



## The Eagle Flight Detachment Memorial Monument





## The Monument, at Giebelstadt Army Airfield, Germany, 1996-2006

It was built to honor the 26 international victims aboard two US Army Black Hawk helicopters, conducting a peacekeeping mission in northern Iraq, who were killed by two US Air Force jet pilots 14 April 1994. The helicopter crews were based at Giebelstadt. Central components are in transit to the US.

Eight trees form a rotor blade effect crossing an octagonal walkway made of octagonal stones. Eight triangular limestones, like points on a compass, are engraved with the names and crew member badges of the flight crew members.

On the center pedestal rise meter-long cast bronze detailed replicas of the helicopters lost, and on the sides are plaques listing the passengers corresponding to the helicopters above, as well as a plaque about the incident and a plaque about the mission of Operation Provide Comfort.

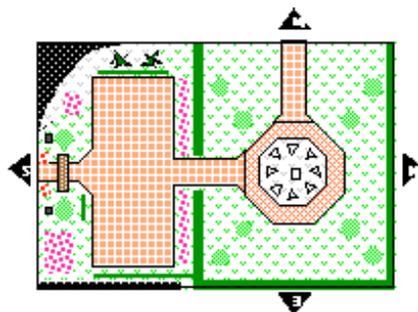
Private donations funded the project, organized by members of an Army Private Organization. Additional funding is being sought to move and install the monument at Ft. Rucker, Alabama.

*"When a tragic accident like this happens, it is for us an especially deep loss.*

*But it also moves us on to an unwavering commitment to correct  
that which went on. That is what we now must pursue.*

*We owe no less to those who died that day."*

-General John Shalikashvili, Chairman, Joint Chiefs of Staff, 13 July 1994 news conference



Plan view, monument and nearby flag plaza (left)

# EFDMMF



The Victims we honor come from five nations:

## AMERICANS

### Flight Crew Members



SPC Cornelius A. Bass

SPC Jeffrey C. Colbert

SPC Mark A. Ellner\*

CW2 John W. Garrett, Jr.

\*Specialist Mark A. (Tony) Ellner was born in Colorado Springs, Colorado, on 24 June, 1972. He entered active duty military service in April, 1993. He graduated from basic training at Fort Jackson, South Carolina on his 21st birthday, receiving a promotion to E2, and was awarded Soldier of Cycle.

He then went to Fort Eustis, Virginia for Advanced Individual Training as a Black Hawk Mechanic where he finished top of his class as Distinguished Graduate. He arrived in Giebelstadt, Germany for his first assignment in October 1993.

He competed against individuals from eight different units for one available assignment in aviation. He was successful in his bid and was assigned to aviation and promoted to PVC E3 January 1994. After completing his first tour of duty in Turkey, he requested and was granted a second consecutive tour. He was in the middle of serving his second tour when his helicopter was shot down.

He was killed one week shy of his first service anniversary date. Specialist Ellner is survived by his mother, Georgia Bergmann, sisters, Jamee and Launa Ellner of Denver, Colorado, and his father, M.J. Ellner, of Red Bud, Illinois.



CW2 Michael A. Hall

CPT Patrick M. McKenna\*\*

WO1 Erik S. Mounsey

SGT Michael S. Robinson

\*\*Captain Patrick McKenna was born in Alaska on 21 March 1967. He entered active duty military service in May, 1989, after graduating from the Citadel. He attended the Aviation Officer's Basic Course and completed the Initial Entry Rotary Wing Course at Fort Rucker, Alabama in August, 1990.

Captain McKenna was then assigned as a UH-60 Blackhawk platoon leader in A Company, 2nd Battalion, 2nd Aviation Regiment at Camp Stanley, Korea. Upon his return to CONUS, CPT McKenna attended the Aviation Officer's Advanced Course. In March, 1992, he was assigned to C Company, 6-159th Aviation Regiment at Schwäbisch Hall, and later, Giebelstadt, Germany. He served as platoon leader and operations officer before being selected as Eagle Flight Detachment Commander in June, 1993. Captain McKenna is survived by his parents, LTC (ret.) and Mrs. Robert McKenna of Columbus, Georgia.

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# EFDMMF



The Victims we honor come from five nations (con't):

## AMERICANS



1LT Laura A. Piper



COL Jerald L. Thompson

- SSG Paul Barclay
- SFC Benjamin T. Hodge
- COL Richard A. Mulhern
- SSG Ricky L. Robinson
- Ms. Barbara L. Schell

## BRITISH

- MAJ Harry Shapland
- LTC Jonathan C. Swann

## FRENCH

- LTC Guy Demetz

## TURKISH

- COL Hikmet Alp
- LT Ceyhun Civas
- LT Barlas Gultepe

## KURDISH

- Abdulsatur Arab
- Ghandi Hussein
- Bader Mikho
- Mr. Salid Said
- Ahmad Mohamad

## The Mission, Operation Provide Comfort

(May 1995, by Captain Shawn Manke)

Operation Provide Comfort was initiated after the Persian Gulf War when the United Nations took steps to protect the Kurdish people of northern Iraq, who were being persecuted by the Iraqi Government. Tens of thousands of refugees were fleeing northern Iraq and migrating to other countries, predominantly Turkey. The Combined Task Force (CTF) was created, consisting of U.S., French, British, and Turkish military contingents. Their role was to stop this inhumane treatment of the Kurdish population and to promote stability in northern Iraq.



### The Combined Task Force

The mission of the CTF, Operation Provide Comfort, is today twofold. First, to promote security and stability for the Kurdish people living in the area by preventing Iraqi troop encroachment into the northern security zone. Second, to enforce the "No-Fly-Zone" (the airspace above Iraq from the 36th parallel north to the Iraqi border) with patrols flown by coalition aircraft, ensuring compliance with the United Nations mandates.

### The Military Coordination Center

MCC, an element of CTF in Zaku, Iraq, performs routine road patrols, air patrols by UH60 Black Hawks, and conducts village visits throughout northern Iraq. They monitor the condition of the Kurdish people and show them a coalition presence to promote security. The MCC consists of U.S, French, British, and Turkish military contingents.

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A UH-60 departs Zaku past waving CTF troops

# EFDMMF



## Eagle Flight

Since October 1991, C Company, 6th Battalion, 159th Aviation Regiment (based in Giebelstadt, Germany) has provided personnel to Diyarbakir, Turkey-based Eagle Flight Detachment. Their mission is to provide CTF and MCC with aerial transport, search and rescue support, and emergency evacuation of United Nations and non-governmental agency personnel from northern Iraq. Eagle Flight is the daily logistical supply and personnel transport to MCC in Zakhu.

The versatility of the Black Hawk allows Eagle Flight to perform its mission with outstanding success. Since assuming the mission, Eagle Flight has flown over 6,500 hours in support of the Combined Task Force. The detachment has performed successful search and rescue operations for coalition pilots forced to eject, in addition to numerous medical evacuations from the austere environment of Iraq. Often they transport MCC members to remote Kurdish villages only accessible by helicopter or on foot. Other times, by using external fuel tanks, they transport personnel and equipment to the far reaches of the "No-Fly-Zone" for coordination with nongovernmental agencies or for UN officials to monitor the distribution of humanitarian aid.

Eagle Flight's six Black Hawks have a unique paint scheme of U.S. flags painted on the nose, sides, and belly of the aircraft to distinguish them from similar helicopters on other missions in the region. As they fly over the Kurdish region, people pause to return a wave or offer a salute, thankful for what the coalition forces have given them: Comfort and Hope, where once there was little.

[The detachment's last mission was flown over Zahku on 3 September 1996, the last personnel left Diyarbakir on 21 Nov 1996.]

(Photos in this section by David Nuss, US Army, and patch below and on cover sheet was designed by Jeff Gordon, Jim Teegarden and David Leach).



Most of the Detachment members, shown at Diyarbakir, just days before the incident.



A village visit in northern Iraq shows Mark Ellner by one of the flag-painted Black Hawks.





## The Dedication of the EFDMMF on 14 April 1996

### President Clinton Sends Best Wishes to International Dedication

[EFDMMF News Release]

(24 Apr 96; GIEBELSTADT, GERMANY)—US President Bill Clinton faxed "best wishes for a memorable ceremony" to organizers of the Eagle Flight Detachment Memorial Monument on the eve of the international dedication, writing also in part: "As we dedicate this monument to the service and memory of those who perished, let us rededicate ourselves to the cause for which they worked and died. And let our vigilance, compassion, and resolve to continue their task be a living and lasting memorial to them all".

The dedication ceremony, 14 April 1996, was attended by 11 family members of the victims as well as representatives of the US Embassy, the Kurdish people, the military of Turkey, Britain, France, and Germany. The US military sent: LTG John N. Abrams, Commander, V Corps; Major General Daniel J. Petrosky, the US Army-Europe Deputy Chief of Staff, Operations; Major General Jeffrey G. Cliver, US Air Force-Europe Director of Operations.

Letters of support and best wishes were also sent by: LTG Manfred Eisele, United Nations Assistant Secretary-General for Planning and Support, Department of Peace-Keeping Operations; US House of Representatives members Robert K. Dornan, David E. Skaggs, and Jerry F. Costello; Gen John M. Shalikashvili, Chairman, Joint Chiefs of Staff; Gen Dennis J. Reimer, Army Chief of Staff; and Gen George A. Joulwan, Supreme Allied Commander, Europe.

German and American military veterans' groups also attended, with the local American Legion chapter providing and laying a wreath at the end of the ceremony. The Stars & Stripes newspaper reporter estimated the total attendance to be 400.

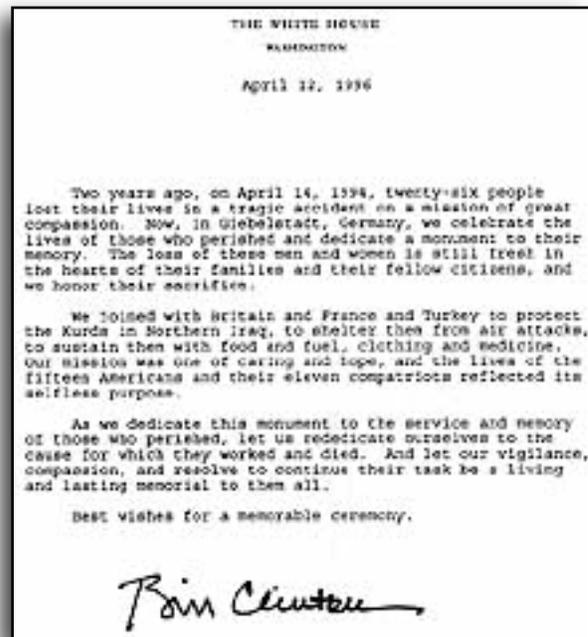
Family members of the victims who attended were genuinely moved and felt the monument has helped them cope with their loss and provide some needed meaning and significance where it was lacking.

The eight-foot-tall monument, featuring two meter-long helicopter models, eight engraved stones, four large plaques, trees and walkways, honors the 26 international victims of the 14 April 1994 Black Hawk helicopter shoot-down in northern Iraq. It was designed by Kathrin Schoenke and David Nuss, of Giebelstadt, Germany. Stone work was by Hugo Honecker of Giebelstadt.

The monument is the result of a private volunteer effort that raised over \$50,000 in under two years. Sales of a commemorative print by artist George Finley, a retired Army Lieutenant Colonel living in Germany, titled "Eagle Flight", were responsible for the largest share of the funding. Over 225 prints have been sold to date.

Primary supporters of the Eagle Flight Detachment Memorial Monument are: George Finley, Reinhold Würth, Sikorsky Aircraft, Würzburger Pflasterbau, Overseas Military Car Sales, Schwäbisch Hall Flying Club, City of Würzburg, Sparkasse Würzburg foundation, Würzburg Officers & Civilians Wives Club, Schweinfurt Thrift Shop, Allied Signal, Pirinlik Air Base personnel, Serv-Air Inc/E-Systems, Hannelore Kohl; and other organizations and individuals.

German donors have accounted for about 40% of the funding, including contributions of materials and labor in addition to funds. (con't next page)





## TEXT OF THE PRESIDENT'S MESSAGE

The White House, April 12, 1996:

Two years ago, on April 14, 1994, twenty-six people lost their lives in a tragic accident on a mission of great compassion. Now, in Giebelstadt, Germany, we celebrate the lives of those who perished and dedicate a monument to their memory. The loss of these men and women is still fresh in the hearts of their families and their fellow citizens, and we honor their sacrifice.

We joined with Britain and France and Turkey to protect the Kurds in northern Iraq, to shelter them from air attacks, to sustain them with food and fuel, clothing and medicine. Our mission was one of caring and hope, and the lives of the fifteen Americans and their eleven compatriots reflected its selfless purpose.

As we dedicate this monument to the service and memory of those who perished, let us rededicate ourselves to the cause for which they worked and died. And let our vigilance, compassion, and resolve to continue their task be a living and lasting memorial to them all.

Best wishes for a memorable ceremony.

(signed: Bill Clinton)

## COMMENTS FROM THE DEDICATION GUEST BOOK

Kaye Mounsey (widow of WO1 Erik Mounsey):  
Thanks to everyone for this wonderful ceremony.  
You are all always in our thoughts and prayers.

Lynette and Mark Ellner  
(father of Spc Mark 'Tony' Ellner):  
This ceremony is about healing and honor-  
thanks so much!

George Finley ('Eagle Flight' artist)  
It is an honor to have contributed to the memo-  
rial.

Dilshad Barzani (Representative [in Germany] of  
the Kurdish people):  
It was an honor to me to attend this ceremony  
and to be able to express my condolences and my  
gratitude in the name of the Iraqi Kurds'.

Kim and Perry Matthews  
(friends of Eagle Flight victims):  
Thank you eternally for your efforts in keeping our memories alive.

Tammy Patterson & Family (friends of Eagle Flight victims):  
Thanks for all the hard work everyone has done for keeping all the memories alive. God Bless.

Steve Nuss (brother of organizer David Nuss):  
Blessed are you who wait upon the Lord. For you will mount up with wings as Eagles. You will run and not be weary, you will walk and not be faint (Isaiah 40).



The Monument on the day of dedication in Germany.



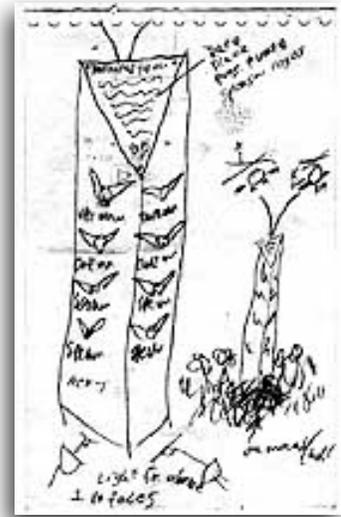
## The Monument's Tale

(by David Nuss, President, EFDMMF, 26 April 1996)

In the days after the shutdown, I came to work in a daze. Three weeks earlier I had exchanged greetings with some of those we honor today as they arrived in Turkey. I knew the way to break through the daze would be to help, somehow, someway.

The opportunity to build a monument was there, and I asked for it. Major Young approved, and I applied my creativity to creating something instantly recognizable at a distance, something unique and memorable.

My friend Kathrin Schoenke took the initial sketch [right] and the idea of putting it in a setting with trees and walkways on the lawn near the unit building, and developed it to several versions. A vote of C/6-159 Aviation Regiment soldiers approved the form we dedicate today, which concentrates on the number eight, since the Detachment's eight crewmembers are the focus of the monument.



The eight trees form the cross of Black Hawk main rotor blades; the octagonal walkway is made of 8-sided stones; the eight engraved stones are like points on the compass, their triangular shape leading the visitor to the center stone.

On the center stone's bronze plaques are the story of the incident, the story of the Eagle Flight mission, cast images of two Eagle Flight patches, and the list of 18 international military and civilian passengers. The lists are on the side of the stone below the corresponding helicopter model.

The helicopters themselves are designed to match the appearance of those lost in the incident, including American flags, external fuels tanks, and tail numbers.

During the autumn and winter of 1994, we measured the site and built a scale model, (below, except for the helicopters), which we took to several events for fundraising and publicity. It has been to Heidelberg, under the Channel to southern England, and even spent a day outdoors in Giebelstadt for a market-day. It has been seen by VIPs and been on TV, and we hope it will find a home next month at the Army Aviation Museum at Ft. Rucker, Alabama.



We initially approached the project as a private venture, but as it got bigger, it was necessary to establish a private organization under Army Regulations. We committed to not using government funds to build it, and set out to raise funds.

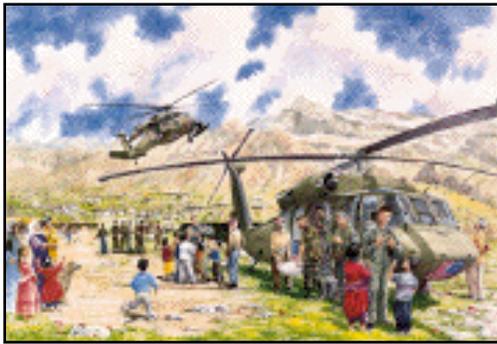
The unit commander and his wife, Scott and Jacque Netherland, joined us and a former community member, Ric Mathews, in forming the Eagle Flight Detachment Memorial Monument Project Private Organization (EFDMMF). David Leach has since joined the organization as our new Vice President.

Mr. Mathews introduced us to artist George Finley, who visited the unit several times, viewing photos and videos, interviewing unit members, and created several versions of what is now the limited edition commemorative print "Eagle Flight" (right, copyright George Finley), which has been responsible for the largest component of this monument's funding.

As 1995 rolled on, our mass mailings seeking funding were producing very little with the exception of Sikorsky Aircraft, whose support was both early and generous. Inquiries to media were rebuffed.

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# EFDMMF



We stuck to the idea, and in early 1996, Mr. Finley found very generous local sources for us, which allowed us to meet our design goal. In addition, Ms. Schoenke's persistence with German sources resulted in donations of valuable materials and labor. She also obtained bids on components, wrote contracts, and made construction arrangements.

Local master stone sculpturer Hugo Honecker [below, in his workshop and preparing the site] created the nine stones from gray limestone mined and cut a few miles from the monu-

ment site, in Geroldshausen, by the Albert Wirths Stone Works.



We contracted the bronze plaques with the Plein casting company of Speicher, Germany. The helicopter models were initially contracted to casting artist Herbert Loehr and his colleagues across northern Germany.

Walkway materials and installation, plus landscaping materials and installation, were provided by local governments, businesses, and other German benefactors. German sources account for nearly half of the funds raised.

The EFDMMF has set aside funds under the trusteeship of William Marshall of the American Legion and Bruce Withers of the Veterans of Foreign Wars to maintain the monument over the years and to move the central components of the monument to Ft. Rucker, Alabama whenever C/6-159 moves or the Americans leave the post.



Over 200 "Eagle Flight" prints [above] remain to be sold; further sales and donations will help us add solar lights and a bench to the monument, reimburse expenses, and add to the maintenance/transportation trust fund. Residual funds after the eventual move will go to Ft. Rucker for installation/maintenance of the monument.

The EFDMMF itself will deactivate 31 May 1996 to be replaced by the trust fund.

## Update 1999: New Helicopter Models

The original contracted helicopter models were delivered late, and were not even to cast metal specification. Wooden models only vaguely resembling the Black Hawk were delivered and installed (above, next to Guest Comments in Dedication section), displayed until a few days after the dedication, and then removed.

They were replaced in 1997 with what is believed to be the largest scale model castings of Black Hawk helicopters in the world (right, below). They were made in America by subcontractors of [Replicas by Tyson](#), Fort Myers, Florida, and have withstood the harsh German weather ever since.

The "Eagle Flight" print is still available, still contributing to our fund, as is a new contributor, a digital collage of the monument and crew members, commissioned by next-of-kin. [2006: availability of collage TBD]

Residual funds are still on hand, and the folks that put the monument together are now coordinating the move to Ft. Rucker.

## Specifications

The entire monument covers an area of about 15x15 meters and adjoins an existing flag plaza that serves the military installation. (con't next page)

# EFDMMF



The two helicopter models (at right, in studio before delivery) are hollow, bronze cast with patina finish, about one meter long each, mounted on metal arms two to three feet above the center stone, which is about five feet tall. Scaled up from a 1:48 model, features include the UH-60A Black Hawk in ERFS configuration, with HF radio antennas and other fine details. They were contracted with Frederick J. Tyson of [Replicas by Tyson](#), Fort Myers, Florida, and produced in 1996-97 by his subcontractors, model makers and casters.



The four center stone plaques, about a meter tall each, are cast from bronze by Plein Bronzen of Speicher, Germany. They contain passenger lists, the story of Eagle Flight/OPC, the shutdown, as well as castings of the Eagle Flight patches.

They are mounted on gray limestone from a quarry a few miles from the monument site, in Geroldshausen. The cutting of stones was done by the Albert Wirths Stone Works in Geroldshausen with engraving of the crew member triangular stones and all stone installation plus plaque and model mounting completed by Hugo Honecker of Giebelstadt, Germany.

An 8-sided walkway of 8-sided stones surrounds the 2.5-meter diameter central area. Walkways extend about 5 meters from there, to the street and to a flag plaza. The materials and labor for the walkways were donated by German companies. Eight donated trees fan out from this central area to form an X, like Black Hawk rotor blades. A hedge line about 10 meters from the center stone encloses the rest of the monument area.



The monument is located near the main gate and adjacent to helicopter parking but is nonetheless a tranquil spot for reflection.

## Update 2006:

The move of the central components is under way. Plans are to move the triangular and center stones, and a small donor plaque and stone. Fundraising and Memorialization Committee permitting, we will plant trees and lay an octagonal walkway around the central components at Ft. Rucker.

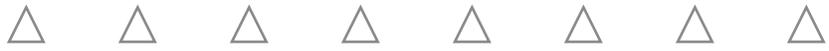
Detail view of the lead helicopter replica, holding up pretty well after 8 years on the pedestal.

Fundraising and Memorialization Committee permitting, we will plant trees and lay an octagonal walkway around the central components at Ft. Rucker.



An overview of the site as it appeared in February 1994, showing the adjacent flag plaza where the daily flag raising and lowering ceremony takes place.

# EFDMMF



Detailed photos, plaques on center stone and the eight triangular stones:



Plaques made by the Plein Casting of Speicher, Germany.



Stones quarried and cut at Geroldshausen, Germany by Albert Wirths Stone Works, engraved and installed on the airfield by Hugo Honecker in Giebelstadt.

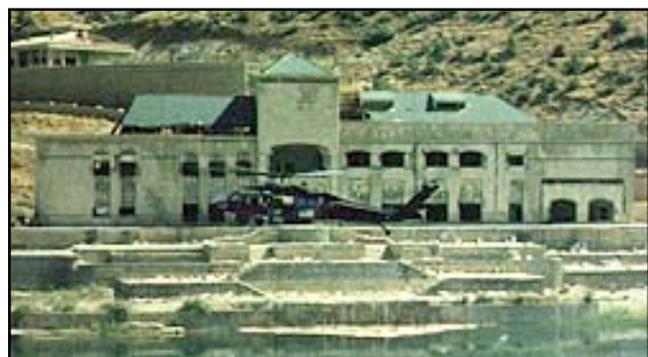
# EFDMMF



## A Gallery of Images of the Guys, The Scene, the Place



Clockwise from top left: Mike Hall in eastern Turkey/northern Iraq (photograph provided by Jeff Gordon); Erik Mounsey and John Garrett, Jr. in eastern Turkey/northern Iraq (photograph provided by Jeff Gordon); Mark Ellner, in the Crew Chief's seat of a Black Hawk (photograph provided by Georgia Bergmann); Erik Mounsey (photograph provided by Jeff Gordon).



Above, Eagle Flight Black Hawk hovers in front of part of Saddam's lower palace complex in northern Iraq (photograph provided by Mike Nye); Left, a memorial event in Zahku.

# EFDMMF



*"They came to save us, and to give us dignity. Their sacrifice will remain in the minds of our children for the rest of their lives. We will teach their names to our children, and keep their names in our books of history as heroes who gave their lives for freedom."*

--Sheik Ahmet, 17 April 1994 memorial service in Zakhu, Iraq



At the scene in Northern Iraq, left to right from top left: overhead view of the trail helicopter wreckage; Instructor Pilot Ken Koch examining the wreckage; remains of the UH-60 tailboom; more aircraft remains; a helicopter instrument panel (photographs provided by Jeff Gordon).



## Frequently Asked Questions

### Who built the Eagle Flight Detachment Memorial Monument?

The founders of the monument formed a "private organization" called Eagle Flight Detachment Memorial Monument Project (EFDMMMP), under US Army Regulation 210-1, in the 417th Base Support Battalion on 9 March 1995 with the approval of LTC William R. Mansell, Jr., for the purpose of building the monument and providing for its future move to Ft Rucker Alabama. The Founders are: David Nuss, Kathrin Schoenke, Scott and Jacque Netherland, and Charles "Rick" Mathews.

### Why a "private organization"?

The monument project was originally approached as an effort of a group of private individuals. It was determined during the course of negotiations for land with the local military authorities that a Private Organization under Army Regulation 210-1 would provide more accountability and would enhance fundraising abilities by giving more credibility to the group. A monument was not being pursued by military entities, and friends of the victims were moved to design and build it out of concern that the families have something to focus on and that the significance of the event and the victims' contribution to future safer operations needed to be remembered by the unit and community and eventually the Army with a unique monument.

### Is it a US Government effort?

No, it's a product of two years' volunteer individual effort through a Private Organization established under Army regulations. The Army has allowed the organization to use government land under the condition that no government resources or funds be used to build or maintain the monument. A variety of military personnel and organizations have volunteered support in a variety of important, but nominal, ways.

### What is the monument for?

The monument was built as a tribute all 26 international victims of the accident, focusing on the eight helicopter crewmembers whose detachment is based in Giebelstadt. It is intended as a focal point for remembering those whose loss helped make future joint military operations safer for all involved. Initially, it will keep the memory alive among members of the detachment's parent unit and the Giebelstadt community.

### Why was it built?

It is important for the families of the victims to have something to point to, to show that their loss was not forgotten, and that their loved ones are remembered for their honorable sacrifice. The identity of the unit and community are also shaped by the sacrifices of their members, and this gives the community a unique reminder that the safer inter-service operations taking place today and in the future were facilitated by this unfortunate accident. Further, "Building this monument was the right thing to do", says Mr. Nuss, because "we have to remember this accident, both to honor the victims, whose sacrifice has made inter-service operations safer, and to make sure we all make the concepts of communication and awareness a part of our personal identity, both in military operations and at home."

Two quotes also highlight the importance of a monument:

"They came to save us, and to give us dignity. Their sacrifice will remain in the minds of our children for the rest of their lives. We will teach their names to our children, and keep their names in our books of history as heroes who gave their lives for freedom."

-Sheik Ahmet, 17 April 1994 memorial service in Zakhu, Iraq

"When a tragic accident like this happens, it is for us and especially deep loss. But it also moves us on to an unwavering commitment to correct that which went on. That is what we now must pursue. We owe no less to those who died that day."

-General John Shalikashvili, Chairman, Joint Chiefs of Staff, 13 July 1994 news conference

### When was it built?

In the spring of 1996.

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# EFDMMF



## When was it dedicated?

At 2 pm in a ceremony at Giebelstadt Army Airfield, Germany, on 14 April 1996.

## Where is it?

From early 1996 to 10 March 2006 it was at Giebelstadt Army Airfield, a US Army airfield about 10 miles south of Würzburg, Germany. In 2006, it was packed for moving to the Army Aviation Center at Ft. Rucker, Alabama. It is intended to be installed there as soon as the administrative and technical processes, along with fundraising, allow.

## Will it always be there?

No. When the military unit moves or the airfield closes, we will ensure the monument is moved to its permanent home at the Army Aviation Center at Ft Rucker, Alabama, where it will become a permanent remembrance for all of Army Aviation. Not all next-of-kin were able to attend the dedication, and have not yet seen the monument in person, so this will be an important event.

## Who is the design team?

Kathrin Schoenke, a German citizen and EFDMMF/EFDMMF, Inc Secretary, was responsible for the design, including the eight triangular stones, walkways, trees, and negotiation for exact location, and more. The original idea of helicopter models on a center stone at this location at the airfield was conceived by David Nuss, a helicopter pilot who returned to Giebelstadt from Turkey three weeks before the accident and knew or was acquainted with most of the 26 international victims. The two spent hundreds of hours and thousands of dollars over two years in building a scale model, traveling internationally to fundraising events and seeking support, making fundraising calls/faxes/letters, coordinating the "Eagle Flight" print, getting contract bids, and supervising construction, among other things.

## What is the design concept?

The helicopters were mounted facing west, towards the airfield at Giebelstadt, in the lead-trail arrangement they were flying the fateful day. Plaques below each helicopter model list the names of all passengers aboard each aircraft. The remaining sides of the center stone bear plaques with the story of the shootdown and of Operation Provide Comfort. Surrounding the center stone are triangular stones, like points on a compass, with the name, rank, and badge of all crew members, listed alphabetically beginning at north and working clockwise around when viewed from above. A walkway of eight-sided stones surrounds these stones. Two walkways lead to the monument from the street and from an existing flag plaza that serves the installation. Eight trees are aligned in a cross to give the effect of Black Hawk rotor blades when viewed from overhead. The rest is grassy area surrounded by low hedges. Each element builds on the other elements, using the number 8, triangles, closed and open shapes, for an overall symbolic synthesis to allow the visitor to ponder the sacrifice of the victims, a peaceful environment to honor them, and elements to support a pensive effect. The layout at Ft. Rucker will hopefully be similar but is under consideration.

## How was money raised?

More than \$50,000 in contributions were raised by sales of a commemorative print, "Eagle Flight" by George Finley, direct contributions of money, materials or labor from corporations, organizations, local governments, and individuals from around the world. Nearly half of the contributions came from German sources. (See list below)

## Who are the sponsors?

George Finley  
Reinhold Würth  
Sikorsky Aircraft  
Würzburger Pflasterbau  
Austin Blair & colleagues  
Schwäbisch Hall Flying Club  
City of Würzburg  
Foundation of the Sparkasse, Würzburg  
Würzburg Officers & Civilians Wives Club  
Schweinfurt Thrift Shop  
Allied Signal Aerospace  
Pirinlik Air Base military and civilian personnel  
Serv-Air, Inc/E-Systems

Hannelore Kohl

## Who are the contributors?

Andrews Federal Credit Union  
Embry-Riddle Aeronautical University  
Heidelberg OCWC  
Schweinfurt OCWC  
SAAB Würzburg  
B Co 7-159th Avn Family Support Group  
Kitzingen OCWC  
Augsburg OCSC  
Bamberg OCWC  
BMW Kalmus, Würzburg  
Duane Collins  
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# EFDMMF



International Agency-Europe/Khaled Zuraika  
 HHC 69th ADA Family Support Group  
 C/6-159 Family Support Group  
 Herr Franz, REWE Giebelstadt  
 Norman LeBlond  
 SM Peachey Automobiles  
 Col Robert Mabey, Utah National Guard  
 Cornerstone Lodge No 836,Wuerzburg  
 Elektro Scheuermann, Essfeld  
 Gasthaus Lutz, Giebelstadt  
 Gebaeudereinigung Fleischmann, Giebelstadt  
 Alan P. Kenyon  
 Clark Mallder  
 Esso Breunig, Giebelstadt  
 James K. Clark  
 Jim Shireley  
 Karl Reinhart, UNC Aviation Services Lakehurst NJ  
 Ken Nuss  
 Merchant's National Bank and Trust  
 Michael J. Parman, publisher, Santa Rosa CA  
 MSG Eddie Vesel  
 NCOA/Donald Kennedy  
 Scheckenbach's Restaurant, Giebelstadt  
 The Garrett Family  
 Marcia Hall  
 Gasthof Mayer, Giebelstadt  
 Harald Wolf,Wolf Brauerei, Fuchsstadt  
 Dennie Hamontree  
 Giebelstadt Community Spouses' Club  
 Norma Smihall

Pioneer Sales Services GmbH, Hanau  
 Rohnert Park, CA,VFW post 3237  
 SFC Anthony Chittenden  
 Terry Sandefur  
 Lynn Horter  
 UNC Aviation Services  
 Aaron Power  
 Al & Inez Bottaro  
 Bert Ver Haar III  
 Bob & Eleanor Parsons  
 Elizabeth Lopez-Velazquez  
 The Hall Family  
 CW4 GP Ruestrow  
 Jeff Gordon  
 Joseph R. Farrell  
 1LT Hilton Nunez  
 Amy Stokes  
 Brownie Troop #761, Lisa Seward, Troop Leader  
 Carin Mogavero  
 Charlotte Geist  
 Crystal Dixon  
 Donna Muncey  
 Gary Boyd, print sales and framing  
 Jackie Daniel  
 Jacy Calhoun  
 Jim Fisher, Giebelstadt Community Club  
 Leighton Flower Shop  
 Rae Ann Reid  
 Shannon Leach  
 Zeltverleih GmbH, Ochsenfurt

## PLUS:

The many anonymous donors, Pirinlik Air Base personnel who contributed to the Casino Night, the soldiers and family members of the 5th-158th, the GAAF community, the 417th BSB, the local civilian community, and so many others.

## What's next?

When the unit moves or the post closes, we will ensure the monument is moved to its permanent home at the Army Aviation Center at Ft Rucker,AL, where it will become a permanent remembrance for all of Army Aviation.

## Books & Music:



Chain of Events: The Government Cover-Up of the Black Hawk Incident and the Friendly-Fire Death of Lt. Laura Piper  
 By Joan L. Piper  
 ISBN: 1574883445  
 Potomac Books, 320 pages,  
 July 2001



Friendly Fire : The Accidental Shootdown of U.S. Black Hawks over Northern Iraq  
 By Scott A. Snook  
 ISBN: 0691095183 Princeton University Press, 280 pages,  
 Jan 2002



Michael, My Son, and the Story of the Eagle Flight Detachment  
 By Allen L. Hall  
 ISBN: 0533137896  
 Vantage Press, 309 pages,  
 May 2002



Track #6, "Brother Up In Heaven", dedicated to Erik Mounsey, first cousin of Ian Bairnson  
 Album "On Air"  
 By Ian Bairnson of the Alan Parsons Project



## 26 Lost, But Not Forgotten



### The Eagle Flight Detachment Memorial Monument Friends

Thank you for your interest in the monument, what it stands for, and its past and future.

Please stay in touch as the monument takes form at Ft. Rucker, Alabama.

Monitor the progress of the move and find this information online at:

[www.efdmmf.org](http://www.efdmmf.org)

To contribute, contact us by email at:

[info@efdmmf.org](mailto:info@efdmmf.org)