long-range missions to Afghanistan. (Photo by Scott H. Spitzer)

Helmets, ejection seat harnesses, maps, food, water and sleeping bags had to be packed into the cramped 10-foot by 10-foot full-motion B-2 cockpit simulator. A chaise lounge chair for sleeping and a small dry chemical toilet, similar to those used for camping, were also used.

"It was great to be a part of this," said Capt. Todd shortly after the test, one of the pilots involved with the record-setting simulator flight, adding that this crew would take what they learned and pass it on to other pilots so they know what to expect on a long-duration flight.

"Fifty hours is no problem mechanically for the aircraft," said Maj. Bill, a B-2 instructor pilot. "But the pilots need to practice managing their fatigue so they will be prepared for combat. The 50-hour WST (Weapon System Trainer) mission allows them to do that.

"They really pushed the envelope of what's possible for a two-man crew to accomplish. There's no place on the planet

that we can't get to in 50 hours. These pilots are proving that man can keep up with machine. The crews performed the reaction tests basically as predicted. During times of fatigue, reaction times slowed, but not enough to affect flight performance. At times, when properly rested, the pilots performed well above average."

"During Kosovo we averaged 30-hour missions and at that time we said the furthest we felt comfortable pushing our pilots was to a 40-hour sortie," said Col. Jonathan George, 509<sup>th</sup> Operations Group commander. These tests go a long way in helping us determine our long-duration capabilities.

"With the number of overseas bases shrinking, it is likely that future combat missions will takeoff from Whiteman, strike targets, and either land back at Whiteman or another base," George said shortly after the May test.

With programs like the simulator to continually and safely push the outer envelope of aircrew endurance, there's no doubt

the 509<sup>th</sup> brings much to bear in the new war on terrorism, as reflected by Secretary of Defense Donald Rumsfeld. While visiting the base, he said B-2 "Spirit" bomber pilots and support crews are carrying the fight for freedom directly to terrorists in their Afghan lairs.

"Through you, the American heartland strikes back," Rumsfeld said. "And through your efforts, we will create conditions necessary for victory."

*(2<sup>nd</sup> Lt. Matt Hasson and Tech. Sgt. Lisa Polarek, 509<sup>th</sup> Bomb Wing Public Affairs Office, and Gerry J. Gilmore, American Forces Press Service, contributed to this article.)*

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Members of the 37th Airlift Squadron, Ramstein Air Base, Germany, and 5th Quarter Master Company, Rhine Ordnance Barracks, Germany, pack humanitarian daily rations into tri-wall aerial delivery systems. (Photo by Airman 1st Class Heather Zokal)

# Aircrews Deliver Aid from Above

Story by Master Sgt. Kenneth Fidler, USAF

Red lights dim even further in the cabin, marking the final countdown to drop time. Jason, a C-17 Globemaster III loadmaster wearing an oxygen mask, helmet and a harness tethered to the floor, anxiously rocks from side to side.

The C-17 cargo doors yawn open, bringing bursts of freezing air into the depressurized cargo bay. The plane tilts up at about a 7-degree angle as the boxes, each weighing about 1,000 pounds, strain against their tie-down straps.

Jason and his partner, Mike, see the orange ready-light blink on: 10 ... 9 ... 8 ... 7 ....

Jeff, the pilot, punches the button that releases the straps restraining the 42 boxes of humanitarian daily rations. Gravity takes over, and the boxes roll out like a freight train, breaking apart immediately and spilling the rations over a 1-by-3-mile area in northern Afghanistan.

One by one, three other C-17s safely drop

their cargo, and all head home - the crews to rest for a couple of days, the planes to gas up and load up for the next set of drops that could take place hours later.

The drop took eight seconds, the rush of flying with the cargo doors open lasted only a few minutes, but the flight itself went on for hours.

This marked the 13th successful mission of the U.S. military's delivery of humanitarian daily rations to Afghanistan, part of President Bush's additional \$320 million aid package to the Afghanistan people. Between Oct. 9-22, about 700,000 meals were delivered by C-17 aircraft from the 437th Airlift Wing at Charleston Air Force Base, S.C.

On his fourth flight since his unit deployed to Ramstein Air Base, Germany, Mike is visibly proud of his role in the operation.

"At first, I didn't know what to expect," he said, pointing toward the refrigerator-sized cardboard boxes lined up in two long columns. "This is the first time I've flown high-altitude, depressurized operational flights. But on my first flight, it was a good

feeling watching the boxes take off."

The Tri-Wall Delivery System "works like a charm," Mike said. "The boxes are holding up well and they roll out perfectly."

Essentially, the system is nothing more than heavy-duty cardboard boxes and straps designed specifically to handle the pressure of a high-altitude drop.

On this plane - like all the others - the 42 boxes, each with 410 humanitarian daily rations, are tethered inside the cavernous cargo hold.

"I didn't know how big of a deal this really was until I saw all the news crews out there," he said, referring to the press confer-



Rations were containerized and placed on board C-17s at Ramstein Air Base, Germany, to feed the Afghan people. (Photo by Staff Sgt. Jeremy Lock)



"Ismael," a physiological technician, records readings on-board a C-17 before an airdrop of 42 containers with humanitarian daily rations over northern Afghanistan. Physiological technicians fly on each mission to ensure crewmembers do not succumb to the lack of oxygen -- or other physiological problems like decompression sickness. (Photo by Master Sgt. Kenneth Fidler)



C-17 loadmaster "Brian" removes tie-down straps in preparation for another food drop over Afghanistan during Operation Enduring Freedom. (Media Pool Photo by Mannie Garcia/Gannett/ATPCO)

ence held after the first mission Oct. 9. "I'm happy I was chosen to do this. I have a wife and daughter back home, and they see what we're doing on the news. My wife said she's proud of me."

Although the long flight to and from the drop zone may seem ordinary, for a short time, it is anything but.

Aircrew members agree that probably the most dangerous part of the mission is physiological. For more than two hours during the mission, aircrew members work in a depressurized plane, breathing through oxygen masks.

About two hours before the drop, everyone on board dons an oxygen mask and starts taking in pure oxygen to decrease the amount of nitrogen in their bodies. Called pre-breathing, this helps prevent decompression sickness later.

"These missions are physically challenging," said, Josh, a C-17 co-pilot. "The worst could be that you get

(the oxygen supply) disconnected and don't know it. You could get decompression sickness and die from nitrogen bubbles in your blood. Plus, it's just uncomfortable having the mask up to your face for two hours."

About an hour before the drop, the pilot depressurizes the aircraft. Two physiological technicians fly each mission specifically to

constantly check the crewmembers for signs of hypoxia, or lack of oxygen, which can occur within a minute at this high altitude.

"You could be so engrossed in doing your job that you would never know if you lost oxygen supply," said Ismael, a physiological technician deployed from the United States.

"Probably the most dangerous part of this mission is simply the lack of oxygen."

Flying high over Afghanistan, cargo doors open, below freezing air whips around inside, and the plane could take fire from the ground - it all can be a bit unsettling.

But that is not what Jason was thinking about. He was getting ready for the rush of cargo moving out. He was making sure his harness and

oxygen lines did not get sucked out over the open ramp, and worrying about the tie-down straps catching. If they caught and the back-up release malfunctions, he has only seconds to grab the knife and cut it free.

The boxes roll out, breaking apart just as they drop off the cargo floor. Within seconds, it is over. The rations spill out into the cold air and flutter to the earth below. Mike closes the cargo doors and the pilot pressurizes the aircraft.

"It was an excellent drop, as always. It was a rush to do that stuff," Jason said. "You know that somebody wants to shoot at you, but on the other hand you know you're doing something good for someone. So it's a rush on both ends."

Mike unstraps his mask and grins broadly, quite proud of the job he has just done.

"That's something, ain't it? Can you believe I'm getting paid to do this?"

*(U.S. Air Forces in Europe News Service)*

*(Editor's Note: Aircrew members are identified by first name only to protect their identities.)*

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(Above) Flight deck crew members rush to reposition an F-18 "Hornet" to a safe location so that flight recoveries can continue aboard the USS Carl Vinson. The carrier and its airwing are conducting flight operations against terrorist training camps and Taliban military installations in Afghanistan. (Photo by Seaman Inez Lawson)

(Right) A special operations soldier conducts close-quarters combat drills during a training exercise. (U.S. Army Special Operations Command photo)

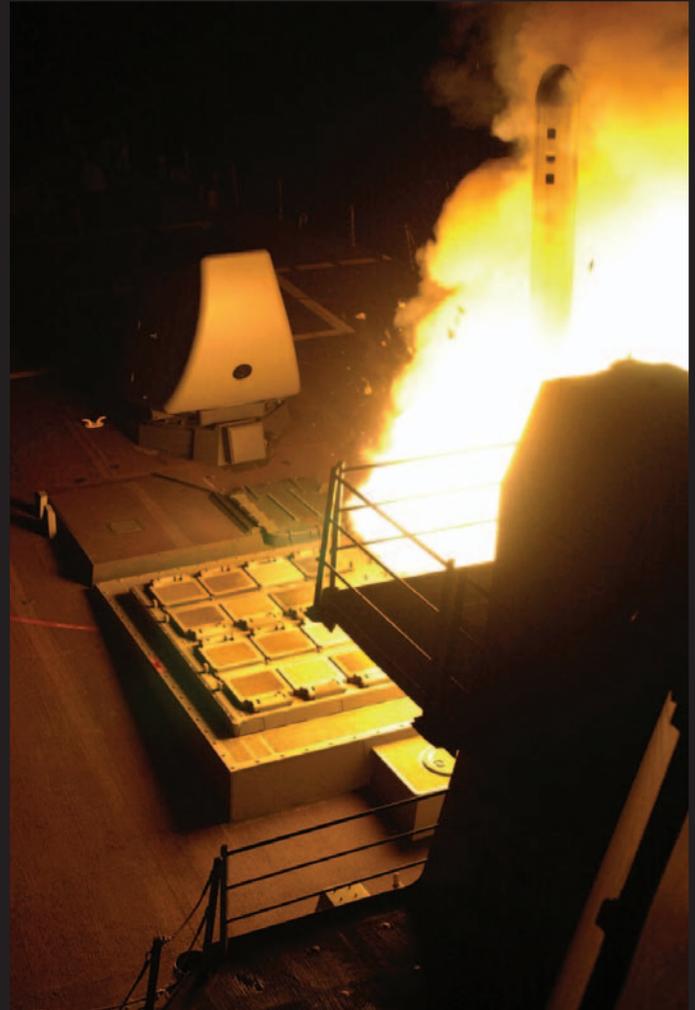




(Above) A KC-10 boom operator from the 28th Air Expeditionary Wing refuels a B-1B bomber over the Indian Ocean prior to a bombing sortie into Afghanistan for Operation Enduring Freedom. (Photo by Tech. Sgt. Cedric H. Rudisill)

(Right) The guided missile destroyer USS John Paul Jones launches a Tomahawk land attack missile against al Qaeda terrorist training camps and Taliban military installations in Afghanistan. (Photo by Petty Officer 1st Class Ted Banks)

(Below) Air Force B-52 bomber crew chiefs from the 28th Air Expeditionary Wing conduct a post flight check during Operation Enduring Freedom. (Photo by Staff Sgt. Shane Cuomo)





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