

DUGWAY TESTS SYSTEM FOR EASIER UAS TRANSIT



A Gray Eagle unmanned aerial vehicle prepares for takeoff from Dugway's Michael Army Airfield. The Ground Based Sense And Avoid system was recently tested at Dugway by putting two Gray Eagles on a collision course

Photo by Al Vogel/Dugway Proving Ground

By Al Vogel
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A radar-based system tested at Dugway will soon allow military operators of unmanned

aircraft within the NAS required a chase plane or ground observer. The new system eliminates that requirement by not only

without lookouts. There are no commercial plans for GBSAA, Innes said. One of the most complex aviation jurisdictions in the world, the NAS includes the airspace, airports and navigation facilities of the U.S. and portions of the world's oceans. In the contiguous United States, military UAS operators must often enter the NAS to get to other military training sites or installations. "Today, there is a growing list of UAS units in the states, returned from combat deployments, that need to safely maintain their skills," Innes said. "The GBSAA will provide that ability to fly within the National Airspace System."

Based Operator (GBO) – a former pilot or air traffic controller – monitors the Traffic Display for system health, warnings and aircraft positions. A separate Alert Display provides a similar picture, and notifies the GBO of potential aircraft conflicts monitored by the GBSAA system. The GBO, at an on-ground work station, communicates directly with the aircraft operator.

The Traffic Display exhibits a series of concentric rings, indicating distances of 2, 4 and 6 miles outward, with the operator's UAS in the center. Aircraft within the 4-mile ring, whose trajectory project a threat, are yellow-tagged and prioritized on the Alert Display, according to the threat they present the UAS receiving GBSAA services. At the 2-mile ring, if the threat increases, the tag becomes red, alarms sound and the Alert Display becomes more urgent.

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How the Ground Based Sense And Avoid system appears onscreen, to the unmanned vehicle operator. The blue outer ring is the Operational Volume, a buffer. Within it are three rings indicating 6, 4 and 2 miles from the operator's unmanned craft at the center (blue arrow). The green dashed lines ending in arrows are other approaching aircraft. An Alert Display next to this screen lists prioritized warnings for the operator. Photo by Al Vogel/Dugway Proving Ground

aerial vehicles to fly within the National Airspace System to help maintain their skills.

The Ground Based Sense And Avoid (GBSAA) is the first and only system that meets federal requirements that aircraft operators see and avoid other aircraft, according to John Innes. "The GBSAA has been tested at Dugway since 2012," said test lead Innes. Dugway testing is conducted by the Army's Project Manager, Unmanned Aircraft Systems of Redstone Arsenal, Ala.

Until the GBSAA was created, flying unmanned

accurately displaying other aircraft near the unmanned craft, but notifying its operator of potential hazards. Developers will return to Dugway this fall to complete the final portion of the last test, and do one full test. Continued testing at Dugway is expected as issues and changes within GBSAA are developed or explored, according to Innes.

The GBSAA system was created solely for the military, to allow operators of Unmanned Aircraft Systems, or UAS, the military term for remotely controlled aircraft, to fly safely within the NAS

Data input to the GBSAA Traffic Display comes from ground-based radar, and on-board aircraft transmitters that broadcast position. To ensure accuracy, data from three separate radars are fused together and continually compared to data from the aircraft. A human Ground



The Ground Based Sense And Avoid system will allow military unmanned aircraft to navigate within the National Airspace System, just as this manned military C-130 cargo aircraft does. Under federal regulations, the operators of unmanned aircraft must "see and avoid" other aircraft like manned aircraft. The GBSAA system allows ground-based unmanned aircraft operators to meet the requirement. Photo by Glen Mansker/Dugway Proving Ground

INSIDE YOUR DISPATCH

EASIER UAS TRANSIT

Ground based Sense And Avoid (GBSAA) system helps aircraft operators see and avoid other aircraft.



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AND MUCH MORE

COMMAND PERSPECTIVE

High Reliability Organizations

Welcome to summer **everyone!** Hopefully you're as excited as I am that the sun is finally melting the last remnants of snow on top of Deseret Peak and the outdoor season is finally upon us.

One thing about the cold, wet winter that I do appreciate though (besides my new-found **love of skiing!**), is the time I'm able to find to read. A warm fire and hot cup of coffee is not complete without a good book. **It's something I don't do** enough of, and realize that every time I do it, it helps me step out of the daily grind to relax and even helps me to think and reflect deeply – something I think many of us have lost the ability to do in our chaotic and busy lives.

So I'd like to share with you something I read recently dealing with organizations that conduct complex, high-stakes work where mistakes can equal great harm – organizations and occupations like air traffic control towers, nuclear power plants, wildlife

fire fighters and astronauts – and kind of like our mission here at Dugway.

According to Karl E. Weick and Kathleen M. Sutcliffe in their book, *Managing the Unexpected*, organizations with missions like ours should embrace the five traits of High Reliability Organizations (HRO) to foster a state of mindfulness that produces an enhanced ability to discover and correct errors before they escalate into a crisis.

So I offer you these five traits for your consideration to ask yourself how we can apply these here at DPG in our everyday workplaces:

1. HROs are sensitive to operations. Everyone pays close attention to operations and understands what is or isn't working. There are no assumptions. Constant vigilance on processes leads to observations that inform improvements and new operational initiatives.

2. HROs are reluctant to accept "simple"

explanations for problems. We are not satisfied with broad, rational excuses when processes don't work well. We need to dig deep to find the real source of a particular problem.

3. HROs have a preoccupation with failure. Everyone at every level should constantly think of ways their work processes might break down. Leadership must encourage employee feedback so that concerns for potential failures are shared and can help create best practices across divisions and directorates.

4. HROs defer to expertise. Our leaders must listen to people who have the best knowledge of the task at hand. Oftentimes, those individuals are not the most senior, but they must be encouraged to voice their concerns, ideas and input — regardless of seniority.

5. HROs are resilient. We need to be prepared to respond to failures and relentlessly look for new solutions. Yes, we may and

will have failures, but our resilience and swift problem solving prevents catastrophes.

I hope this much abbreviated description of High Reliability Organizations helps you reflect on our own organization and I would love to discuss them in detail with you the next time I see you.

In closing, you should know me well enough by now to know that I never pass up an opportunity to talk about **safety**. And you're probably tired of hearing me talk about winter safety. So I will finally get off that topic and remind you that, sadly, summer is statistically the season for tragedy in our region. The number of fatalities on Utah roads and waterways typically triples in June, July, and August. We are truly blessed to live in such a beautiful state with so many opportunities for fun and recreation. And summer is a time when you should absolutely be with friends and family, relax, travel, and enjoy the outdoors in order to recharge for the challenges and opportunities

COL Sean G. Kirschner

Commander, Dugway Proving Ground



ahead.

But in doing so, I implore you to aggressively plan your outings to reduce fatigue, adhere to proper personal **protective equipment** (yes, I'm talking to you motorcycle and ATV riders in particular), and moderate your use of alcohol.

Please treat safety as an imperative, look out for one another, and always exercise good judgement so that we can ensure summer is a safe and happy time for everyone.

As always, I sincerely thank you for what each of you does for our installation, our Soldiers, and our nation!

Damn proud to serve with you.

DUGWAY TESTS SYSTEM FOR EASIER UAS TRANSIT

Continued from Page 1.



With the Ground Based Sense And Avoid system, the pilots of unmanned craft like this Gray Eagle meet the federal requirement to "see and avoid" other aircraft when flying within the National Airspace System. Without it, a chase plane or ground observer is required. The GBSAA system will make it easier for operators to maintain training, keeping their skills honed. Photo by Al Vogel/Dugway Proving Ground

"The warning system allows, at the minimum, one minute to take corrective action," Innes said. "In actual practice, operators would have longer time to take action."

The human GBO and UAS operators are highly experienced, and the GBSAA system contains every

conceivable scenario to recognize potential threats, Innes noted. Developers expect the next generation of GBSAA to verbally warn UAS operators, and suggest how to avoid near midair collisions.

Four years ago, the GBSAA was tested by flying two Shadow UAS on a collision

course, Innes said. It recognized the threat and notified the Shadow operator receiving GBSAA services, who diverted the craft within ample time. Recently, the same test was conducted with two Gray Eagles (at stake, at least \$42 million). Again, GBSAA warned the operator

and the Gray Eagle receiving GBSAA services maintained more than one nautical mile of separation from the intruder.

While the system may seem complicated, learning to provide GBSAA services to a UAS operator requires two weeks of training for pilots and air traffic controllers, Innes said. For a realistic student experience, air traffic around the busy Boston NAS was recorded. An engineer but not a pilot, Innes said he tried the recorded scenario and, with the assistance of a GBO, navigated his mock UAS without incident.

GBSAA testing has been so successful that the Army will soon field it at five major stateside installations. The Marines and Air Force are also interested in fielding the system at one of their stateside installations.

Dugway abuts the Air Force's massive Utah Test & Training Range, where pilots train and weapons systems are tested. Together, Dugway and the UTTR offer 16,797 square miles of airspace, with 7,954 square miles restricted up to 58,000 feet. Dugway's Michael Army Airfield was modernized in 2004. In 2009, the Rapid Integration and

Acceptance Center, commanded by PM UAS in Alabama, became a tenant unit to streamline the testing of UAS improvements. With ample space, a modern airfield and experienced UAS support, Dugway offers a perfect fit for testing the GBSAA system.

Innes praised Dugway for its support of the GBSAA test since 2012. "Jenny (Gillum, the RIAC director) creates a team that can't be beat," he said, admiring their ability to anticipate requirements. "They probably have something that you need before you think of it. I've been to other places, but RIAC beats them all," Innes said. Michael Army Airfield personnel, and the radio operators at Range Control, were also lauded by Innes for their test support over the years.

Eventually, the widespread adoption of the GBSAA system will make the safe, uncomplicated transit of military UAS commonplace, so operators can maintain their flight skills. Such flights will become routine, thanks to years of testing and support by PM UAS, Dugway and RIAC.

DUGWAY'S AIRFIELD A HARDTOP OASIS

By Al Vogel
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From the air, Dugway's Michael Army Airfield is a ribbon across

massive Utah Test and Training Range. Together they offer 16,797 square miles of

adjacent 7,000-foot taxiway that doubles as a secondary runway. Either are long enough to accommodate any U.S. military aircraft. Major renovation of MAAF began in 2003, partly prompted by the need for a safe landing area near the UTTR.

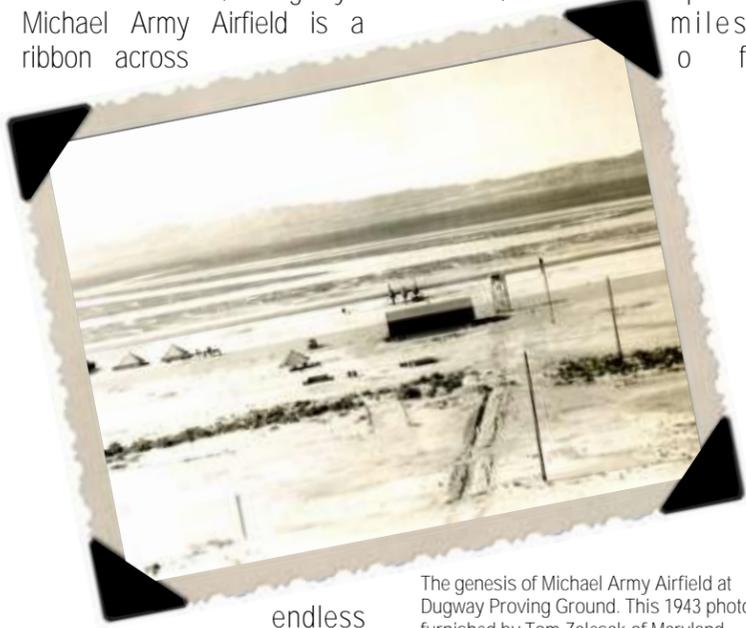
Though within restricted airspace, and not open to the public, MAAF can accommodate civilian aircraft during emergencies. On Sept. 30, 1985, a Boeing 747 was enroute from Oakland, Calif., to Newark, N.J., when a caller reported a bomb would detonate at 11 a.m. The 747, with 146 passengers and flight crew, was diverted to MAAF. It landed at 10:52 a.m., United Press International reported. In two minutes, all passengers and crew evacuated from the 747 via emergency ramps. No bomb was found. Passengers were bused to Salt Lake City to take other flights. The 747 was flown out without incident.

Though MAAF is a major testing airfield for improvements to unmanned aircraft and their systems, and military aircraft land with personnel and equipment for training, it's undoubtedly most appreciated during in-flight



Beginning in 2003, after years of seeking funding, the runway, taxiway and related hardtop at Michael Army Airfield were renovated by the Army. This May 14, 2003 photo shows the 9,000-foot runway being prepared for a new surface. The project was completed in 2008. In 2009, the Rapid Integration and Acceptance Center for the testing of unmanned aerial systems became a tenant unit at Dugway.

Photo by Al Vogel / Dugway Proving Ground



The genesis of Michael Army Airfield at Dugway Proving Ground. This 1943 photo, furnished by Tom Zalesak of Maryland, shows a Mitchell B25 bomber on the hard-packed airfield. Even then, military aircraft appreciated a landing field manned by professionals, just as they do today. Zalesak's

endless brown, but to a pilot with an in-flight emergency, it's a beautiful hardtop oasis. Lt. Col. Luis Ibanez is commander of the Air Force's Detachment 1 at MAAF, which oversees UTTR operations and maintenance. Since taking command last July, he's seen two Air Force in-flight emergencies.

Dugway's civilian firefighters, security, medical and airfield personnel are well prepared for in-flight emergencies. Firefighters carry a boarding ladder to reach the pilot's cockpit, and can spray fire-suppressing foam. A tug with towbar can pull aircraft into a hangar for Dugway Security to guard it until airmen arrive from Hill Air Force Base, 135 miles away. The availability of MAAF for emergency landings protects military and civilian lives. If explosive ordnance hangs on the aircraft, pilots can land at Dugway, avoiding heavily populated Ogden and Hill AFB.

One of the most unpopulated areas in the contiguous U.S., much of the region's land is government owned. Dugway's northern border abuts the southern border of the Air Force's

airspace, approximately half restricted up to 58,000 feet. Both installations conduct thousands of manned and unmanned flights annually for testing or training. In an average year, according to MAAF manager David Rhyne, there are five or six aircraft emergencies.

Michael Army Airfield has a 9,000-foot runway, and



Each year, approximately six military aircraft within the Utah Test and Training Range or Dugway Proving Ground experience an in-flight emergency and land at Dugway's Michael Army Airfield. This Air Force C-130 was in fine shape in this March 15, 2004 photo, but it indicates the variety of aircraft that use Dugway's airfield.

Photo by Al Vogel / Dugway Proving Ground

emergencies.

A few weeks ago, an Air Force pilot training at the UTTR experienced an in-flight emergency and landed at MAAF without incident. The next day, he emailed Ibanez,

for the awesome support your team at MAAF provided our F-16 pilot late last night. I've dealt with a multitude of divers before, but I have never seen a divert recovery go as smoothly as last night's.



Michael Army Airfield in 2008, nearing the completion of its major renovation project. The airfield is 9,000 feet long, while the taxiway (left) is 7,000 feet. Open year round, the airfield offers a convenient landing site for aircrews testing or training at the Air Force's nearby Utah Test & Training Range. Photo by Al Vogel / Dugway Proving Ground

the Air Force's Detachment 1 commander at MAAF: "Thanks for all the support last night," the pilot wrote. "It was a class act and everyone was super surprised when I made it back from Dugway in time to make the flight debrief. This is my second time diverting into Dugway, and this was much more efficient and streamlined, which was a pleasant surprise."

An officer of the Operations Support Squadron at Hill AFB wrote, "Thank you very much

Thanks to some quick witted UTTR controllers, MAAF had already sprang into action prior to him being wheels down."

Michael Army Airfield will continue to be an excellent facility for testing or training. And occasionally, to pilots experiencing an in-flight emergency, it will appear as a beautiful hardtop oasis.

BE CAUTIOUS! RESURFACING OF SR-199 AND SR-196 HAS BEGUN

The Utah Department of Transportation (UDOT) is resurfacing SR-199 and SR-196 to improve the life of the roadway. Construction began May 31, and will continue through the summer and into October 2016.

SR-199 work will occur from SR-36 to the Dugway Military base and SR-196 work will occur from MP-0 to MP-24. The project will replace asphalt and widen shoulders in some areas and improve the overall road and its longevity. UDOT will be using an innovative approach to recycle the asphalt along these roads called Hot-in-Place Asphalt. This approach is being implemented to save time and materials.

Both roads will be restricted to one lane with flaggers. Motorists can expect delays of up to 15 minutes. Work will occur Monday through Saturday from 7:30 a.m. to 8:00 p.m. Construction activities, dates and times are subject to change due to weather or delays.

For the latest information, sign up for project email updates at sr199@utah.gov or by calling the hotline 888-556-0232. For more information, visit www.udot.utah.gov/go/sr199.



Plan ahead to avoid delays.

DUGWAY HOLOCAUST OBSERVANCE: TAKE TIME TO LEARN, REMEMBER

By Al Vogel
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Aaron Kent wonders if the flames of outrage at the Holocaust haven't dwindled since 1945, when World War II's last death camp was liberated. "In the past week, I have had conversations with two men in the 60-75 range who either said, 'Aren't people trying to forget that now?' or 'Good luck finding people that really believed that stuff happened these days,'" Kent said. His opening remark at Dugway's May 5 Holocaust Remembrance Day observance emphasized why the need to remember the Holocaust, and the past, is critical.

"As a people, we enjoy the privileges and rights provided to us through the sacrifices of those who went before," Kent said. "Living in a society where we are increasingly limiting ourselves to 140-character tweets, and 10-second soundbites, it can become all too easy to avoid investing the time to learn about, and from, the past."

Kent is a serious student of the past. He completed a PhD on the early Jewish population of Leeds, where he studied in England, and has taught U.S. and world history at Austin Community College, the University of Phoenix and California State University. At

and Rwanda. But the Holocaust is singular for its "technological thoroughness," he said.

The value of those who went before us is priceless, Kent emphasized, likening them to the foundations of old, revered buildings, who continue to

is simply not possible without the resolute and lasting strength of the foundation," said Kent.

Kent read a narrative of Solomon Radasky, a Polish Jew in Majdanek death camp. Of the 78 people in his family, Radasky was the only one to

toured Auschwitz after the war and had three insights:

- It is human nature to dislike or hate those we do not really know, but those differences disappear or lessen the more we learn about each other.
- We have a responsibility to speak the truth. We must speak up, stand for what is right and support the good.
- Loving each other as brothers and sisters develops compassion, leading to easier solutions to the world's problems.

"As we attempt to liken these experiences to ourselves it is quite likely that we will develop a greater sense of sympathy and duty towards one another," Kent said. "We will in fact be building families and communities and strengthening our nation."

Master of ceremonies was Robert Saxon, chief of Public Affairs. Chaplain (Maj.) Matthew L. Gibson led the invocation. Closing remarks were by Don Smith, garrison manager.



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Dugway, he is manager of its commissary.

Kent noted that the recent century has been an age of mass murder: the Armenian genocide, Stalin's "terror famine," Cambodia's killing fields and slaughters in Bosnia

stand despite natural or human forces of destruction. Similarly, humans stand upon foundations created by those gone before, who also withstood destructing forces. "So much of what we appreciate above the surface

survive the war. Radasky's writing was graphic and horrific, leaving the ancient, unanswered puzzle: "How can humans do such things to each other?"

Kent also related reminisces of a German refugee, who



Chaplain (Maj.) Matthew L. Gibson led the invocation at the May 5, 2016 Holocaust Remembrance Day observance at Dugway Proving Ground. Photo by Al Vogel / Dugway Public Affairs



Guest speaker, Dr. Aaron M. Kent, kept the audience in rapt interest during the Holocaust Remembrance Day observance. Photo by Al Vogel / Dugway Public Affairs



Guest speaker Dr. Aaron M. Kent, received a certificate of appreciation from Garrison Manager Don Smith and Dugway's Command Sgt. Maj. Montonya Boozier. Photo by Al Vogel / Dugway Public Affairs



DUGWAY NAMES MISSION AND MISSION SUPPORT EMPLOYEES OF THE QUARTER

Congratulations to Mr. Jeffery Wintle and Mr. Robert Rampton for being selected as DPG Employees of the 2nd Quarter FY16.



Mr. Jeffery Wintle was selected as the Mission D P G Employee of the 2nd Quarter. He is recognized as the lead for Desert Ice-8, which was a Joint Multinational SOCOM CBRNE event that included over 300 participants from multiple U.S. Navy, Army, Air Force, Marines, Dept of Justice, United Kingdom, Australian, and Canadian special operations CBRNE units. Mr Wintle brought together nine months of

planning with these units and their accompanying support elements into a highly successful, one-of-a-kind two week event.

Wintle led a team of more than 50 DPG personnel to support this event. Wintle's coordination of ground and air assets, creation of unique and flexible CBRNE scenarios, and his ability to adjust to specific unit responses for the event provided the multinational operators with a one of a kind full mission profile CBRNE exercise that significantly enhanced their readiness, interoperability, and evaluations.



Mr. Robert Rampton was selected as the Mission Support DPG Employee of the 2nd Quarter. He is recognized for completely retooling the official command brief ensuring the content and graphics was current and maintained Army and Dugway branding/messaging standards. This briefing is used by the command team to inform, educate and influence internal and external audiences (to include the public, media, congress, and centers of influence) about DPG, its test/evaluation capabilities and its quality of life programs. He

resurrected and reinvigorated The Dispatch, enhancing the layout, color scheme and command perspective section. He created a solid branded template for future monthly Dispatch publications that will provide quality and timely information to the Soldiers, civilians and Family members who live at DPG.

Rampton designed both the SK Challenge III (2016) and IV (2017) logos resulting in graphics files for use in numerous print and web marketing products. And he was the Dugway spokesperson for a recent segment aired on the American Hero's Channel for their series, "What History Forgot". The segment focused on the history of German Village located on Dugway Proving Ground.



DUGWAY COMMANDER HONORS FALLEN AT FORT DOUGLAS MEMORIAL DAY SERVICE

By Robert Saxon
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A Boy Scout color guard and a lone bagpiper led a large crowd as they marched from the Fort Douglas Military Museum in Salt Lake City to the Fort Douglas Cemetery to honor fallen members of the Armed Forces.

Col. Sean Kirschner, Dugway Proving Ground commander, spoke at the Fort Douglas ceremony held Monday, May 30. "We have a duty to remember the individual Soldiers, Sailors,

Airmen, Marines and Coast Guard members so that we can begin to understand what we have lost and what the stakes are for our service members and their families," Kirschner said.

Kirschner spoke of an obligation and an opportunity for each person in attendance. "Our obligation is to give voice to the fallen, honor them and share their stories of sacrifice and heroism, whether they died on foreign lands in the heat of battle or after a lifetime in the uniforms of our Armed

forces," he said.

"Our opportunity is to use this day to inspire new generations to recognize the freedom they have been given," Kirschner said. "They must know how and why it is theirs and dedicate themselves to passing it on to generations unborn."

Sen. Orrin Hatch, from Utah, also attended and spoke at the service. The program included a wreath laying, the playing of Taps and a 21-gun salute.



Dugway Proving Ground commander, Col. Sean Kirschner, addresses attendees at the Fort Douglas Memorial Day Service in Salt Lake City, Utah, May 30. Kirschner and his family also participated in a pre-ceremony march from the Fort Douglas Military museum to the cemetery. Photo by Robert Saxon, Dugway Public Affairs.



A large crowd gathers at the Fort Douglas Cemetery in Salt Lake City, Utah, to participate in the Fort Douglas Memorial Day Service, May 30. Dugway Proving Ground commander, Col. Sean Kirschner, addressed the gathering and participated in a wreath laying to honor fallen service members. Photo by Robert Saxon, Dugway Public Affairs.

SAY HELLO TO MS. BONNIE CHANET - DUGWAY'S NEW EEO OFFICER

By Al Vogel
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Dugway's new Equal Employment Opportunity officer is Bonnie Chanet, who has worked in EEO and related fields since 1994. She entered the Air Force in 1983 and retired from the military Equal Opportunity career field as a technical sergeant in 2003. Chanet earned a bachelor's degree in human services from the University of Phoenix in 2004, and a master's in management from Webster University in 2011.

She comes to Dugway from Kirtland Air Force Base, N.M., where she received numerous awards for improving the Equal Opportunity Program.

Raised in Jeanerette, La., Chanet has a fraternal twin brother. Her interests include training her Belgian Malinois

dog for search and rescue, camping and hiking. Her military and civilian service has taken her to Alaska, Spain, Norway and New Mexico

Chanet accepted the Dugway EEO position because it was a unique opportunity. "The EEO officer's role is to provide a venue so individuals can have the opportunity to file

complaints on issues relating to discrimination," Chanet said. "I work hard to resolve complaints because it saves time and money, and gets those involved back to accomplishing their mission."

The EEO office is in Building 5330, Room 1104. Phone: 435-831-3611.



DUGWAY'S NEW GARRISON FLAG FLIES FOR THE FIRST TIME OVER MEMORIAL DAY WEEKEND



HAWK HATCHLINGS FIND FRIENDS AT DUGWAY

By Bonnie Robinson
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Four Red-tailed hawk chicks were found recently, blown from their nest high in the trees of Dugway during a wind and rain storm.

Robert Saxon, Dugway's Public Affairs officer was removing some fallen tree branches, when he noticed something moving in the brush in his backyard. It turned out to be a Red-tailed Hawk hatchling still covered in pale down. "I was surprised to find such a large hatchling laying on the ground." "I knew I needed to do something to help the poor chick, I couldn't just leave it there."

Saxon soon noticed another chick, which had died from the more than 100 foot fall. Saxon called Robbie Knight, Dugway's wildlife biologist to aid the surviving hatchling.

With Knight's help, the two men were able to find two more small birds. Unfortunately, one of the pair had died due to the storm.

Knight took the two surviving birds to a Springville rehabilitation center where they spent the night. Knight said the hatchlings were then sent to a veterinarian in Provo, Utah for additional care. "Each was injured from the fall: one with a broken wing and the other a broken leg. Both birds were operated on and the damage was repaired by pinning their fragile developing bones. The nestlings will be cared for at the Springville facility for about 6 months," Knight said.

The hope is that in the fall the hawks will be returned to Dugway where they will be released near the nest site.



Q&A

Wildlife biologist Robbie Knight answers questions about Dugway's role in protecting migratory birds.

What is the Migratory Bird Treaty Act (MBTA)?

It is an international treaty first enacted between the U.S. and Great Britain in 1916 to protect migratory birds. The statute makes it unlawful without a waiver to pursue, hunt, take, capture, kill or sell migratory and native birds. The statute does not discriminate between live or dead birds and also grants full protection to any bird parts including feathers, eggs and nests. Over 800 species are currently on the list.

Are Red-tailed Hawks protected?

All birds of prey are protected in the U.S. by the MBTA and under several other laws. It is illegal to shoot, hunt, or catch a red tailed hawk without a permit from the U.S Fish and Wildlife Service.

What should people do if they find a nestling, fledgling or an injured bird?

Unless a bird is injured, it is essential to leave them outside. They will in most instances be taken care of by mom and dad.

If you are concerned that a bird is a nestling and fell from its nest too early, you may try and return the bird to its nest. Non-flighted birds are called nestlings and until the second set of feathers "grows in" they will remain in the nest. Once the "flight feathers" are established a young bird will venture from the nest for the first time and becomes a fledgling.

Fledglings are typically recognizable from nestlings as they have dark feathers. If you find a fledgling, it should be left alone or placed in an elevated location which will keep people and pets away so the parents will continue to care for it.

If you find an injured bird, carefully put it in a cardboard box with a lid or a towel over the top, and place in a cool,

safe place. Birds go into shock very easily when injured, and often die from the shock. Do not try to force feed or give water to the bird. Take the bird outside and open the box every fifteen minutes to see if it is able to fly away. If it is still alive after a few hours, you can find a local wildlife rehabilitator with an on-line search.

Where were the hatchlings taken?

By federal permit, the birds were driven to a rehabilitation center in Springville. They spent the night at the center and then were sent to a veterinarian in Provo. Each bird was injured from the fall: one with a broken wing and the other a broken leg. Both birds were operated on and the damage was repaired. Both birds are currently in a state and federally approved rehabilitation center in Springville.

Will the hawks be returned to Dugway?

The birds will be returned to Dugway when they have healed and are ready to make it on their own.

How old will they be when they can fly and find food?

Among most birds of prey, the chicks hatch after fairly short periods of incubation and need to be fed for a long time.

The red-hawk nestlings will be cared for at the Springville facility for about 6 months. They will be examined frequently by trained staff and will be allowed time each day within the flight cages to promote and develop those motor skills. As they improve and mature a decision will be made for a return date to natural conditions on the west desert.

What other birds at Dugway are protected?

All native species at Dugway are protected by the MBTA, which means about only 5 different species of birds are not protected by international law.

Are all nests on Dugway protected?

The MBTA also protects native, non-migrating birds, their nests, eggs, and young, making it illegal to harvest, destroy, or harass them unless you hold a permit. It is illegal to disturb an active nest, even if it is in an inconvenient location, without a permit from the U.S. FWS and sometimes from the State also. The Eagle Law within the United States also protects the nest even if no chicks are present.

Dugway is home to about a dozen Golden Eagle territories and each year about 2/3rds of those nests will hatch chicks.

We currently have several dozen birds "fitted" with GPS tracking backpacks and are monitoring their habitat use and feeding practices.

What is Dugway's Natural Resources Office role?

Dugway has played a significant role on the Utah Eagle Working Group team and has assisted with reductions state wide in man-caused eagle mortalities. These efforts have directly helped keep Mission customers coming to Dugway and reduced the restrictions and potential impacts on the testing community.

Why is it important for people not to try to raise birds themselves?

Raising wild birds in captivity is always a last resort and should only occur when a young bird is known to be injured or orphaned. Birds raised without the opportunity to learn skills from their parents have a minimal chance of survival when released.

UNIFIED POLICE OFFICER TAKES TOP PRIZE AT DUGWAY TACTICAL 3-GUN SHOOT

By Al Vogel
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Despite gusting winds, 34 shooters from 14 agencies participated in the fifth annual Tactical Top Shot 3-Gun Competition May 20 at Dugway.

The course required firing a handgun, 5.56mm rifle and shotgun at an assortment of targets, as competitors ran from one firearm to the next. It was the first time the event had strong winds, but competitors remained quick and accurate throughout the course.

Competitors had to place 5.56mm bullets in a paper target at 50 yards, knock down or move steel targets with a handgun, and shoot nine affixed clay pigeons. Each event required reloading and shooting all targets within two minutes. The modern shooting range, and the organization of the event, impressed many outside law enforcement officers, mostly from Utah. "It's



Dugway's Maj. Shawn Patten fires a 5.56mm rifle at targets 50 yards away. Rifle shooting in the Tactical Top Shot 3-Gun Competition was both standing and prone. Competitors had to place shots in small circle on a human silhouette target. Photo by Al Vogel / Dugway Public Affairs.

Special Forces Group (A) of Army National Guard in Utah, 419th Security Forces Squadron of Hill Air Force Base, Dugway Emergency Medical Services, Dugway garrison and Dugway Special Programs Division. Law enforcement from Fort Sill, Okla., also competed. That Army post is considering creating a similar event for law enforcement in its area.

Jackson Kirschner, 18, the son of Dugway's commander, was visiting his family from Florida and decided to compete. He took second place in the Civilian division, despite only having fired a handgun once in his life (a .44 Magnum). He credited his good showing to the coaching of Kurt Malcom, of Special Programs Division, the morning of the shoot. "I liked it.

Tactical Top Shot event was during National Police Week, created by Congress in 1962 to honor all police officers, especially those have lost their

seconds. His prizes were admission to the Law Enforcement Training Camp hosted by Action Target of Provo, a Five Seven AR upper receiver to build his own AR rifle, and a \$25 gift card to Cabelas.

Military division winner was Technical Sgt. Trevor McLelland of the 419th Security Forces Squadron, Hill Air Force Base, with 72.21 seconds. Civilian division winner was Duane Shields of Dugway's Special Programs Division, with 112.59 seconds.

Competitors also had an opportunity to shoot a Bonus Round, with a different course that required them to run down stairs, batter open a door with a ram, and fire a handgun at numerous steel disks on a rotating pinwheel.

Officer Vollmer also won the Bonus Round's law enforcement division with 32.6 seconds. Staff Sgt. Aaron Anderson of the Utah National Guard won the military division with 40 seconds. Aaron Goodman, acting deputy garrison manager at Dugway, won the civilian division with 154 seconds.

The event's 34 shooters came from the Dugway Police Department, Utah Highway Patrol, Sandy Police Department, Unified Police Department, Dugway Surety



The pinwheel with revolving steel targets, in the Bonus Round, was a challenging target in the Tactical Top Shot 3-Gun Competition. Here, a police officer aligns handgun sights on a disk. Photo by Al Vogel / Dugway Public Affairs.

Security, Army Test & Evaluation Center of Maryland, Utah National Guard, 1st Battalion/19th

It was fun," said Kirschner. "If I'm here next year I'll do it again."



Battering down a door at the start of the Bonus Round at the Dugway Top Shot 3-Gun Competition. Photo by Robert Owens, Dugway Fire Department.

great people out here, not only the shooters but the staff at Dugway Proving Ground are fantastic," said one Utah officer who wished anonymity.

Shooters competed in three divisions: law enforcement, military and civilian. Dugway's

lives in the line of duty for the safety and protection of others.

Officer Phillip Vollmer of the Unified Police Department (Salt Lake City area), won the Overall and Law Enforcement divisions with a time of 68.35



A lunch of hot dogs or hamburgers was free at the Dugway Police Department Tactical Top Shot 3-Gun Competition. Dugway personnel worked long hours, over many days, to set up for the May 20 event. Competitors were impressed with the event and its organizers. Photo by Al Vogel / Dugway Public Affairs.





Construction of the Dugway Victory Garden plot is nearly complete, free to use by the community. The 100X18-yard garden, north of 5th Street, is fenced to keep out deer and antelope, and has an automated sprinkling system. Tools are kept in a locking shed for use by all. As of mid-June, 12 gardeners plan to grow onions, pumpkins, tomatoes, squash, eggplant, chili peppers, cucumbers, beans, cilantro, catnip, rosemary and basil. Apple and peach trees were recently planted. The garden's east side is for families and individuals to grow their own produce; the west side will be for community use. A harvest party is planned later, followed by a canning party. To register call: 435-831-2265.

1 QUESTION 4 ANSWERS

“What will you do this summer?”



Emily Whalen
2016 Dugway HS Graduate

“Get a job and get ready for college.”



Elizabeth Neff-Mikolash
Dugway HS Counselor

"We're going to hang out at the pool, go to Bear Lake and visit some national parks."



Grant Price
Process Improvement Specialist

"I'm going to go on Pioneer Trek, run security at a girl's camp and enjoy my 30th wedding anniversary (July 24)."



Heather McCarthy
Dance Instructor

"I am going to bring my daughters to a couple of dance camps, hang out at the pool and read a lot."

If you have 1 QUESTION that might need 4 ANSWERS, send it to us for consideration at: usarmy.dpg.atec.mbx.pao@mail.mil

Scenes from the 2016 Community Pool opener



Photos by Al Vogel / Dugway Public Affairs.

Visit www.facebook.com/usarmydp, the Dugway Proving Ground Official Facebook page, to see more Community Pool opener photos.

COMMUNITY CALENDARS

JUNE 2016						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7 Archery Instruction Sportsman's Complex	8 Story Time 1000-1030 Library West Desert Staff Meeting - 0800 Ditto	9 Movie Time - 1500-1700 Library	10	11 2016 U.S. Army 241st Birthday Ball Living Planet Aquarium Draper, UT
12	13	14  241st U.S. Army Birthday Garrison Staff Meeting - 0800 - Rm 1202	15 Story Time 1000-1030 Library Command Staff Meeting - 0830 Kuddes	16 Movie Time - 1500-1700 Library	17 Wendover Overnighter 17 - 18 Golden Nugget Hotel Tooele County Arts Festival 17 - 19	18
19 Father's Day	20	21 Archery Instruction Sportsman's Complex	22 VA Advisor - 0830 - 1600 - ACS Rm #239 West Desert Staff Meeting - 0800 Ditto	23 Tuachan Amphitheater 23 - 25 St. George	24	25 Warriors Over the Wasatch Air Show Hill Airforce Base
26 Warriors Over the Wasatch Air Show Hill Airforce Base	27 36th National Veterans Wheelchair Games June 27 - July 2 Salt Lake City	28 Garrison Staff Meeting - 0800 - Rm 1202	29	30 Community Independence Day Celebration		3

JULY 2016						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4 Independence Day	5	6 Story Time 1000-1030 Library West Desert Staff Meeting - 0800 Ditto	7 Movie Time - 1500-1700 Library	8	9
10	11	12 Garrison Staff Meeting - 0800 - Rm 1202	13 Story Time 1000-1030 Library Command Staff Meeting - 0830 Kuddes	14 Movie Time - 1500-1700 Library	15	16
17	18	19	20 VA Advisor - 0830 - 1600 - ACS Rm #239 West Desert Staff Meeting - 0800 Ditto	21	22	23
24	25	26 Garrison Staff Meeting - 0800 - Rm 1202	27	28	29	30
31						

Salt Lake City is the proud host of the 36th National Veterans Wheelchair Games

The National Veteran's Wheelchair Games is seeking volunteers in the Salt Lake City area to assist in the planning and execution of the games, or as fans in the stands, during the games. Either way, this is a great opportunity to show your support and appreciation for our Veteran Athletes who have sacrificed so much for our great country.

If you are 14 or older and want to learn how you can make a difference for our Veteran Athletes, visit:

<http://wheelchairgames.org>

To Volunteer visit:

<https://www.volgistics.com/portal.dll/ap?ap=683668531>

For Fans in the Stands visit:

<https://www.volgistics.com/portal.dll/ap?ap=30q570748>

Or call: 1 (801) 584-2567

Or e-mail: NVWGVolunteers@va.gov



JUNE 27 - JULY 2, 2016 - SALT LAKE CITY



Currently playing on the Dugway YouTube Channel

- 241st Army Birthday
- Innovation/Next Generation Chemical Warfare
- Asian American—Pacific Islander Heritage Observance
- Holocaust Rememberance
- National Day of Prayer

www.youtube.com/channel/UCPjFIEBY7j7ay6m7FouadqQ

THE DISPATCH

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