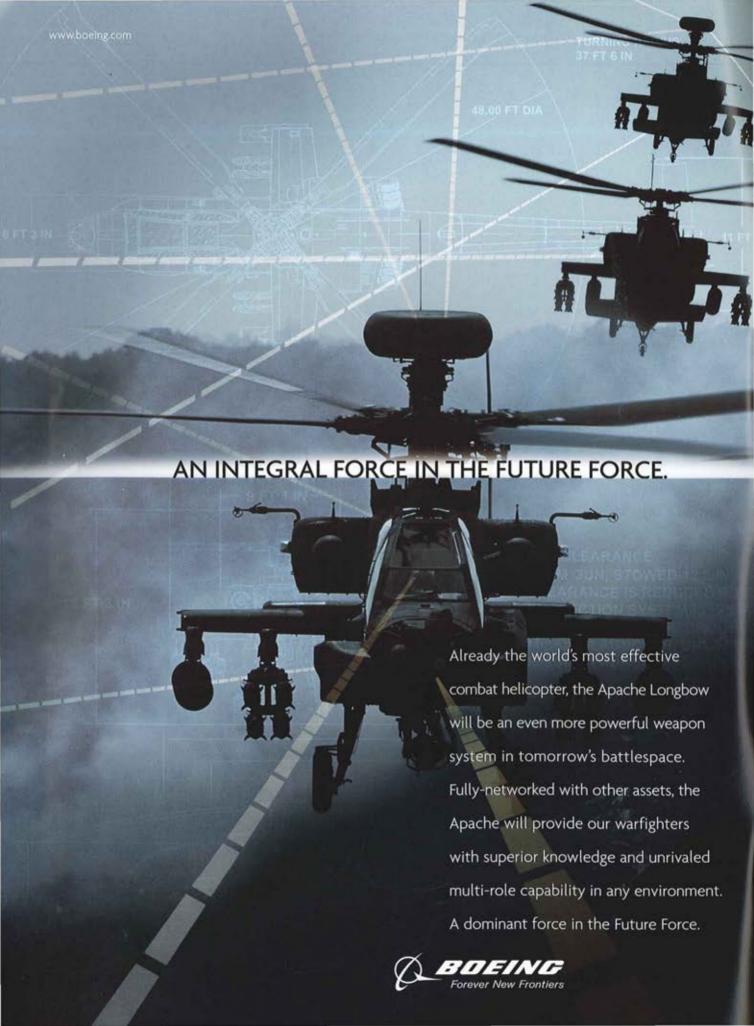
ARWAVATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA - DECEMBER 31, 2004 - \$3.00







ARIVIYAVIATION

Publisher William R. Harris Jr.

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on the cover Paid Advertisement. EADS CASA's CN-235 and C-295 are the optimum solution for the Army's Future Cargo Airplane. Both are FAA certified and offer optimum interoperability with the CH-47 with very similar cargo cross-sections. More than 250 aircraft are in operation worldwide. With the lowest life-cycle cost in class, and reliability of over 97%, the CASA CN-235 and C-295 provide the best value for the Army's FCA solution. Caption provided by advertiser.

CORRECTIONS:

In the October Issue we misidentified several MEDEVAC helicopters as being UH-60Q models in LTC David McDonald's article "Is MEDEVAC Broke?" CPT Jason Davis with the 159th Med. Co. (Air Ambulance) in Germany informed us the correct designation is HH-60L. Only four UH-60Qs are in the inventory and are assigned to the Tenn. Army National Guard. The error resulted from some captions used with the original photos from an Army images website. We stand corrected.

We apologize for two errors with the "Muleskinners" notice on page 35 of the October issue. Roger Montgomery's correct rank is 1SG and his email address is RogerRamjet242@aol.com.

James Bullinger, Editor



Next Aviation Branch CSM Announced

BG E.J. Sinclair, commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala, announced Nov. 5 a highly decorated noncommissioned officer with 28 years of service will be the next Command Sergeant Major of the Aviation Branch. CSM Buford Thomas, Jr., who served as the CSM of the 160th Special Operations Aviation Regiment (Airborne) from May 2003 to November 2004, will replace retiring CSM Walter K. Beckman in January, "Army Aviation is very fortunate to have Command Sergeant Major Thomas



become our 14th branch command sergeant major," Sinclair said, "He is the first Aviation branch command sergeant major to have extensive experience as a special operations noncommissioned officer. His wartime experience will serve our young NCOs well for years to come." Thomas has served extensively in conventional and special operations aviation units. The change of responsibility ceremony is Jan. 24 at 10:00 a.m. in the Army Aviation Museum at Fort Rucker. Editor's note: ceremony may be subject to change, contact Fort Rucker for an update.

Annual Aviation Conference set for January 24-28

The U.S. Army Aviation Center will host the annual Aviation Senior Leaders Synchronization Conference at Fort Rucker, Ala. from January 24 to 28, 2005. Information on attendance is available by email at: aviation.conference @us.army.mil, or by calling: (334) 255-2143/1750/3120 (DSN 558-).

Hunter II Offered for Army UAV System Competition

Northrop Grumman Corporation of Él Segundo, Calif., proposed Oct. 25 using an upgraded version of the fourth-generation, in-production Heron medium-altitude long-endurance unmanned aerial vehicle (UAV) for the U.S. Army's new extended-range, multi-purpose UAV system. Known as Hunter II, the next generation UAV features advanced technology subsystems with redundant avionics and flight-control architecture, helping ensure high levels of autonomy, navigation accuracy and reliability. It also contains features that will make it easy for enlisted soldiers to operate and maintain it, including: an automatic take-off and landing subsystem; modern avionics used in the newest Hunter UAV model, the MQ-5B, and an interface to the Army's tactical UAV infrastructure and ground-control system in use by other UAV systems. The RQ-5 Hunter has logged more than 32,000 flight hours, 13,000 of which have been in combat operations in the Balkans and Iraq.

Boeing Unveils Low-Cost, Versatile 'Unmanned Little Bird'

Flight-testing of a unique aircraft combining the advantages of an unmanned aerial vehicle with a combat-proven manned helicopter is under way at The Boeing Company in Mesa, Ariz. A proof-of-concept demonstrator, a modified MD 530F helicopter, has been flying since Sept. 8 and made



its first autonomous take-off and landing on Oct. 16. During the test program, an on-board test pilot monitored the aircraft's performance, but did not actively fly the aircraft. The demonstrator, known as the "Unmanned Little Bird," has flown more than 20 hours as a fully operational UAV. Boeing is funding research and development of the ULB, which is demonstrating Level 5 UAV capabilities, including autonomous flight while its payload or sensor is guided from a remote site. Flight tests have also shown the aircraft's ability to transport external cargo loads.

Briefings continued on page 10 @

contents

vol. 53 no. 12 DECEMBER 31, 2004



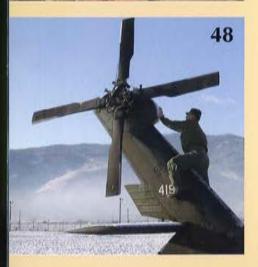
FEATURES:

- **6** Notes from the Aviation Branch Chief by BG E.J. Sinclair
- 27 California Army Guard Fire Hawk Ready for Fire Duty
- 32 First Chief Warrant Officer of the Aviation Branch Retires by James Bullinger
- 45 Fort Rucker Welcomes Second Chief Warrant Officer of the Aviation Branch by James Bullinger
- 46 Apache Pilots Save Comrades in Daring Rescue by CPL Benjamin Cossel
- 48 Condition Based Maintenance What It Means to Army Aviation by LTC Kimberly A. Enderle
- 51 AMCOM CG Helps Open New Sikorsky Production Center by William Tuttle
- Tac Ops, ASE and EW Officers: How We Got Here by CW4 Steve Woods (Ret.) and CW3 Michael Croslin
- 55 Army Aviation Center Chapter Holds 13th Annual Chili 5K by James Bullinger



SPECIAL FOCUS: Industry Support and Challenges

- 12 Bell Helicopter: Supporting Aviation Warfighters for Over Six Decades by Michael A. Redenbaugh
- 18 Boeing Rotorcraft Systems: Lifting Army Aviation to New Heights by Patrick M. Shanahan
- 22 Sikorsky Aircraft: Teaming with Army Aviation for the Long Haul by Stephen N. Finger
- 28 Army Fleet Support: A Supporting Partner in Training Aviation Warfighters by Thomas A. Green



INDUSTRY PARTNERS LISTING DIRECTORY:

34 The Army Aviation Industry Partners Directory is a paid advertising section of Army Aviation Magazine and serves as a year-round reference of the Industry side of the Army Aviation Team.

DEPARTMENTS:

AAAA New Members	Fallen Heroes62
AAAA News	Hall of Fame
Advertiser Index62	Legislative Report61
Briefings	People on the Move54
Calendar	

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg^R in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA; ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Monroe, CT 06468-2830.

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Notes From The Aviation Branch Chief

By BG E.J. Sinclair



CSM Buford Thomas, Jr. is selected to be the 14th Command Sergeant Major of the Aviation Branch.

rior to beginning this article, I would like to welcome Command Sergeant Major Buford Thomas, Jr. as the new Command Sergeant Major of the Aviation Branch. CSM Thomas has an exemplary military record in both conventional and special operations aviation, most recently serving as the 160th Special Operations Aviation Regiment Command Sergeant Major. Our branch is extremely fortunate as we had nine qualified CSMs to choose from as a replacement for CSM Walt Beckman. CSM Beckman has served our branch magnificently for the past two years and will be greatly missed. The change of responsibility ceremony is scheduled for Jan. 24 as part of the Aviation Senior Leaders Synchronization Conference.

Industry and Army Aviation Teamwork

The long-standing, but constantly evolving relationship between industry and Army Aviation is absolutely crucial to our future success on the modern battlefield. Past events make this relationship unique and force each to recognize the dual dependency on one another.

It is safe to say that the Army Aviation and Industry team is critical to the defense of this nation and must continue for the long term. With the advent of the Global War on Terrorism, industry plays an even more crucial role ensuring that our Soldiers are provided with the best equipment and most recent technology. In return, our Soldiers protect our way of life and freedom enabling industry to flourish.

Further, industry plays a tremendous role in the RESET of operational units returning from Operations Enduring Freedom (OEF) and Iraqi Freedom (OIF). The ability and willingness of our industry partners to rapidly respond to urgent needs and accelerate production of essential repair parts and components have reduced some RESET times by approximately 30 percent. Returning aircraft to operational units faster, leads to an improved operational readiness pos-

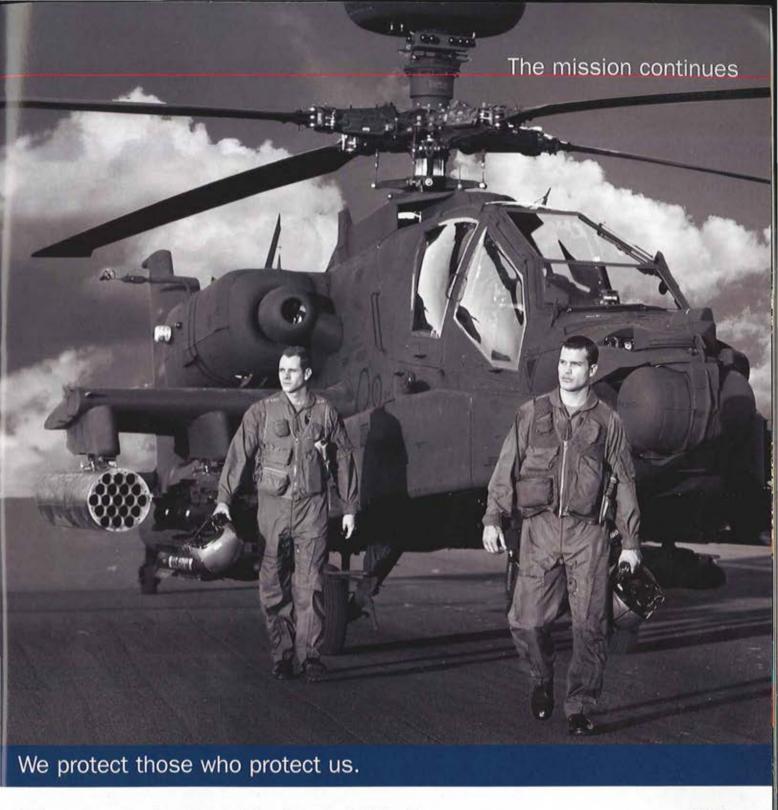
ture for the Army. Industry's delivery of modification work order (MWO) components and kits have allowed our RESET team to more efficiently apply MWO upgrades to improve our aviation capabilities.

Industry has contributed in the reduction of aviation accidents and increased both safety and the force protection of Soldiers and aircrews. The advancements in materiel, such as Aircraft Survivability Equipment (ASE) improvements, infrared (IR) strobes on all deploying aircraft, engine inlet barrier air filter enhancements, and Air Warrior make Army Aviation safer, more lethal, and less vulnerable. Improvements in ASE integration and application have significantly reduced enemy IR engagements and provided better warning to aircrews in our current combat environments. Industry's rapid response to the Army's urgent need for IR strobes has enabled our night vision equipped aircrews to operate more safely. A significant number of deployed aircraft are now equipped with IR strobes due to industry's swift design, testing, contracting and production of this urgent need. Improvements in engine filtration technologies have reduced the number of engine changes and significantly diminished the potential for engine failures, improving both safety and operational readiness for our aircraft. The accelerated fielding of Air Warrior has enhanced our aircrew endurance in hot weather environments and allowed quicker recovery times for aircrews.

Army Aviation is grateful for the support and dedication the men and women working in industry provide our Soldiers.

Transformation and Global Commitments

Army Aviation is transforming to meet the very real challenges of the 21st Century. We are dealing with terrorists, regional instability and the proliferation of weapons of mass destruction. Efforts to transform the force have resulted in emerging doctrine, re-designed organiza-



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tions, training changes within the schoolhouse and field formations, and modifications and prioritization of new equipment fielding.

Industry's ability to quickly field existing technologies aids the Army in achieving transformation goals by demonstrating how we are better able to achieve transformation. One example of this is Blue Force Tracker. BFT is a state-of-the-art digital tracking system that enables units to share information and communicate by e-mail even when out of radio transmission ranges. It greatly enhances situational awareness and aids in navigation.



Industry's ability to rapidly field equipment — such as Blue Force Tracker, a digital tracking and communications system — adds significantly to the safety and lethality of our forces.

Adjusted techniques, tactics and procedures from OEF and OIF showed that with the introduction of necessary convoys, the enemy adapted and began using more improvised explosive devices. In response, industry increased the implementation of vehicle armor and robotics. This example of the action, reaction, counter-action loop model demonstrates the roles that the Army and industry must perform to achieve and maintain superiority over a "thinking and adapting" enemy. As the time between the enemy's reaction and industry's counteraction are reduced, American casualties will also be reduced.

The downside of many emerging technologies is the significant "support tail" associated in installing, maintaining and sustaining them. As an example, there are currently more than 73,000 contractors on the battlefield in support of Army systems. We must attempt to minimize this number by developing systems that are not handicapped with such a large footprint.

Doctrine, Organization, Training, Materiel, Leader Development and Education, Personnel, and Facilities

Doctrine: Emerging technologies used by Army Aviation result in the need to update doctrine to reflect their implementation. The Army no longer works alone, but rather in a joint and multinational environment. Doctrine also needs to be adaptable and interdependent with all services and enabled by a network of systems.

Organization: Modularity is the focus that is a clear indication of full spectrum capabilities within a unit. Divisions, along with Army Aviation, will be reorganizing over the next three years as part of a transformation effort. The new focus will be on the brigade vice the division. We can no longer afford to reorganize units on the fly given our expeditionary mindset.

Training: Industry is now challenged in the development of embedded training solutions within Army systems to train and rehearse more realistically on demand, enroute to a theater of war, and while deployed. We must take a look at lessons learned from OEF and OIF in order to identify training solutions and meet requirements. We can no longer afford Army-centric training solutions and must realize the joint national training capability to train as we fight. Industry-enabled simulators, such as the Aviation Combined Arms Tactical Trainer (AVCATT), have increased crew and collective training efficiency for changing tactics. The AVCATT is a mobile, collective aviation trainer consisting of two trailers that contain six reconfigurable cockpits linked together in the virtual world. Currently the AVCATT supports the UH-60, CH-47, AH-64A, OH-58D, and soon the AH-64D aircraft. The AVCATT facilitates the collective training of aircrews, and company and battalion commanders in a variety of scenarios. Marksmanship is also critical in today's training environment. The Engagement Skills Trainer 2000 accomplishes this training by improving and sustaining proficiency at home station and in theater.



The Aviation Combined Arms Tactical Trainer (AVCATT) is an industryenabled mobile simulator system providing enhanced collective training for aircrews to operate together in a variety of virtual mission scenarios.

Materiel: The most significant challenge for industry is ensuring the interoperability of new technologies not only amongst Army systems, but also between all services. We must have survivable systems that are not maintenance and support intensive. They must also have inherent deployability for expeditionary solutions. We cannot afford a 15 year acquisition process where products quickly become obsolete due to the shorter intervals with emerging technologies.

Leader Development and Education: Leaders are more adaptable to meet demands placed on them by the contemporary operational environment. Lieutenants and cap-



tains will now conduct nation-building tasks, such as performing the roles of city mayors, developing roads, and running power plants. Technology must enable leaders to make decisions at lower levels quicker, as part of a joint team, and with greater impact.

Personnel: Our Soldiers are our greatest asset. The recent high operational tempo places a greater strain on Soldiers and their families. The construct of the manning processes is changing to better stabilize Soldiers and their families while still meeting training needs and deployment cycles. Technological solutions introduced by industry need to be user friendly and avoid the need for complex, perishable skills in our efforts to limit frequent rotations of key personnel to fill critical positions.

Facilities: The goal is to enhance existing and future facilities with modern and digital capabilities and ensure the ability exists to reach back from theater for data, training and mission rehearsals. Although there are many challenges, confident solutions can be found with a committed industry as a partner.

Conclusion

Only America's industrial base has the capacity, knowledge and capital to anticipate and enable solutions for our warfighters today and in the future. Commitment and loyalty is key to our future success as partners. The real question is how we enhance that relationship and raise the bar. Industry must continue to understand the customer's requirements, go outside of core competencies, and anticipate needed capabilities before they are requested. Army Aviation needs non-proprietary solutions to reduce high costs and inefficiencies. Industry needs to create common standards based on Army and joint requirements. This enables us to harvest existing capabilities with other companies. Rapid capability development, facilitated by spiral

development and prototyping, is a must. The present environment is volatile, uncertain, complex and ambiguous. Army Aviation cannot afford a peacetime process in wartime. We are transforming and need industry to transform with us. Our end state is to ensure that our nation's greatest asset, the American Soldier, has the necessary capabilities to fight and win our nation's wars.

"Above the Best!"

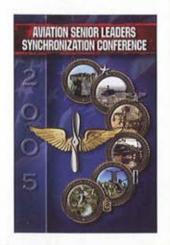


BG E.J. Sinclair is the Army Aviation Branch Chief and Commanding General of the U.S. Army Aviation Center and Fort Rucker, Ala.

AVN CONFERENCE

The Aviation Senior Leaders Conference is scheduled for January 24-28, 2005 at Fort Rucker. We look forward to seeing you there.

For information email: aviation.conference@us.army.mil, or call: (334) 255-2143/1750/3120 (DSN 558-).



briefings continued from page 3

CONTRACTS

The Department of Defense has announced the award of the following Aviation related contracts.

Esterline Armtec Defense Inc., Coachella, Calif., was awarded Oct. 20 a \$21.1M firm-fixed-price contract for M206 Aircraft Countermeasure Flares and MJU7A/B Infrared Countermeasure Flares. Work will be performed in East Camden, Ark., and is expected to be completed by Feb. 24, 2006.

Kilgore Flares Co. LLC., Toone, Tenn., was awarded Oct. 20 an \$18.4M firm-fixed-price contract for M206 Aircraft Countermeasure Flares and MJU7A/B Infrared Countermeasure Flares. Work will be performed in Toone and is expected to be completed by Feb. 28, 2006.

The U.S. Army Field Support Command, Rock Island, III., is the contracting activity for the above contracts,

The Boeing Co. / McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded Nov. 1 a \$63.9M modification to a firm-fixed-price contract for technical, engineering, and

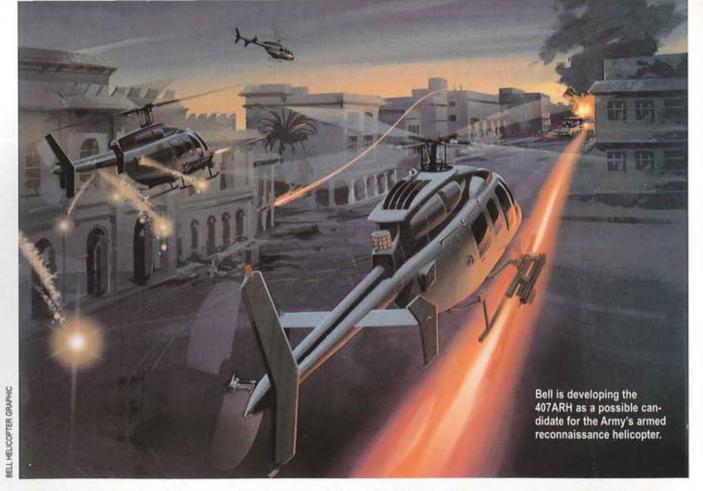
logistical support services and material. Work will be performed in Corpus Christi, Texas, and is expected to be completed by June 30, 2009.

AAI Corp., Hunt Valley, Md., was awarded Nov. 1 a \$7M increment as part of a \$43.9M cost-plus-incentive-fee contract for performance-based contractor logistical support of the SHADOW Unmanned Aerial Vehicle System. Work will be performed in Hunt Valley and is expected to be completed by Oct. 31, 2005.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Nov. 9 a \$17.1M modification to a firm-fixed-price contract for two UH-60L Black Hawk aircraft. Work will be performed in Stratford and is expected to be completed by Dec. 31, 2005.

Bell Helicopter Textron Inc., Fort Worth, Texas, was awarded Nov. 12 an \$8M modification to a firm-fixed-price contract for 145 main rotor yoke assemblies for the OH-58D Kiowa Warrior program. Work will be performed at Hurst, Texas, and is expected to be completed by Nov. 30, 2007.

The U.S. Army Aviation and Missile Command, Huntsville, Ala., is the contracting activity for the above contracts.



BELL HELICOPTER

SUPPORTING AVIATION WARFIGHTERS FOR OVER SIX DECADES

By Michael A. Redenbaugh

Special Focus INDUSTRY SUPPORT AND CHALLENGES

hanks to Army Aviation magazine for this opportunity to speak directly to all of you in Army aviation. This is the first time in many years that a Chief Executive Officer from Bell Helicopter has had this forum. First and foremost, I want to thank each of you for your tremendous service to our country. Every Bell employee knows the nation is at war, and we support you 100 percent.

As this issue goes to press, the thoughts of all of us at Bell are with those Army aviators and maintainers in Iraq and Afghanistan supporting the

global war on terrorism. We note with tremendous pride that the OH-58D Kiowa Warrior is serving the Army on duty during OIF and OEF with extraordinary precision, reliability and with the highest optempo. Indeed, the Kiowa Warrior fleet recently completed over one million flight hours with 130,000 flight hours in combat.

The Kiowa Warrior is the world's a first fully digitized combat helicopter. As the original equipment manufacturer, Bell designed and performed the systems integration for the Kiowa Warrior, which has been a key to the extraordinary success and reliability of this aircraft. And the incredible performance and reliability of the OH-58D is a testament not only to the great Army aviators and maintainers



Bell Helicopter and its employees are proud of the OH-58D Kiowa Warrior's performance in the Global War on Terrorism.

who operate this helicopter, but also to the thousands of men and women at Bell who designed, produced and continue to support the Kiowa Warrior.

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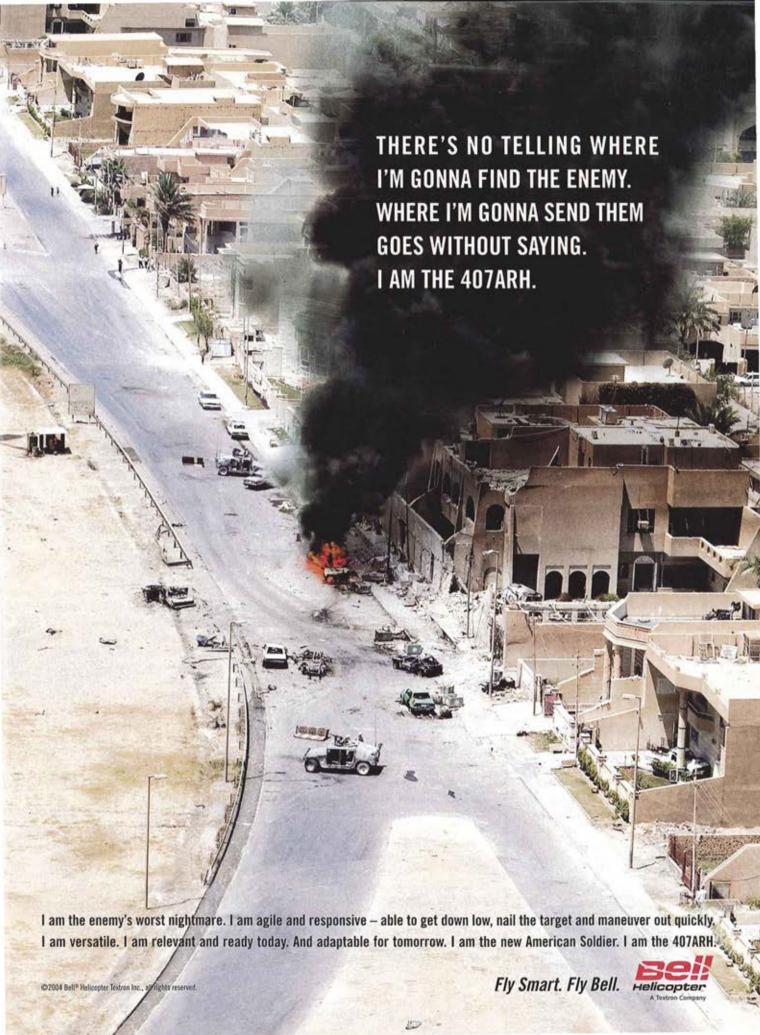
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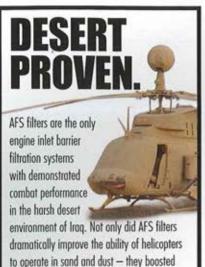


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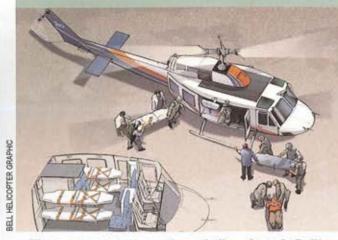


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Shown as an artist's concept in a medical evacuation configuration, the Bell 210 is a potential off-the-shelf solution for the Army's light utility helicopter program.

There are now two new Army helicopter programs in the pipeline for which Bell will compete hard. They include the Armed Reconnaissance Helicopter (ARH) and the Light Utility Helicopter (LUH) programs.

ur entry into the ARH competition is based on the Bell 407, in commercial service since 1996. The 600 aircraft 407 fleet has accumulated over one million hours and is fully supported by Bell at over 150 locations around the world. Bell is committed to the Army's ARH Program. Building on the demonstrated reliability of the Kiowa Warrior, our goal with the 407ARH is to provide the Army with an aircraft and mission equipment package that meets or exceeds all requirements.

During the recent annual AUSA meeting in Washington, D.C., we unveiled a full-scale cabin mockup of the Bell 407ARH. The positive response, particularly among the Kiowa Warrior aviator community, was not only gratifying to us, but a clear indicator that we are on the right track to producing the next generation of armed reconnaissance helicopter for the Army.

Bell's answer for the LUH Program is the Bell 210, a zero-timed and improved FAA certified version of our military utility helicopter. The 210 is a "like new" affordable aircraft with superb performance, reliability and low operating costs. It is a terrific commercial-off-the-shelf solution for the Army's LUH requirements. We are listening to our customers and we're adding power to all future products such as the Bell 210 and the Bell 407ARH, both of which are designed for future growth. Again it is critical to note that both will be fully supported

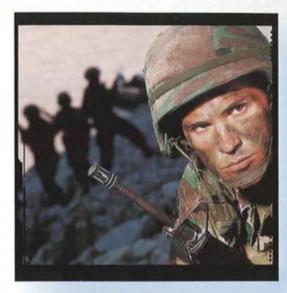
through Bell's product support team. This is the same team that has been recognized yearly for the past decade in a prestigious international survey as the very best in industry.

Bell Helicopter and the U.S. Army have enjoyed an historic partnership in our nation's defense since the end of World War II. The Bell 47, the world's first certificated helicopter, was instrumental during the Korean conflict serving as the Army's OH-13 utility and emergency medical transport helicopter.

We were there with the Army in the 1950's and 1960's with the development of the airmobile concept by the Howze Board. We were with the Army in Southeast Asia throughout the 1960's and early 1970's with the enormous UH-1 fleet, the OH-58 and the AH-1 Cobra, the world's first dedicated attack helicopter. Bell aircraft and employees have worked side by side with Army aviators in virtually every operation throughout the years.

There have been many great successes over the decades of which we're very proud. The TH-67, the Army's initial entry training helicopter continues to be one of them. This helicopter has been in service at Fort Rucker, Ala. for 11 years and it's interesting to note that with the TH-67 at Rucker and the TH-57 at Pensacola, Fla., all U.S. military and Coast Guard helicopter pilots now receive their initial training in a Bell product.

Over the past 20 years there have been incredible advances in the vertical lift industry. At Bell we use the term "vertical lift" in lieu of just the word "helicopter" in describing our industry because we are no longer only about helicopters. The age of tiltrotor technology is upon us and while there will always be a need for traditional heli-



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copters, tiltrotors are transforming the way we do business today and most certainly will transform our entire industry in the coming years.

We really believe the U.S. Army has a great future in tiltrotors because with tiltrotors everything changes. Tiltrotors are twice as fast and can fly three to five times further than traditional helicopters. Tiltrotors are not taking over all of the missions of helicopters, but most assuredly will supplant them in a wide number of roles and missions heretofore accomplished exclusively by fixed or rotary wing aircraft. Instead of requiring long runways for takeoffs and landings, tiltrotors can takeoff, land and hover just like traditional helicopters.

Ten years from now there will be several hundred V-22 Osprey tiltrotor aircraft in service with the U.S. Marine Corps and U.S. Air Force special operations. Ten years from now there will be close to 100 Bell/Agusta BA609 civil tiltrotors in use around the world, with hundreds in the manufacturing pipeline.

But Bell's innovations don't end with manned aircraft. The Bell Eagle Eye is another excellent example of systems integration to produce the



world's only tiltrotor UAV. A 7/8-scale prototype performed flawlessly at Yuma Proving Grounds and our first full-scale prototype is set to make its first flight in early 2005. In a matter of just a few years' time there will be some 70 Bell Eagle Eye tiltrotor UAV aircraft in service with the U.S. Coast Guard and the U.S. Marine Corps.

A decade from now, the amazing Quad Tiltrotor will have made its first flight. The QTR is tailor-made for the Army's requirements of today and the future. With more interior space and weight capacity than current C-130 aircraft, the QTR is being designed to accommodate a combat-ready Stryker, or Future Combat System vehicle, with fast roll-on and off without

The Quad Tiltrotor is Bell's concept for a faster, longer range vertical lift aircraft to meet future mission roles for the military.

reconfiguration.

Make no mistake, while we are boundless in our optimism for tiltrotor technology, we cede nothing in the helicopter side of our industry. A cornerstone of our philosophy has always

been that Bell will provide the best value solution to helicopter transportation needs. That coupled with our industry-leading, award winning aftersales product support has made Bell the world leader for over 55 years.

Be it helicopters or tiltrotor aircraft, the future of the vertical lift industry looks very exciting and promising from our perspective. And all of us at Bell Helicopter look forward to serving the needs of Army Aviation for years to come.



Michael A. Redenbaugh is the chief executive officer of Bell Helicopter, a Textron Company, Fort Worth, Texas.



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SPECIAL FOCUS

Boeing Rotorcraft Systems

Lifting Army Aviation to New Heights

By Patrick M. Shanahan

gaging change while waging war is a daunting task, both for the Army and its industry partners. Boeing Rotorcraft Systems understands the Army Campaign Plan's analogy: we all are changing while the engine is running as we ensure Army Aviation remains a relevant and ready war-fighting asset.

Our shared goal is to improve aviation capabilities to meet the Army's requirements for a force that is stable, 8 modular and agile. By focusing on a technology advances and program & execution, Boeing can help to facilitate the Army's synergistic approach

to building the Future Force.

Clearly, this is not always an easy task. For example, the termination of the RAH-66 Comanche program required massive adjustments to our labor force and financial plans. Nevertheless, Boeing was immediately responsive to the Army's needs and is ready to continue meeting the objectives of Army Aviation Modernization as we manage programs to bolster the current force as it operates at exceptionally high levels.

We have performed at this level because we have taken the lead among U.S. and international military rotorcraft manufacturers in largescale system integration, technology development and applied research. By concentrating on these innovations, we can adapt our products more quickly and efficiently than any other company to align with Future Combat Systems (FCS) and other future force initiatives. We may, in fact, be as much as a decade ahead of the industry in implementing these techniques.

Boeing Rotorcraft Systems facilities in Mesa, Ariz., and Philadelphia have incorporated comprehensive infrastructure and process improvements to keep pace with the Army's



of Apache Longbow upgrades that provide Army Aviation with superior capabilities to meet current needs on the battlefields of Iraq and in any other environment. This process is dynamic. We constantly utilize spiral technology development to improve current capabilities. For example, recent Apache deliveries have incorporated an integrated digital map and other upgrades that will increase situational awareness for aircrews engaged in combat in Iraq and other war operations.

Boeing and the Army are implementing Apache Longbow Block III improvements that will make the AH-64D network-centric and fully incorporate it as an important FCS element.

Our shared goal is to improve aviation capabilities to meet the Army's requirements for a force that is stable, modular and agile.

transformational goals. These changes, including facilities modernization, lean tools and processes, more efficient information technologies, training and cost reduction initiatives, have enabled our programs and products to contribute directly to Army Aviation's current and future success.

Boeing and the Army are continuing to plan for implementation of Apache Longbow

Block III improvements that will make the AH-64D network-centric and fully incorporate the world's premier attack helicopter as an important FCS element. In the meantime, we are continuing completions and deliveries



Boeing is working to modernize the Army's Chinook helicopter, their heavy lift workhorse, with CH-47F and MH-47G model aircraft.



(Intelligence must be up close and personal)



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At the same time, Boeing is fully engaged in RESET support for the Apache to keep aircraft engaged in the field instead of on the ground. Our Aerospace Support program is providing comprehensive depot-level maintenance for AH-64s in about half the time previously allocated for these tasks to reduce the strain of unprecedented op tempos on the current force.

Our MH-47G modernization program is well under way, and we are g completing negotiations on additional ? deliveries that will effectively double \$\geqs\$ the special operations Chinook fleet to handle global terrorist threats. Customer quality assessments of these exceptional aircraft on delivery have never been higher, and so far we are staying on or ahead of a demanding delivery schedule. We expect to complete deliveries of 37 MH-47Gs modernized from U.S. Army fleet assets in 2006 to replace well-used MH-47D and E models, and also will immediately bring current special operations aircraft into our Philadelphia modernization line so we can complete this urgent task by the decade's end, increasing the special operations fleet authorization to at least 67 aircraft.

le also are ramping up U.S. Army Chinook modernization, focusing on the CH-47F. An important cost-saving feature of this program is the Affordable Airframe. By fully implementing lean processes, we will enable the Army to purchase new structures at nearly the. same cost involved in modernizing existing fuselages, adding performance and value to the Chinook's already record-breaking service life. At the same time, we have worked with the Army on imaginative approaches to fleet management. The Chinook's exceptional operational record and modernization program cost reductions have greatly increased international interest in Chinooks, and we expect an expanding worldwide market to keep CH-47 production active well beyond the Army's modernization program schedule. Finally, our Aerospace Support program will meet growing requirements for spares and system improvements and continue to keep Chinooks ready in the field.



The X-50A Canard Rotor/Wing Dragonfly is one of several unmanned aerial vehicle initiates The Boeing Company is developing.

Innovation at Boeing is not limited to current programs. We are preparing to answer a request-for-proposal for an armed reconnaissance helicopter program that will utilize off-the-shelf platform technology and the integrated systems at which we excel.

Boeing also has taken major steps to apply unmanned aerial vehicle technologies to the war-fight. In May, for example, Boeing purchased Frontier System, Inc., and its A-160 Hummingbird, a vertical take-off-and-landing UAV. The A-160 has exceptional range, endurance and payload capabilities that could provide broad operational advantages to Army Aviation in missions ranging from reconnaissance and surveillance to target acquisition, communication relay, sensor and supply delivery, and precision attack. The A-160 and Frontier's Maverick UAV, which utilizes a retrofitted commercial helicopter, complements Boeing Rotorcraft Systems developmental efforts such as the Unmanned Little Bird and X-50A Canard Rotor/Wing Dragonfly.

inally, Boeing continues its development efforts for a Joint Heavy Lift Rotorcraft designed to meet theater mobility requirements for the FCS ground vehicle. Our ability to leverage program capabilities from Boeing Army Systems, Integrated Defense Systems and even Boeing Commercial Airplanes provides distinct advantages to our team approach, which includes parallel development, new platform concepts

and integration of advanced systems into existing platforms. Whatever the outcome of this effort, Boeing is ready to make substantive contributions to the Army's requirement that emphasize network connectivity, agility and responsiveness.

In summary, Boeing Rotorcraft Systems is addressing and solving Army Aviation problems bearing on both current operations and the Future Force. We have structured our resources and focused our programs to provide continuous capabilities in rotary wing aviation throughout the transformation timeline. Our goal remains at one with the Army. We are intent on meeting your mission requirements for war, peacekeeping, deterrence and humanitarian assistance around the world. Most importantly, however, we are focused on providing maximum support to the Soldier, the centerpiece of every Army unit.

At Boeing Rotorcraft Systems, we know we can never really repay the debt we owe the Soldier, but we will strive to produce excellent products and programs on behalf of the more than 320,000 men and women who comprise your force and who honor us every day with their commitment, their remarkable abilities, and their sacrifice.



Patrick M. Shanahan is the vice president and general manager of Boeing Rotorcraft Systems, The Boeing Company, Philadelphia, Pa.



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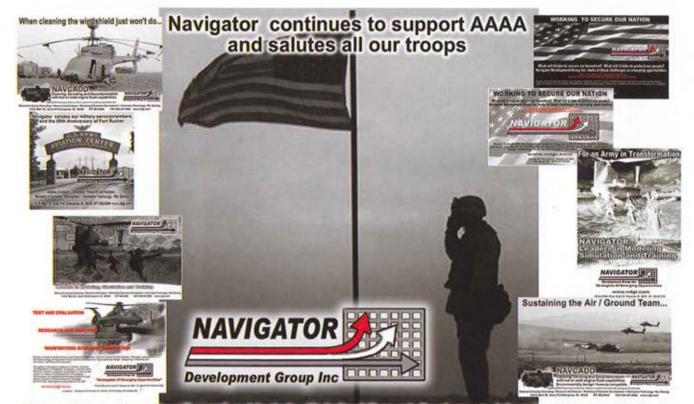












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Sikorsky Aircraft



Teaming with Army Aviation for the Long Haul

By Stephen N. Finger

PHOTO COURTESY NORTHROP GRUMMAN

Sikorsky's recent acquisition of Schweizer Aircraft Corp. brings unique product lines for customers. The Fire Scout vertical takeoff and landing tactical unmanned aerial vehicle (VTUAV) system is capable of long-range surveillance and targeting under the most demanding of tactical conditions.

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INDUSTRY
SUPPORT AND
CHALLENGES

Army Aviation today faces the twin challenge of fighting the Global War on Terror (GWOT), while also transforming into a faster, more deployable, versatile and lethal force for the future.

At Sikorsky Aircraft, we are undergoing a major transformation to meet both the immediate demands of increased operational tempo and the long-term objectives of aviation modernization. This transformation involves redeploying resources, restructuring business processes and accelerating the implementation of lean manufacturing techniques to better meet our customer needs. Integral to all of these transformation initiatives is our core value to produce products and services that safeguard our customers.

At every step of the way, we have been supported, guided and encouraged by the customer. From the start of the war, the Army immediately recognized that "business as usual" would no longer suffice. They've opened doors with other agencies, streamlined guidelines and reinforced the need for change across the supply base. It has been a remarkable cooperative effort that is already paying dividends for the Soldier today and holds even greater promise for the Soldier of the future.

Next Generation Black Hawk: UH-60M

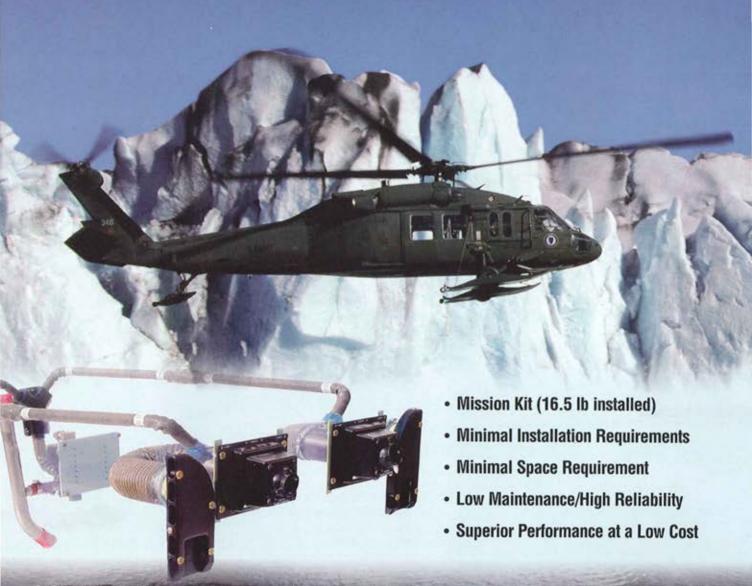
At the centerpiece of the Army Aviation modernization effort is the UH-60M, the next-generation Black Hawk helicopter. The current plan is to remanufacture 1217 UH-60As and UH-60Ls into the UH-60M configuration beginning in 2005, and produce another 300 new M models. Up to 25 percent of the fleet will be configured as HH-60H MEDEVAC air ambulances.

The UH-60M is currently in the Integration / Qualification (I/Q) phase, with eight prototype aircraft under contract. To date, two UH-60M prototype aircraft have been remanufactured and are in test flight, having accumulated over 360 flight hours. A Milestone C Defense Acquisition Board decision is set for February 2005, with full rate production procurement scheduled to begin in 2007.

The UH-60M upgrades can be segregated into three broad categories:

- Structure and wiring upgrades to provide life extension, reduce recurring costs, and improve electromagnetic emissions protection. The new cabin build will support a common fleet configuration and improve corrosion resistance. The new manually folding stabilator will improve transportability.
- Dynamic component upgrades to provide better performance and reduce operating costs. They include: a 16 per-

BLACK HAWK Option II Cabin Heater Kit



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Looking ahead to the future, Sikorsky is working closely with the Army in the integration of Health and Usage Monitoring System (HUMS) technology.

cent wider chord main rotor blade, install UH-60Ls' improved durability gearbox (it has a 600 shaft horse power rating higher than the UH-60A gearbox), and new T700-GE-701D engines (approximately 4 percent more power).

Avionics upgrades and state-of-theart cockpit to provide better situational awareness and interoperability with Joint Forces on the battlefield.

In support of these objectives and to achieve commonality with other Army aviation platforms, Sikorsky is working closely with the Army in flowing down the requirements to integrate the Common Avionics Architecture System (CAAS) into the UH-60M. Currently, the UH-60M I/Q configuration cockpit has four Rockwell Collins multi-function displays which provide primary flight, navigation and tactical information, and are fully integrated with a Harris digital moving map, Goodrich stormscope lightning sensor, and the APR-39 radar warning system. Interoperability is achieved through the integration of an improved data modem used for messaging and data transfer. The primary navigation data is obtained via dual Honeywell H764 embedded global positioning and inertial navigation systems.

The UH-60M I/Q aircraft also has a dual digital computer flight control system with a fully coupled flight director. As part of the pre-planned product improvement (P3I) program, Sikorsky is under contract to integrate fly-by-wire into the UH-60M for better handling qualities, improved reliability and lower aircraft weight.

Other planned aircraft upgrades include aircraft survivability equipment changes to add Common Missile Warning System, composite tail cone for weight savings, and integrating the engine and fly-by-wire with a full authority digital engine control. The combination of these upgrades will result in further improvements to the handling qualities of the Black Hawk helicopter.

Support

As a result of the close communication between Sikorsky and the material command, there was an immediate transmittal of the Army's readiness needs for spares and reset. Sikorsky responded by investing in facility upgrades and increasing in-house production capacity. A key enabler for meeting Army requirements for tail rotor blades was the recent completion of a new manufacturing center percent, while repair turn-around time has declined 20 percent.

With respect to addressing the harsh conditions in the Asian theater, Sikorsky quickly developed, qualified and tested tools for incorporating 'desert kits.' Some 130 aircraft have already been fitted with Engine and Auxiliary Power Unit inlet barrier filters (IBF), which remove sand from inlet air and extend engine time on wing.

Other improvements are on the



Sikorsky employees are proud of its HH-60L air ambulance aircraft in use around the world by Army medical evacuation units.

for tail rotor blades. MG James Pillsbury, commander of the U.S. Army Aviation and Missile Command, participated in the ribbon cutting ceremony on October 20th in recognition of this important event.

Similarly within Sikorsky's Overhaul and Repair (O&R) operations, we are ramping up repaired parts and processes. The application of our own Achieving Competitive Excel-lence tools coupled with lean business practices and Kaizen events targeted at critical bottlenecks have increased our manufacturing velocity significantly. As a result of these initiatives, the O&R monthly output has increased 60

way, many of which will enhance safety, including:

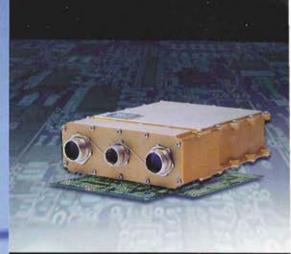
■ The main rotor blade retaining pin has been redesigned to increase safety and eliminate labor-intensive inspection.

■ In conjunction with the UH-60M program, a crashworthy external fuel system has been developed.

We are currently evaluating new methods to reduce blade erosion caused by sand.

Looking ahead to the future, Sikorsky is working closely with the Army in the integration of Health and Usage Monitoring System (HUMS) technology as a first step in the Army's maintenance transformation.





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Sikorsky is developing the UH-60M as the next generation Black Hawk for the Army. Here UH-60M prototype number M-1 conducts a test flight.

Sikorsky engineers and logisticians are supporting a 3-year demonstration of the Fleet Management program HUMS on Black Hawk helicopters. HUMS is already being integrated into the baseline UH-60M I/Q aircraft. Another important facet of the Fleet Management Demonstration initiative is the implementation of unique identification (UID) of parts. Sikorsky has placed 1,045 labels on 24 Black Hawk helicopters in the field, an effort that will ultimately 3 encompass 30 aircraft. This is part of ₹ a larger effort in which Sikorsky, along with the Army and Navy, are developing the UID implementation & plan for the Black Hawk helicopter.



Partnering

Perhaps the best example of the new way of doing business is the transformation of Army logistics support. Sikorsky's Worldwide Customer Service department and the Army have together created innovative programs and incorporated best practices that are getting material and information to the war fighter quicker.



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Recognizing the increased demands the war placed on Corpus Christi Army Depot, the Army awarded Sikorsky a five-year Technical, Engineering and Logistics Support (TELS) contract in 2002. It includes material support of H-60 components, airframe and structures, and services to improve repair turn-around times. There's already been a

22 percent improvement in component repair turnaround time. The Army has also moved from a fiscal year to a five-year procurement contract to provide new H-60 spares. The goal is to enhance fleet readiness by improving forecasting requirements and reducing administrative lead-time.

Schweizer Acquisition

Sikorsky recently acquired Schweizer Aircraft Corporation. Along with producing light commercial helicopters and unique fixed-wing reconnaissance aircraft, Schweizer is responsible for the design and manufacture of the airframe and dynamic system for the Northrop Grumman Fire Scout VTUAV (vertical takeoff and landing tactical unmanned aerial vehicle) system. The Fire Scout is capable of providing long-range surveillance and targeting under the most demanding of tactical conditions and is identified as the U.S. Army's Future Combat System (FCS) Class IV UAV.

Summary

In conclusion, we are ever mindful of the soldiers supporting Operation Enduring Freedom and Operation Iraqi Freedom. We can never adequately thank them for their sacrifices. Sikorsky Aircraft is committed to providing them with the best possible aircraft, training and logistics to accomplish their mission and return home safely.

Stephen N. Finger is the president of Sikorsky Aircraft Corporation, Stratford, Conn.

California Army Guard Fire Hawk Ready for Fire Duty

The California Army National Guard demonstrated its Sikorsky UH-60L Fire Hawk helicopter to officials at a nearby lake Oct. 29. The new aircraft was delivered this summer to the Mather-based 126th Medical Company (Air Ambulance), just in time for wildfire season.

The demonstration was to have taken place in July, but the new aircraft was pressed almost immediately into fighting fires. It was put into action as soon as it was delivered to take part in this year's busy fire season, said 1LT Jonathan Shiroma, a National Guard spokesman.

The Fire Hawk was the star performer at Lake Natoma, located to the northeast of Sacramento, where representatives from the Gover-nor's Office of

Emergency Services and the state's Depart-ment of Forestry and Fire Protection and the National Guard headquarters watched the aircraft draw and deploy water as it would in an actual fire.



ARNG Firehawk

California is one of five states where the Army National Guard has Fire Hawk helicopters. The other states are Florida, Nevada, New York and Oregon.

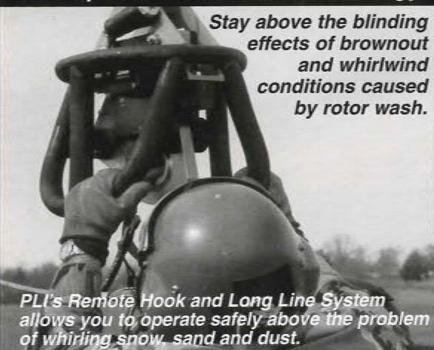
The aircraft is fitted with a removable 1,000-gallon water tank for fire-fighting. It also carries 30 gallons of fire suppressant mix. The helicopter can fill its water tank from trucks, pools and other bodies of water in 60 seconds, and can carry crews, fuel and equipment to support the operation.

The 155-knot multi-mission Fire Hawk can be configured to help in medical emergencies and to carry troops. It is also equipped with rescue hoists and a 9,000-pound capacity external cargo hook.

The advantages of the Fire Hawk are its ability to drop fire suppressant accurately over the target area, its

rapid transit to and from the water source, and its flexible options for refilling the water tank. The net effect is a greater amount of gallons per hour delivered to a fire compared to other delivery means.

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Army Fleet Support, LLC (AFS), is a joint venture of the industry's top rotary-wing aircraft services c o m p a n i e s

including L-3 Communications Integrated Systems, Vertex Aerospace, Paragon Systems and U.S. Helicopter. Collectively, these companies have a proven record of success in large fleet maintenance support, with extensive experience in rotary-wing aircraft modification and maintenance, logistics support, repair and overhaul services, as well as technical services for weapons systems, wheeled vehicles and other equipment. AFS provides § personnel, management, mater- # ial parts, supplies, transportation and equipment to perform aviation unit maintenance, unit intermediate maintenance and approved depot maintenance in support of flight training of all assigned rotary-wing aircraft at Fort Rucker, Alabama.

Our primary customer is the U.S. Army Aviation Center with its fleet of more than 600 aircraft stationed at Fort Rucker's five airfields. Our other customers include the Army Technical Test Center (ATTC), the Army Aeromedical Research Laboratory, and the U.S. Air Force Air Education and Training Command. Within months after being awarded the maintenance contract December 2003 by the U.S. Army Aviation and Missile Command (AMCOM), AFS successfully surpassed all con-

tract requirements. MG James H. Pillsbury, AMCOM commander, referred to the AFS team as a "great contractor" and that he "could not be happier with contract performance."

Aviation operations at Fort Rucker accounts for 40 percent of the Army's total flying hour program. An astounding 700 training flights, involving seven different aircraft types, are launched daily with an estimated 281,000 flying hours annually.

ARMY FLEET SUPPORT

A SUPPORTING PARTNER

IN TRAINING

AVIATION WARFIGHTERS

By Thomas A. Green

On a typical day, over 3,000 employees of AFS launch 566 missions, from five separate airfields, between 5 a.m. and midnight. That same day, our AFS Team orders \$1 million in parts, performs forty test flights, and completes seven phase inspections. We work 24/7 in three shifts.

The AFS contract represents the largest aircraft maintenance contract in the Department of Defense. "Army Fleet Support is committed to partnering with the Army and the communi-

Mechanic Larry E. Brady works on an OH-58D at Hanchey Army Heliport. AFS initiatives have increased hanger utilization at Fort Rucker.

ty to increase the operational readiness rate of supported aircraft," said MG (Ret.) Dave Robinson, chairman of the AFS Management Committee. Supported aircraft types include AH-64A, AH-64D, CH-47D, EH-60A, OH-58A/C, OH-58D, TH-67, UH-1 and UH-60A. The program value over 10 years is a potential \$2.7 billion.

During a 3-Star AMCOM and Training and Doctrine Command in-progressreview, it was briefed that AFS executed a seamless contract transition. Within a month, a plan was implemented to begin 24/7 operations and thus solved one of the greatest challenges at Fort Rucker: hangar utilization. space essence, this action alone had the effect of tripling the space available for helicopter maintenance. This effort was transparent to the Aviation Training Brigade, and their training mission was supported without interruption.

When AFS assumed the contract a year ago, the CH-47 fleet was declared "dead" by the (then) Aviation Center Logistics Command (ACLC) Commander COL Howard Killian during a maintenance

review. He was debating on when to tell the Fort Rucker commanding general that training on this fleet would have to cease in an attempt to recover. We encouraged him to wait a few weeks to see if AFS could work a plan to get the fleet back on its feet. By the next month, the CH-47 fleet was on its way to a complete recovery.

In the summer, the AFS team was not only continuing to support the training mission but had taken on the additional Army mission of RESET, a program to repair helicopters coming back from the Middle East conflicts. The current assessment of our RESET program is superb, beating the maintenance turn time of any other organization involved in the mission.

Additionally, the UH-60 fleet was also in critical shape. Dozens of aircraft were lined up on the ramp in a "dead" status -some with no blades. engines, transmissions, etc. and many had been down for over a year. Because of the aluminum foil used to cover the rotor heads and other parts of the aircraft, over 26 Black Hawks were known locally as "the Jiffy Pop Fleet." Today, every one of those non-mission-capable for supply aircraft is flying. The Black Hawk fleet is consistently flying beyond the projected flying hour program and there are no "hangar queens" lying around the airfield. This is one example of how maintenance crews are setting standards of excellence not seen previously.

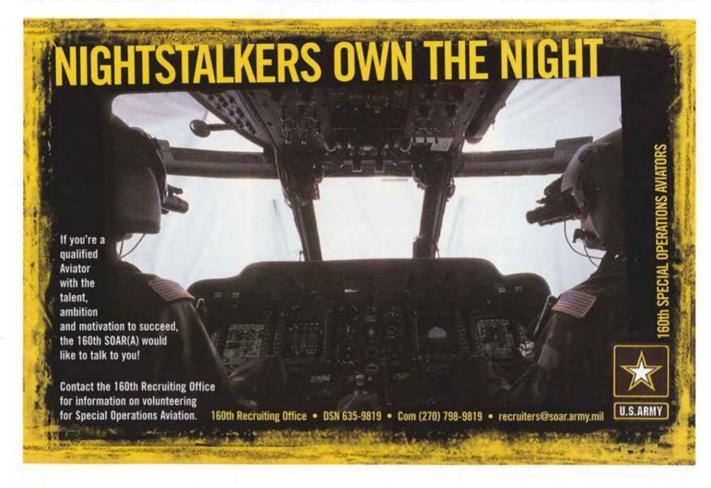
Recently, a major category 4 hurricane made its way across Florida and southern Alabama. The post commanding general made a decision to evacuate all the flyable tactical helicopters and stack the remaining aircraft in the hangars. The execution



Mechanic David Ferguson sets adjustable platforms on the fall protection scaffold system prior to working on a CH-47 rotorhead.

order was issued late in the evening on Sept. 12, and the next morning over 190 helicopters departed Fort Rucker for Florida, Georgia and Mississippi to avoid the impact of the storm. All aircraft made it to their intended location and only one was delayed enroute for minor mechanical problems. Coordination for lodging, transportation, meals, etc. of contractor personnel were the responsibility of AFS and was executed within hours of notification, including many contingency plans that were developed, in case they were needed. Recovery of the aircraft occurred over the weekend, with the fleet ready for training on Monday morning, fully operational.

Similar feats can be told of all the



fleets; proof of the success can be told by observing the workforce doing their jobs and listening to their families speaking about the positive changes they are hearing. There had been some doubt whether the success was real or perhaps it was just a reporting change. After almost a full year on the contract, AFS can confidently report that it is *not* a fly-bynight operation.

What is the secret ingredient to Army Fleet Support's success?

Quite simply, it's our people. We have a great workforce. Along with a strong union relationship and a strong work ethic, we simply get the job done. There is almost no limit to the potential of good people, focused to accomplish an important job. ACLC Commander COL Richard Enderle referred to the AFS workforce as "All-American heroes" who are "on time, on target." Morale of the workforce has been high since the start of the contract and continues to soar even today.

Quality service and the safety of the workforce remains a top priority. The cornerstone of the AFS approach has been a Quality Management System

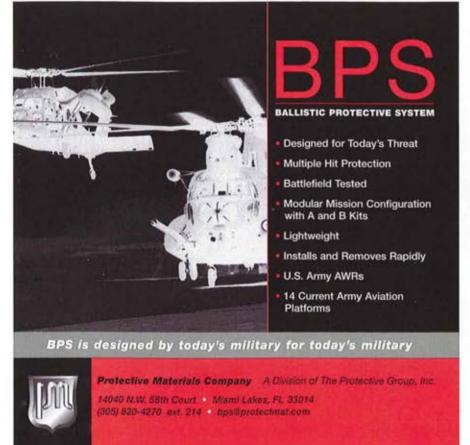


AFS employees from Shell Field unload an OH-58 aircraft Sept. 13 into a hanger in preparation for Hurricane Ivan's arrival.

(QMS) that focuses upon the core processes and driving performance. Measurements, targets and feedback mechanisms are in place for analyzing performance and initiatives for continual improvement. AFS has conducted well over 14,000 training sessions and over 55,000 man-hours focusing on increasing the knowledge, skills and abilities of our work force. This investment in employees will build long-term growth and improvement by reinforcing "right the first time" practices, along with reducing reportable incident and lost time accident rates.

Many in the aviation industry are watching Fort Rucker, completely in awe of the outstanding results. During a recent visit to the AFS facilities, LTG (Ret.) Don Parker noted, "As a past commanding general of Fort Rucker, I am convinced we have our arms around this operation."

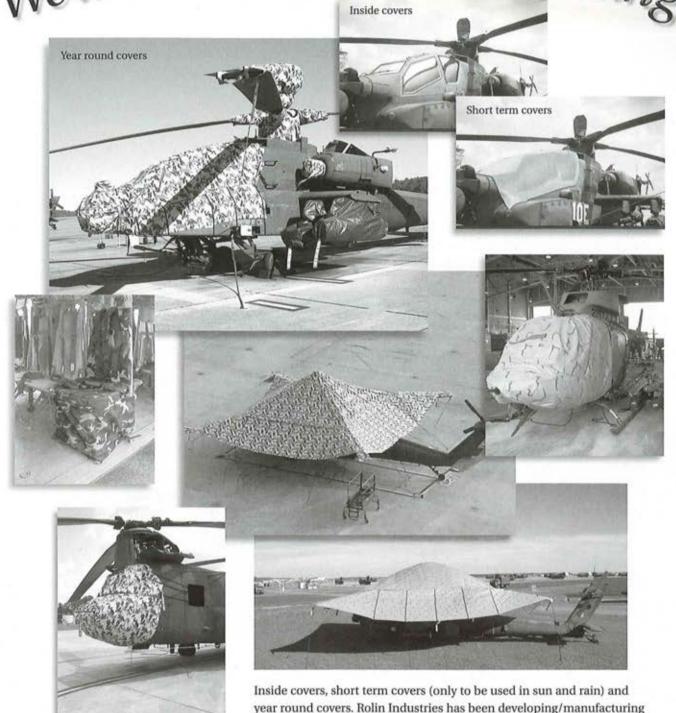
Mission performance levels hold a strong, steady average of over 99 percent. The numbers speak for themselves – it's nothing short of amazing. At AFS we have a significant amount of work ahead of us. It is with great honor that AFS helps America meet its global commitments. We feel privileged to provide quality maintenance and supply support for the Fort Rucker aircraft fleet, enabling U.S. Army and Air Force crews to defend America and operate worldwide.





Thomas A. Green is the general manager of Army Fleet Support, LLC, at Fort Rucker, Ala.

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Fürst Chief Warrant Officer of the Aviation Branch Retures

Story and photos by James Bullinger

hen CW5 Stephen T. Knowles, II, graduated with the Warrant Officer Rotary Wing Flight Class 70-1 in 1971 the sky was the limit. Little did this native son of Warner Robins, Ga. know that one day he would rise to the highest position for a chief warrant officer in the United States Army Aviation branch. But that's exactly what happened.

Knowles, a decorated combat veteran of the Vietnam War and Operations Desert Shield and Storm, became the first chief warrant officer of the branch when the position was established in 2003, serving with then MG John M.

Curran, the ninth Aviation branch chief.

Knowles established the charter for the CWOB, which delineated the duties and responsibilities for both the Aviation CWOB and for the chief warrant officer of the

Aviation Army U.S. Center. As the CWOB, he worked to revise and improve the Aviation Warrant Officer Intermediate and Advanced courses. He also provided numerous briefings and presentations on WO issues, policies and programs to senior leaders in the Precommand and Division Commander's courses, and to senior Army officials.

At Knowles' change of responsibility and retirement ceremony at Fort Rucker on Oct. 22, BG E.J. Sinclair, USAAVNC commanding general and the tenth Aviation branch chief, had high praise for his chief adviser. "Steve is a rare breed, having served in Vietnam, Germany, Korea, the Middle East during Desert Storm, and throughout the continental United States," Sinclair said.

"Steve took this position when it had never existed before, he crafted the requirements and most importantly—set the mark on the wall for all who follow," he said. "His thoughtful contributions and ideas, and unmatched levels of experience have added so much to our branch.

"Steve's impact will have a lasting affect on our branch and our Soldiers. We are greatly indebted to you, Steve, for all that you have done, "Sinclair said.

During his cumulative 28-year career, Knowles distinguished himself in numerous positions of increasing responsibility. Initially as a UH-1C pilot, armament officer and fire team leader with the 48th Assault Helicopter Company in Vietnam, including participation in Lam Son 719. He served as an AH-1G pilot with numerous Cavalry and Assault Helicopter units in Texas and Korea. He has served as an AH-1 and an AH-64A instructor pilot with the 1st Bn., 14th Avn. Regt. at Fort Rucker over the years. His service included duty in the Persian Gulf, Germany, Bosnia-Herzegovina and two tours in Korea.



Above: CW5 Stephen and Linda Knowles render a last active duty salute during his retirement ceremony on Oct. 22.

Left: CW5 Brent Driggers and BG E.J. Sinclair listen as Knowles thanks the command for the support he received as the first CWOB and to the Soldiers participating in his retirement ceremony.

Below: Adviser to two Aviation branch chiefs, CW5 Knowles confers with BG E.J. Sinclair during an early morning visit to a flight line.

Knowles received the Legion of Merit for his service to the nation. His other awards and decorations during his career include: the Distinguished Flying Cross, Bronze Star Medal, Meritorious Service Medal with two oak leaf clusters, 26 Air Medals, two Air Medals for

Valor, Army Commendation Medal with OLC, Army Achievement Medal, Army Good Conduct Medal, National Defense Medal with two stars, Armed Forces Expeditionary Medal, Vietnam Service Medal, Southwest Asia Service Medal, Global War on Terrorism Service Medal, Korean Defense Service Medal, Vietnam Campaign Medal, NATO Medal, Vietnam Cross of Gallantry with Gold Star, Vietnam Air Honor Medal, Kuwait Liberation Medals from the governments of Saudi Arabia and Kuwait, Armed Forces Service Medal, Armed Forces Reserve Medal, the Master Army Aviator Badge, Air Assault Badge and the Broken Wing Award.

For now, Steve Knowles and his wife Linda plan to spend some time together and enjoy their grandchildren and a slower pace of life.

CW5 Brent Driggers is the new CWOB serving at Fort Rucker.







DEPARTMENT OF DEFENSE PHOTO

TRANSFORMING TO MEET THE WARFIGHTER'S NEEDS

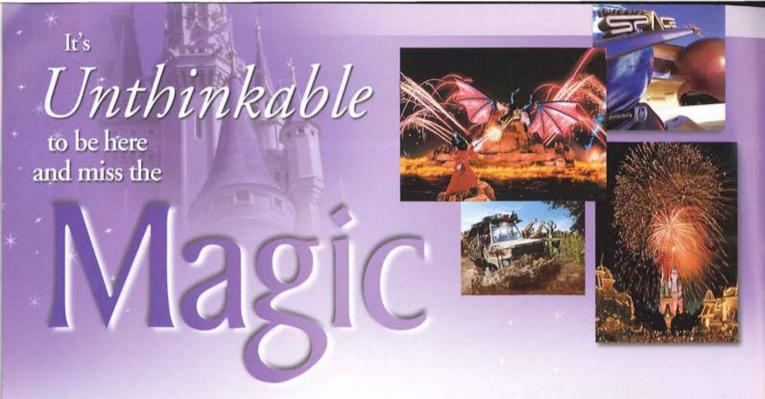
2005 AAAA Annual Convention

May 5-11, 2005

Disney's Coronado Springs Resort

Lake Buena Vista, Florida





With advance purchase, you will enjoy the following magical benefits at an extraordinary value:

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2-DAY Park Hopper*	Ages 10+	¹ 12.00	\$108.00	4.	\$
Meeting/Convention Ticket	Ages 3-9	\$10.00	\$86.00		s
3-DAY Park Hopper*	Ages 10+	\$18.00	1162.00		\$
Meeting/Convention Ticket	Ages 3-9	¹ 14.00	\$130.00		s
4-DAY Park Hopper*	Ages 10+	\$24.00	3214.00		\$
Meeting/Convention Ticket	Ages 3-9	¹ 19.00	\$171.00		\$
5-DAY Park Hopper*	Ages 10+	\$27.00	1248.00		s
eeting/Convention Ticket	Ages 3-9	\$22.00	198.00		s

AFTER 2 PM TICKET OPTIONS - Make The Most of Your Free Time!

After 2pm Meeting/Convention Tickets include admission to Magic Kingdom® Park, Epcot®, Disney-MGM Studios or Disney's Animal Kingdom® Theme Park after 2 pm for the specified number of days. This ticket is not a Park Hopper® Ticket.

VETE ONLY UNITS TO DAVE EDOM EL	DET HEE FIRST HEE MHET DE DY DESCRIPED	an ages Gra	nd Total	s	
Handling and Delivery Fee	Regular U.S. Mail: Add \$3***	Federal Express:	Add \$10***	\$	
Meeting	/Convention 2-DAY After 2pm Ticket	\$78.00		\$	
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AAAA ANNUAL CONVENTION 2005

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PHONE: (407) 566-5600 ONLINE: www.disneygrouptickets.com/army FAX: (407) 566-5645 MAIL: WALT DISNEY WORLD PARKS AND RESORTS, Ticket Mail Order, P.O. Box 10140, Lake Buena Vista, FL 32830

Pre-arrival savings are based on the regular prices, including taxes, of the tickets available as of January 1, 2005 at Disney-owned-and-operated guest service
desks in the Orlando area. Such regular prices are subject to change without notice at any time.
 Prices are subject to change without notice and before acceptance of any order.

[&]quot;Orders placed after APRIL 3, 2005 must be sent via Federal Express. All orders must be received by APRIL 17, 2005. Allow 14 days for processing and delivery. All prices include applicable Florida state sales tax (which is subject to change without notice). At Downtown Disney® Pleasure Island persons under 18 must be accompanied by a person 21 years of age of older who has an acceptable form of identification. Mannequins Dance Palace and BET SoundStage ™ Club are restricted to persons 21 years of age. Admittance policy to Downtown Disney® Pleasure Island and/or any of its facilities may change without notice.

2005 AAAA Annual Convention

A Message From Our Executive Director



VENUE: The 2005 AAAA Annual Convention will be a significant break from our traditional program. Virtually everything has been streamlined to facilitate interaction among all the components of our community.

Operators Soldiers, Active, National Guard and Reserve, product develop-

ers, acquisition personnel, members of industry, retired personnel, and even our family members will find plenty to interest them. There will be opportunities for significant professional development in the morning General Sessions hearing from our top Army leaders. Hardware-specific and issue-specific briefings will be held during all open exhibit hours in the Coronado Exhibit Hall. More than a dozen aircraft and over 200 government and industry exhibits will be on display.

There is NO Banquet this year! The professional program is Monday through Wednesday. Monday and Tuesday mornings feature the Awards Presentations that usually occur during the banquet. Exhibits will open at 10 am on Monday and Tuesday, and 11 am on

Wednesday. Monday and Tuesday the halls will close at 2 pm to allow plenty of time for off-line meetings and/or family time. Monday night features the Chapter Receptions. Tuesday night is the AAAA Annual Meeting/Dinner and Pleasure Island. In addition, there are no programmed lunches this year. A variety of lunches will be available from the concessions in the exhibit halls each day.

Finally, the Disney Coronado Springs Resort is actually in the Walt Disney World® Resort. We encourage you to bring your family down early Thursday, Friday, Saturday and Sunday to enjoy all the different activities available on the Mother's Day weekend. Special Theme Park packages available only to convention attendees are described on the web at www.disney grouptickets.com/army and on the following pages or call Walt Disney World® Property at (407) 566-5600.

We have done everything we can to answer the mail and provide a professionally rewarding and personally enjoyable venue for our Soldiers and families as we all strive to develop the very best in Materiel, Tactics Techniques and Procedures, and Training to support our Army at war. Don't miss this event. See you there!

Schedule of Events

1000-1400 US Army HRC Career Guidance
1130-1330 Lunch Concessions Open in
Exhibit Halls
1500-1700 Scholarship Board Meeting
2100-0100 AAAA Chapter Receptions

(Continuous PM Briefings in Hall)

1000-1400 Exhibits Open

ALL DAY	Enjoy Walt Disney World Theme Parks
Saturd	ay, May 7, 2005
ALL DAY 1300-1800	Enjoy Walt Disney World Theme Parks AAAA Central Florida Chapter Golf Tournament
1300-1700	AAAA Registration Center Open
Sunday	, May 8, 2005
ALL DAY	Enjoy Walt Disney World Theme Parks
0830-1900	AAAA Registration Center Open
1300-1400	National Board Luncheon
1300-1800	Press Room Open (Sponsored by GE Aircraft)
1400-1630	National Board Meeting
1630-1730	Awardees Briefing
1800-2000	Early Bird Reception &
	Opening of Exhibits
Monda	y, May 9, 2005
0700-1400	AAAA Registration Center Open
0700-0800	Eye-Opener Coffee Break
0700-0800 0700-0800	Breakfast Concessions Open Speakers Breakfast
0730-1400	Press Room Open
0100-1400	(Sponsored by GE Aircraft)
0800-1015	Professional Sessions
0800-0810	AAAA President's Welcome
	MG Andy Andreson, Ret., AAAA Presiden
0810-0830	BG E. J. Sinclair, Avn Branch Chief
0830-0945	Keynote Address and Individual Awards Presentation
	GEN Bryan D. Brown, Commander, USSOCOM
0945-1015	GEN Benjamin S. Griffin, CG AMC

ALL DAY Enjoy Walt Disney World Theme Parks

		Aron onapter receptions
	Tuesda	y, May 10, 2005
	0700-1400	AAAA Registration Center Open
	0700-0800 0700-0800	Eye-Opener Coffee Break Breakfast Concessions Open
	0700-0800	
	0745-1400	Speakers Breakfast Press Room Open
	0745-1400	(Sponsored by GE Aircraft)
	0800-1000	Professional Sessions
	0800-0840	Opening Address and National
		Unit Awards Presentations
		GEN Richard A. Cody, VCSA
	0840-0900	SMA Kenneth O. Preston,
		Sergeant Major of the Army
	0900-0920	Hon. Valerie Lynn Baldwin,
		Asst. Secretary of the Army for Financial
		Management and Comptroller
	0920-0940	MG James Pillsbury, CG, AMCOM
	0940-1000	BG Jeff Schloesser,
		Director, Aviation Task Force
	1000-1400	Exhibits Open
		(Continuous PM Briefings in Hall)
	1000-1400	US Army HRC Career Guidance
	1130-1330	Lunch Concessions Open in
		Exhibit Halls
	1400-1500	Chapter Presidents Session
	1600-1800	Cub Club Reception
	1800-2100	Annual AAAA Meeting & Dinner
		Guest Speaker: GEN Barry R. McCaffrey,
		(USA Ret.) "The Global War on Terrorism"
		President's Annual Report, National
		Elections, and presentation of AAAA
		Membership Awards.
	no Refer to I	VAAA's website at www.quad-a.org for up
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Wednesday, May 11, 2005 0730-1600 AAAA Registration Center Open 0730-0900 Eye-Opener Coffee Break 0730-0900 Breakfast Concessions Open 0745-0900 First Light Breakfast Speaker: Hon. Claude Bolton, Asst. Secretary of the Army for Acquisition, Logistics, and Technolog 0830-1500 Press Room Open (Sponsored by GE Aircraft) 0900-1100 Professional Sessions 0900-1000 Panel #1: Warfighting Chairman: BG E. J. Sinclair, CG, USAAVNC; COL Anthony Crutchfield, Cdr, 10th Avn Bde, 10th 1 *COL Shannon Davis, Cdr, 25th Avn Bde, 25th I COL Dyfierd Harris, Cdr, 4th Avn Bde, 1st ID COL Dyfierd Harris, Cdr, 4th Avn Bde, 1st COL Barry Keeling Cdr, 204th ATS Group *COL James C. McConville, Cdr, 4th Bde, 1st CC COL Andrew N. Milani, Cdr, 160th SOAR(A) 1000-1100 Panel #2: Army Aviation Modernization Chairman: Mr. Paul Bogosian, PEO-Aviation 1100-1600 Exhibits Open (Continuous PM Briefings in Hall) 1100-1600 US Army HRC Career Guidance 1130-1330 Lunch Concessions Open in Exhibit Halls 1600 2005 Convention Adjourns See you next year in Nashville, April 9-12, 2006	2100-	Downtown Disney® Pleasure Island Buses run from 2100-0200
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2005 AAAA Annual Convention

Housing Form

We're looking forward to sharing the unique and exciting experiences that await you at the WALT DISNEY WORLD® Resort. Your reservations may be made on this official form and mailed directly to DISNEY'S CORONADO SPRINGS Resort-Group Reservations Office, P.O. Box 10,000, Lake Buena Vista, FL 32830-9989, or faxed to (407) 939-1012. You may also make your reservations by calling (407) 939-1020.

****You can also make your housing reservation on-line at www.quad-a.org****

Confirmation dates, (other than May 5-11, 2005), depend upon room availability at the time your request is received. Your return confirmation will indicate the exact dates of your accommodation. If you wish to make any changes after receiving the confirmation, please contact DISNEY'S CORONADO SPRINGS Resort-Group Reservations Office at the address or telephone number above. Individual cancellations must be received at least seventy-two (72) hours prior to the intended arrival or the deposit will be forfeited.

Your request must be received by the WALT DISNEY WORLD® Resort by April 22, 2005. **Please note that if you work for a Defense Contractor on a full-time, part-time, or consulting basis while attending the AAAA Convention, you are NOT eligible for the military/DAC rate even if you are retired military,**

Room Accommodations Per Night: MILITARY/DAC RATE Room Accommodations Per Night: INDUSTRY/CIVILIAN RATE

Single/De	puble Occupa	SPRINGS Resort ncy 98.00 plus 11.5% tax	DISNEY'S CORONADO SPRINGS Resort Single/Double Occupancy Net Convention Rate \$144.00 plus 11.5% tax DEPOSIT REQUIRED: A check for \$ 160.56 (made payable to WALT DISNEY WORLD CO.), or the appropriate credit card information must accompany this request for the first night's deposit. Each Additional person age 18 & over: \$15.00 per person per night (maximum party of 4)			
DEPOSIT REQUIRED DISNEY WORLD CO. accompany this reque), or the appropria	09.27 (made payable to WALT the credit card information must the deposit.				
Each Additional perso (maximum party of 4)	on age 18 & over	\$15.00 per person per night				
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Reservation	on #		Rese	rvation #		
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Departure Date	Departure Date Address			Fax Number		
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Guaranteed Arrival:	□ Enclosed	check for deposit	☐ Deposit to be bill	ed to my credit card		
☐ MasterCard ☐ A	merican Expres	s □ VISA □ Discover C	ard Diners Cl	ub		
Credit Card Number:				Expiration Dat	e:	
Name as imprinted on I understand that one n canceled seventy-two (ight's room depo	sit and tax will be automaticall	y billed to my credit of	card. This is refundab	ole if reservation is	
Signature:_	9 22 6.55			Date:		
EXPRESS CHECK-OU	T - If you wish e	express check-out service, che	ck here:			

2005 AAAA Annual Convention

AAAA Convention Central Florida Chapter

"Scramble" Golf Tournament

Saturday, May 7, 2005 • 1pm. • ChampionsGate • Orlando, FL

he AAAA Central Florida Chapter has arranged a Scramble (Captain's Choice) Golf Tournament for the afternoon of Saturday, May 7, 2005 in conjunction with the AAAA Annual Convention, May 5-11, 2005, in Orlando, Florida.

Arrangements have been made with the Champions-Gate Golf Course, which has two Greg Norman designed courses and is home of the Leadbetter David Golf Academy. This tournament is a 4-person team scramble. Two flights are scheduled, and both begin with a 1 pm shotgun start. One flight will play on the International Course, a links style course and the other flight will play on the National course, a more traditional American style course.

Each flight can support a maximum of 144 golfers. The cost for this year's tournament is \$95.00 per player prepaid by March 31, 2005 (\$110 after March 31st). Tournament includes a box lunch, green fees, carts with GPS ranging systems, range balls, a golf pro providing instruction and tips on the practice facility beginning at 11:30, tournament reception immediately following the tournament, prizes for each flight (1st, 2nd, 3rd, longest putt/drive, etc.), and gratuities. Space availability will be on a first come, first filled basis. Please indicate which course you would like to play. ChampionsGate is a spikeless facility and collared shirts are required (no cutoffs or jeans, t-shirts or tank tops).

Both courses will be set to play at about 6400 yards and will offer you a challenging round of golf. Our chapter is going all out to make this an enjoyable event. Do not miss it.

Your earliest possible response is greatly encouraged to ensure tournament success. The first 288 paid respons-

es will be accepted. Cancellations before March 31, 2005 will receive a full refund, after March 31, 2005 refunds are subject to full forfeiture.

Sponsor packages available: Title Sponsor (limit 1) \$3500 (Two foursomes, four hole sponsorships, Drink Carts sign, special recognition at tournament and Hospitality suite, Centered Corporate Banner); Platinum Sponsor (limit 2) \$2500 (Two foursomes, 4 hole sponsorships, drink coupon for 144 golfers,

Logo on sponsorship banner); Gold Sponsor \$1000 (One foursome, 4 hole sponsorships, Logo on sponsorship banner); Silver Sponsor \$550 (One foursome, 2 hole sponsorships, Logo on sponsorship banner). Hole sponsorship (no golfers) is \$150 (\$250 for 2 holes). All proceeds go to the Central Florida Scholarship Fund.

Please mail this application with your check, payable to Central Florida Chapter, AAAA to: Raytheon, Attn: Jan Martinez-Baka, 2603 Challenger Tech Court, Suite 150, Orlando, Florida 32826. Those interested in a sponsorship package or hole sponsorship or for general sponsorship information, contact Bob Monette (407-620-9303) or Ken Donahue (407-737-3370), aaaagolf2005@yahoo.com

ChampionsGate National	#4	

(Copy this page by M	farch 31, 2005 and return to address above)					
I would like to play in the 2005 Central Florida Chapt I prefer: International Course (links)	ter, AAAA Golf TournamentNational Course (American)					
Yes, I would like information about sponsoring a hole during the Golf Tournament. Yes, my local AAAA Chapter would be interested in information about sponsoring a hole and providing a Chapter Team to compete against other Chapters for a "Chapter Golf Championship".						
If you have already formed a team please list all mem	abers:					
AAAA Chapter Name:						
Your Name:						
Address:						
City, State & Zip:						
Telephone (including Area Code):	FAX:					
Email:						

2005 AAAA Annual Convention



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I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine "Army Aviation", and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitable contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary business expenses.

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Consent:	□1 do 1□	I do not consent to the publication	or release of the above	e information to	third parties.
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Date of Birt membapp.13	h (Mo/Yr) 31 02/14/02	Social Securit	y No		

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Applications other than those listed below:

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Add \$5 per year if you have a foreign, non-APO address.

Add \$15 if your check is drawn on a foreign bank.

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heck (✓) Your Professional Qualificatio	m:
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yes, what year did you join?	

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Print Name of Recruiter

AAAA Membership Form

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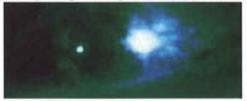


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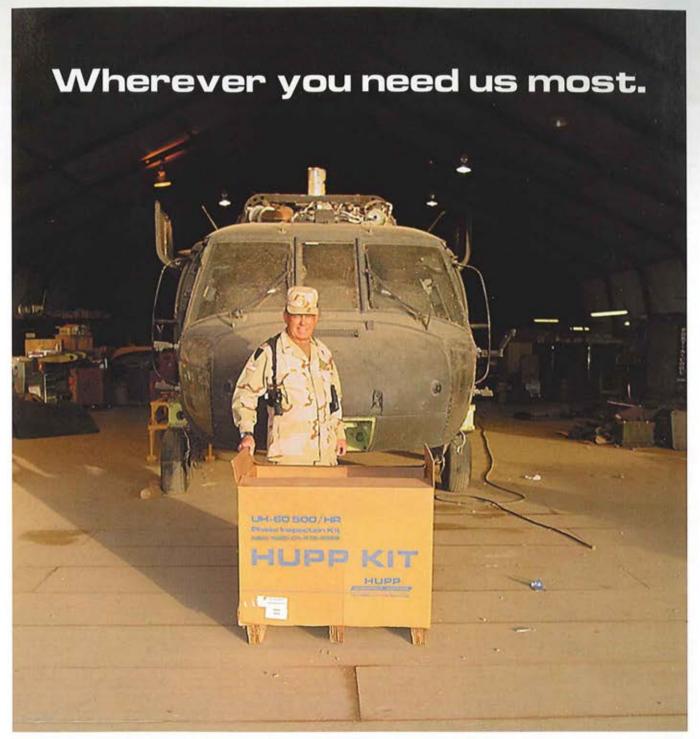
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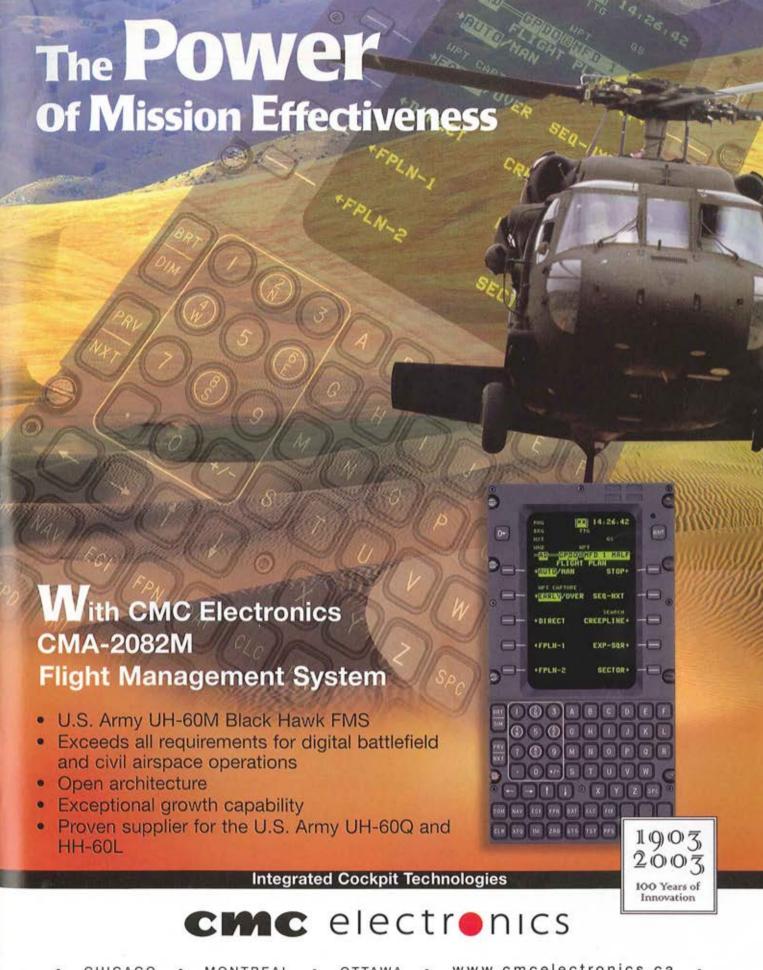
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Fort Rucker Welcomes Second Chief Warrant Officer of the Aviation Branch

Story and photo by James Bullinger



Brent Driggers is a Soldier with impeccable standards.

Ithough October 22 began as a dreary overcast day at Fort Rucker, Ala., it was a bright, joyous day for CW5 Brent C. Driggers, his wife Bonnie and their gathered friends.

The day marked his assumption of duties as the second chief warrant officer of Aviation branch in a change of responsibility and retirement ceremony with CW5 Stephen T. Knowles, II.

Hundreds of people were on hand at Howze Field to witness and celebrate this new day in Army Aviation history.

BG E.J. Sinclair, commanding general of the U.S. Army Aviation Center and the Aviation branch chief, presided over the ceremony to say farewell and welcome the two CWOBs.

"As Steve [Knowles] departs, we welcome a warrior who is up to the task to fill the void that Steve's leaving. Brent Driggers is a Soldier with impeccable standards, and with his recent experiences, he'll pick up where Steve has led us," Sinclair said, "Brent will take our branch to greater heights."

Commenting on Driggers' multiple assignments at platoon, company, battalion, brigade and division level, Sinclair said, "He has a reputation for being the best flight lead in the 101st... the finest instructor pilot, the finest teacher, and the finest mentor."

Driggers enlisted in the Army in January 1975 as an armor crewman. After basic training at Fort Jackson, S.C. and then advanced individual

45

CW5 Brent Driggers thanks the many attendees to the change of responsibility ceremony and also the command for the opportunity to serve as the chief warrant officer of the branch.

training at Fort Knox, Ky., he was assigned to the 3rd Armored Division in Germany. In June 1981, Driggers was assigned as an aerial observer with the 1st Squadron, 6th Cavalry Regt. at Fort Rucker, but after just four months he entered flight training. He graduated from flight school in August 1982 with Class 82-9.

Driggers, a combat veteran of Desert Storm, is an accomplished UH-60 instructor pilot, instrument flight examiner and standardization officer with multiple assignments in tactical aviation and aeromedical evacuation units. He has had repeat assignments in Korea and with the 101st Airborne Division (Air Assault), as well as serving as an observer-controller with the 1-337th Aviation Training Support Battalion.

In December 2001, Driggers was assigned to the 159th Aviation Bde. (101st Abn. Div.) as the brigade's standards officer. In February 2003, he and his unit deployed to Kuwait and participated in Operation Iraqi Freedom, serving 12 months in theater. Returning from Iraq, the 101st AD's commanding general selected Driggers to be the division's standardization officer, where he served until October 2004 and his selection as the second CWOB.

Driggers' awards and decorations include: the Bronze Star Medal with oak leaf custer, Meritorious Service Medal with five OLCs, seven awards of the Air Medal, the Army Commendation Medal with four OLCs, Army Achievement Medal with five OLCs, and the Master Army Aviator and Air Assault badges.

Apache Save Comrades

Editor's note: In November we reported in "Fallen Heroes" the loss of two OH-58D pilots from Co. C., 1st Bn., 25th Avn. Regt. in Iraq after two Kiowa Warrior aircraft collided during a night mission. This story tells of the immediate rescue of the other two injured pilots from the crash site by an Apache Longbow aircrew.

or two AH-64D Apache Longbow pilots, the night of October 16 was just a regular night flying a reconnaissance mission around southern Baghdad. Then a distorted cry for help came across the emergency radio, shattering the chatter of all other communications. They recognized the call sign and the area; and a few minutes later, they were en route to perform what would become a heroic rescue.

"I really couldn't make out at first what was going on. The transmission over the radio was broken up and weak, but I

could make out that it was a distress call," said California native CW2 Justin Taylor, an Apache pilot with Company C, 1st Battalion, 227th Aviation Regiment, 4th Brigade Combat Team, 1st Cavalry Division.

At first, the transmission seemed as if it might be coming from a U.S. Marine Corps aircraft. The call sign of another aircraft speaking to the downed pilot was a USMC designation, Taylor recalled. He radioed to the Marine headquarters asking if any of their aircraft were down in the area, and the response came back—negative.

Then a call sign familiar to Taylor

and CPT Ryan Welch, the air mission commander, came across on the Guard frequency (the emergency channel). The two men now knew that two OH-58D Kiowa Warrior aircraft were down. "We're in zone 43," came the weak transmission.

"I recognized the area and immediately made the decision that we were going to break from our sector and go over to the area," said Welch, a native of New Hampshire. "Those were our guys on the ground, and we had to help. My first thought was we would provide aerial security."

As the team changed flight paths, they notified the USMC aircraft they had heard of their intentions and made a call to 4th BCT headquarters to alert the unit to their movement. When they arrived in the area of the crash site, they began

trying to contact the pilots on the ground.

"As soon as we told the Marines what we were doing, a call came up on the guard channel. It was the same call sign but a different numerical designation," Welch explained. The wounded pilot explained that the pilot who had called previously was now unable to respond, that two other pilots had

Above: During the rescue, Welch strapped himself to the outside of his Longbow Apache, as Taylor then flew them all to the nearest combat support hospital.

Left: AH-64D pilot CPT Ryan Welch (left) and copilot/gunner CW2 Justin Taylor rescued two OH-58D Kiowa Warrior pilots from a crash site on Oct. 16.

been killed in action, and that he and the other survivor were trying to make their way to a defensible position but were having difficulty because one of the wounded men was unable to walk.

"When we flew over the sector, we immediately picked up the heat signature of a burning fire," said Welch. "But at first we weren't sure what it was. It kind of looked like one of the many trash fires you see all over Baghdad," Taylor added.

While the two were flying over the fire trying to get a better look at the ground, an excited call came up. "You just flew over our position," the transmission informed. Welch's wingman noticed the emergency strobe on the ground and notified Welch of the positive identification.

"Once we had identified the crew on the ground, I made the call that we were going to land and get those pilots out of there," Welch said. "I had no idea of the situation on the ground or what the landing zone looked like, so I informed my wingman to fly a tight defensive circle around our position to provide cover if needed.

"As we landed and I got all the cords off of me, I looked

in Daring Rescue Story and photos by CPL Benjamin Cossel

I thought my eyes were

going to rip out of my

sockets and that my nose

would tear from my face,

the wind was so strong."

back at (Taylor) and told him if he started taking fire, (he should), 'Get this bird out of here, leave me, and we'll collect all of us later.'" Welch had landed his Apache approximately 100 meters from the crash site. Armed with his 9 mm pistol and an M4 Carbine rifle, he set out to collect the downed pilots.

Welch contacted the pilots and asked if they were able to come to him themselves. Again it came over the radio that one of the pilots couldn't walk. They would need help get-

ting out of their location.

"I basically had to stumble my way through an open field. It was treacherous, with potholes and low brush. I stumbled a couple times," recalled Welch. "But I finally came up on the crash site about 10 minutes later." When Welch arrived on the scene he saw one pilot standing and one sitting. The two had been able to get a fair distance away from the aircraft.

"As I came up on them, I noticed they looked pretty bad, multiple cuts on their face and both looked like the early stages of shock had set in. I called out to (CWO Chad) Beck,

who was standing, to get him to help me with (CWO Greg) Crow," Welch said. "It took a few seconds to get Mr. Beck's attention as he was visibly shaken and dazed."

Both of the downed pilots were assigned to Co. C., 1st Bn., 25th Avn. Regt. of the 25th Infantry Division. Their unit is attached to the 4th BCT, Welch's unit.

As the two got Crow up and began the long trek back to Welch's Apache, the mess of tangled cords attached to their equipment nearly tripped them up. "We stumbled initially with all those wires just everywhere," Welch said. "I pulled out my knife and just cut them all away, and we took off."

Assisting two wounded men over the treacherous 100 meters to his waiting Apache, Welch said the time seemed to slow to an absolute crawl. They inched their way back, working carefully not to further injure Crow.

"We had to move kind of slow," he explained. "I swear it probably took us like 10 minutes to get back, but it seemed like we were out there for hours. I was never so relieved to see (Taylor) and my bird sitting there."

Four personnel to get out and only two seats in the Apache posed a problem. Self-extraction was a maneuver the pilots had been told about in flight school — a maneuver considered dangerous enough that no practical application was given, just the verbal "here's how you do it."

Hanging from every pilot's flight vest is a nylon strap attached to a carabiner. On the outside of the Apache there are handholds bolted on primarily to assist maintenance crews as they work on the birds. But, they also have another purpose—to be used in the event of a self-extraction. The general idea is for the pilot to wrap a nylon strap through the handholds and then connect the strap to the carabiner. The aircraft then flies off to a safe location with the person attached to the outside of the aircraft.

"I knew getting back to my bird that Mr. Crow was in no position for self-extraction—that I would have to put him in the front seat," explained Welch. "I radioed to (Taylor) and told him what I intended to do—Crow in the front seat, Beck and I strapped to the outside."

At first Taylor just looked at Welch, a little surprised at the

plan. "It kind of surprised me at first. And then I just thought, 'Cool, that's what we're going to do," said Taylor. Beck and Welch worked to get Crow into the front seat as Welch explained what was next to Beck. "At first Beck really didn't want to leave. His commander [CPT Christopher Johnson] had just been killed, and he still wasn't thinking 100 percent clearly."

"I can't go; I just can't go," pleaded Beck, but soon enough he under-

stood the situation.

And then another problem surfaced. "The mechanism Kiowa pilots

use for self-extraction is different than the setup Apache pilots use," explained Welch. "But we finally got it worked out, got Beck hooked up, and then secured myself to the aircraft."

Secured and assuming a defensive posture with his rifle, Welch gave Taylor the thumbs-up sign and the Apache lifted off. "I was a little bit freaked out," explained Taylor. "You just don't fly an Apache by yourself; it's definitely a twoman aircraft."

At 90 miles per hour the helicopter flew 20 kilometers to Forward Operating Base Falcon, the closest base with a combat support hospital.

"I only had my night visor on," said Welch. "I thought my eyes were going to rip out of my sockets and that my nose would tear from my face, the wind was so strong."

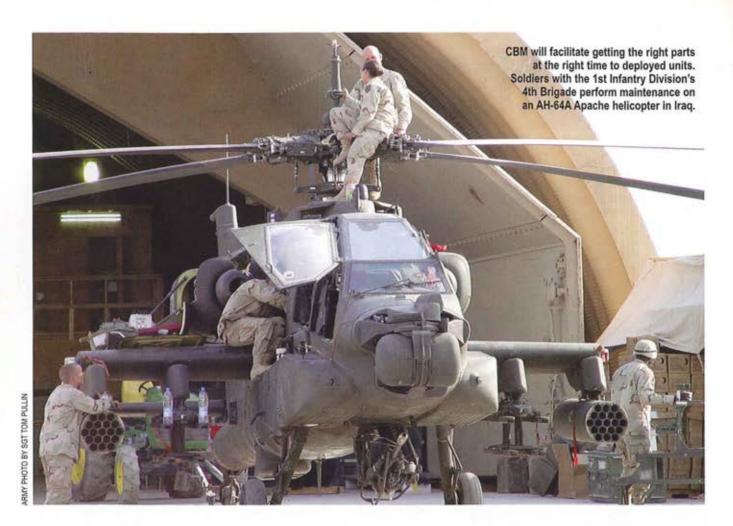
Landing on the emergency pad, Welch and Taylor helped medical personnel take Beck and Crow inside for treatment.

"One of the medics asked me if I was a medical-flight pilot," chuckled Welch. "You should have seen the look on his face when I told him, 'Nope, I'm an Apache pilot."

With the patients safely delivered to the hospital, the two exhausted pilots looked at each other with the same thought. "We both climbed back into our bird," Welch said, "and almost simultaneously said to each other, 'Let's go home."



CPL Benjamin Cossel is a photojournalist with the 122nd Mobile Public Affairs Detachment, His story was released by the American Forces Information Service.



CONDITION BASED MAINTENANCE

WHAT IT MEANS TO ARMY AVIATION

By LTC Kimberly A. Enderle

Editor's note: This is the second in a series of articles on Aviation logistics transformation from the Office of the Deputy Chief of Staff for Logistics, G4, Aviation Logistics Division. In November the G4 released a white paper on Aviation Condition Based Maintenance. This month's Aviation Logistics article provides a brief summary of the G4 vision for Aviation CBM.

he Army G4's Aviation
Logistics Division white
paper provides broad guidance, measurable milestones and the vision for
Aviation to transition to a Condition
Based Maintenance (CBM) program
by the end of fiscal year 2015. The
transition to CBM is contingent on
incorporating enhanced technology
on existing aviation weapons systems,
and embedding those capabilities into
future and developmental aviation

weapons systems. This technology insertion will lead to better components and improved system reliability analysis, thus increasing the operational availability of Army aircraft.

Defining CBM

"What it is condition based maintenance?" and "How, is it different from the maintenance we do today?" At the tactical level, CBM is new tools, test equipment and embedded on-board diagnostics. These tools provide the ability to translate aircraft condition data (temperature, vibration, cycletime, etc.) in combination with environmental factors (i.e. desert, artic, high humidity usage profiles) into proactive maintenance actions, which will enable unit personnel to perform maintenance only when there is evidence of actual need. CBM enables Soldiers and leaders to plan and perform maintenance at the right place and time, resulting in greater aircraft operational availability.

At the operational or strategic level, CBM is a set of maintenance actions based on real-time or near real-time assessment of equipment status, obtained from embedded sensors and/or external measurements or tests performed by man-portable equipment. Data collected from health usage monitoring system (HUMS) equipment is then translated into predictive trends and metrics, which are capable of anticipating when component failures will occur based on actual operating environment. The predictive approach allows for the proactive acquisition and delivery of requisite spare parts to perform maintenance, prior to component failure. It also allows for adjustment of scheduled maintenance tasks based on actual equipment condition.



Condition based maintenance takes environmental factors into consideration when conducting aviation maintenance. CW3 Kelly Nokes with 1256th Med. Co. (AA), Minnesota National Guard, cleans snow off of his UH-60 helicopter in Bosnia.

ponent or weapon system failure, to a proactive or predictive CBM approach that performs maintenance upon evidence of need. This will permit maintainers to plan, sequence and perform needed supply and maintenance actions with minimal impact on operations. CBM is supported by automated maintenance information

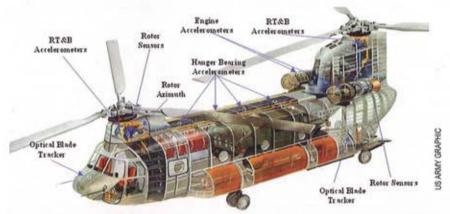
cient maintenance practices and procedures, improved operational availability, and provide cost savings associated with smaller logistics footprints. Integration of CBM predicted component and airframe data into an end-to-end logistics system can improve performance of supply and transport, as well as maintenance operations. Accurate and timely transmission of requirements through integrated data systems can be combined with known process cycle time (captured by automated identification system and UID [unique identification] movement data) to optimize and synchronize acquisition, maintenance, supply and transportation processes with funding.

Furthermore, CBM results in component and airframe data collection that will promote the development and integration of an end-to-end aviation life-cycle maintenance and logistics management system that employs timely and accurate integration of data systems, and supports the Army's logistics and distribution system. CBM enables responsive and predictive maintenance that will eventually reduce the Aviation logistics tail and expense.

Why Change?

This is an unprecedented time in the history of Army Aviation. The deci-

HUMS INSTALLATION



Data collected from an onboard health usage monitoring system (HUMS) will help to predict trends and metrics used to anticipate when component failures will occur, thus allowing maintainers to better schedule phase maintenance and obtain needed parts.

Transformation Link

Transitioning Army Aviation to a CBM program requires a conscious shift from reactive, fault-based maintenance, which is identified by comsystems that rely on automated onboard or man-portable data collection sensors and seamlessly integrate (requirements and performance data) with other logistics systems. CBM has the potential to lead to more effision to terminate the Comanche Program in February 2004 provided an unparalleled opportunity for the Aviation branch to develop a maintenance investment strategy that is capable of pursuing needed technology insertions to support CBM. The Aviation logistics transformation strategy seeks to achieve Aviation CBM implementation more than ten years ahead of original forecasts. The changing nature of Army missions require unprecedented flexibility, including the ability to deploy Aviation into hostile territories on extremely short notice and maintain higher operational tempo between major maintenance events.

Transformation Goal

Army Aviation must transform Aviation maintenance from the current reactive, fault-based maintenance program. This requires the reduction in the frequency of selected scheduled maintenance tasks that rely on an assumed fatigue life or logical standardized time before overhaul. These legacy tasks will be replaced by tasks tailored to actual platform usage in a specific operating environment.

The key objective of CBM is to reduce the unnecessary maintenance burden on field units, while improving and/or extending component life from a finite quantity to one where component replacement is based predominantly on objective evidence of need. Achieving this change must be done within the constraints of an Army and nation at war, while ensuring system safety, in addition to improving equipment reliability, availability and maintainability. The ultimate goal of CBM is to know and understand the actual status of equipment, which will reduce unnecessary maintenance; plus reduce total (operations and sustainment) ownership costs. Being able to predict

when and where aircraft components are most likely to fail will enable replacement components to be positioned when and where they are needed on the battlefield, thus reduce the logistics tail and operational expense. Sensor based assessment of equipment condition also reduces scheduled



maintenance requirements, further reducing the logistics tail while increasing platform availability.

Common Logistics Operating Environment

The Army envisions that CBM will revolve around the construction of a data-centric platform-operating environment within the Army Logistics Enterprise (ALE). For CBM to be a success, Aviation maintainers and logisticians from the flight line to the Army Materiel Command's Integrated Materiel Management Centers, to the depot must all have visibility on component failures and component availability. ALE will monitor critical maintenance data elements using platform-based processors to determine platform-level component health and critical systems health by using algorithms jointly developed and validated by the Army Engineering Directorate and the original equipment manufacturer. These algorithms

will support metrics that will use physics of failure for each component and will focus engineering efforts to merge traditional areas (such as system, reliability, design and controls) to rethink the way we design, build and support future systems with new dynamic maintenance programs.

At the tactical level, CBM is new tools, test equipment and embedded on-board diagnostics to assist Soldiers like SPC Justin Stanton with the 1st Bn., 228th Avn. Regt. in Honduras obtain higher operational readiness.

Summary

In conclusion, CBM technology has the potential to monitor the health of aviation weapon systems and sub-systems thru the use of on-board diagnostics (near-term goal) and on/off-board prognostics (long-term goal), which lead to component reliability improvements, reduced maintenance manhours, and to reduced aviation accidents and incidents. The common operating environment directly supports efforts to achieve the Army's integrated logistics enterprise and to enable joint force interoperability and interdependency, sense-andrespond logistics, network-centric warfare for logistics, and a fully modernized and transformed sustainment environment for the future that supports multifunctional, expeditionary and combined-arms units on a distributed, non-linear battlefield. The eventual transition to CBM will enable Aviation to achieve the CSA directed mission of reducing the Aviation logistics tail and will result in a more ready force.

Delivering Materiel Readiness!



LTC Kimberly A. Enderle is the military assistance to the G4 in the Office of the Deputy Chief of Staff for Logistics, Washington, D.C.



The HUMS will be integrated with the cockpit voice and flight data recorder similar to this UH-60 FDR.

AMCOM CG Helps Open New Sikorsky Production Center

MG James H. Pillsbury, commanding general of the U.S. Army's Aviation and Missile Command, joined Sikorsky President Steve Finger in Connecticut to officially open the new UH-60 Tail Rotor Blade Cell inside the Stratford composites center on October 20.

Pillsbury, whose command is responsible for the maintenance and support of the Army's vast fleet of aircraft deployed around the world, was on hand to represent the Army and the Army Aviation community. Sikorsky employee Susan Sexton, a blade composite technician, assisted by Pillsbury, was given the honor of cutting the ribbon to open the facility.

"We know when we get a Sikorsky part that the quality is there," Pillsbury told Sikorsky employees during his remarks. He said he had recently been to Iraq and Afghanistan and knows the value of the UH-60 Black Hawk helicopter in these combat areas.

The new production facility will triple the output of tail rotor blades in a shorter time, which translates to faster orders, increased customer satisfaction and added spare-parts revenue for Sikorsky. The cell is geared to a 400 percent increase in monthly deliveries, an 80 percent improvement in lead-time and a 553 percent improvement in inventory turns.

"You have the best product in the world — absolutely," Pillsbury said. "Your product is saving lives." And it wasn't just the medical evacuation UH-60s. He noted that the presence of UH-60 helicopters over coalition con-



voys is a deterrent to attacks in Iraq.

During the last year, the Army presented Sikorsky with a significant challenge: increase the production of UH-60 tail rotor blades to meet Army Aviation's heavy operational tempo.

In October 2003, the Blade Shop at Sikorsky developed its vision, concept and business plan to address this breakthrough customer demand.

The solution came in the form of a one-piece flow cell for tail blades based on Toyota Production System, which focuses on "waste free production." In the cell, there is one directional flow, with no reversals, which optimizes part flow and operator motion.

To achieve this end, Sikorsky worked with suppliers to design and build unique new machines that are MG James Pillsbury assists Susan Sexton as she cuts the ribbon, formally opening the UH-60 Tail Rotor Blade Cell. Sikorsky President Steve Finger, host for the opening ceremony, steadies the massive scissors.

"right-sized" and compact to support one-piece flow and fit very close to each other in the cell. Some existing equipment was also modified. Other items that were considered were operator interaction, noise level and radiant heat emitted by the equipment.

The cell design also includes work aisles for operators as well as service aisles for maintenance access, tooling movement and non-intrusive delivery of details and consumables.

The result is a manufacturing and engineering coup.

— William Tuttle, Sikorsky Public Communications

See You in Orlando At Disney's Coronado Springs

AAAA Annual Convention May 5-11, 2005



See center section of this issue for Convention Registration Forms

Tac Ops, ASE and EW Officers:

How We Got Here

By CW4 Steve Woods (Ret.) and CW3 Michael Croslin Photos by CW3 Michael Croslin

n 1983, aircraft survivability equipment (ASE) like the AN/APR-39(V)1 Radar Warning Receiver on an OH-58A Kiowa served two purposes. First, it was to detect the ground surveillance radar on the airfield during bad weather (which aided us in aligning with the runway); and second, it was to alert us when the East Germans or Czechoslovakians "painted" our aircraft while patrolling the border on a "Red Catcher" mission. What a simple life it was...unarmed, unaware, and thus unafraid.

How the Change Came

The calm in life eroding was the arrival of the Aircraft Survivability Equipment Trainer I (ASET-I). Remembering the day the huge green metal monster arrived, the Microfix computer was basically an Apple II computer, cased in a metal, electro-magnetically resistant box. You had to provide a secure area to store the

system and it took an entire table by itself. The system consisted of a computer, a color screen, a monotone (green and black) screen, a disk drive to store student data, and a laser disc player. Our lives were forever changed. SA-7s, SA-9s and ZSU 23-4s

— Oh my! Jammers, chaff, flares and radar warning receivers — Oh my!

No one was "really" inspecting ASE training programs, so aviation units drifted back into the simple life. After all, we were flying nap-of-the-earth and any threats would be easily defeated with our superior tactics and flying skills. Infrared jammers such as the AN/ALQ-144 for heat seeking missiles were fielded for all of our attack aircraft (then AH-1S) and AH-1F). After installation, we soon found

AH-1F). After installation, we soon found during daily maintenance inspections that the glass windowpanes on our "disco balls" would be broken. They were expensive to replace, so the decision was made to remove all AN/ALQ-144s, perform proper storage maintenance, and secure them in a safe area (such as secure ammo-bunkers). That time period was 1983-86.

ASET-I was replaced with ASET-II. An inspection of training programs was now important, but to most units

this was not a high priority issue. One fix was to create unit ASE trainers. Units typically appointed a junior warrant officer (a WO1) to perform the administrative tasks necessary to pass an ASE training program inspection.

Nothing Like a War for a Reality Check

Fast-forward to August 1990. Iraqi dictator Saddam Hussein invades Kuwait (a country most of us had never heard of outside of Jeopardy questions). Waking from our simple life, aviation units were on the road to combat with their infantry, armor and cavalry divisions. Activating war-plans, load plans and logistics of transportation, units were on the move. Excitement was in the air. Our Soldiers were going to fight the fourth largest standing army in the world. They kissed their loved ones goodbye, not knowing when (or if) they would return. Units performed their

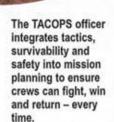
load-outs, boarded jet aircraft and flew to their ports of embarkation. Having arrived, they reassembled off-loaded aircraft, only then to realize the AN/ALQ-144s were still in the

ammo-bunkers back home.
The program manager for aircraft survivability equipment (PM-ASE) actually went to home bases to cut the locks on bunkers to get the equipment to the aircraft.

Classified messages were created to train the aviation units on how to employ the ASE against real threats with little terrain to mask your aircraft in. All of a sudden, the simple life was very complex, as aviation units had not been training for an integrated air defense system (IADS). Vietnam era tactics were useless. The terrain and threat were different from what had been prepared for during the European cold war. The IADS threats we faced were far superior to the threats that we practiced defeating with the ASET.

With a valiant effort from some great Americans, aviation units were

Life had gotten very complex.



fielded with better equipment and were trained how to use it. Through the actions complete coalition efforts, the airspace and basically any ground space wanted was under coalition control.

ments in mission planning. The training at JFCC emphasizes the value of these critical elements.

TACOPS is Born

After Desert Storm, it was determined that units needed a trained ASE / Electronic Warfare Officer (EWO). Building on the tactics and terrain planning, the integration of ASE into the mission planning process was found to help units accomplish the mission. As ASE/EWOs were trained and fielded, another void was discovered. Tactical operations were not a function of maintenance, safety or standardization. The tasks crossed all three disciplines in some manner, but were not unique to any. The concept of Aviation tactical operations officer (TOO) was born in 1993.

What are the critical tasks of a TOO? Which systems are they going to interoperate with? How are they trained? How are they funded (manpower requirements)? Which schools do we send them to? What modified tables of organization and equipment (MTOE) are going to get how many? What is their vertical career path so they can compete equally with the triad

Standardization, Safety, Maintenance? Why can't the TOO function be incorporated by changing regulations, field manuals or leadership training? These were just a few of the challenges.

In developing the training for TOOs, compromises were made to facilitate training the masses. Originally, the requirements would be for all TOOs to attend the ASE/EWO course at Fort Rucker, Ala., and the Joint Firepower Controller Course (JFCC) at Hurlburt Field, Fla. Concessions were made to allow for the substitute of "operations" experience in the field units to take the place of JFCC training. This has caused some inconsistencies in performance. The Air Tasking Order

(ATO), Special Instructions Sets (SPINS), and in-depth knowledge of airspace coordination issues are critical ele-

Highly mobile,

TACOPS officers can

quickly move with the

battle keeping the

mission planning

relevant.

process timely and

Increasing popularity of the skills of an experienced TOO has lead to the development of a Brigade **Aviation Element** becoming a prized resource.

(BAE) team.

Aviation Transformation and the BAE

Increasing popularity of the skills of an experienced TOO has lead to the development of a Brigade Aviation Element (BAE) team. Doctrine is emerging to provide Units of Action (UA) (enhanced brigades) with a BAE, which is comprised of five aviation Soldiers: a major, a CWO TOO, an operations sergeant, and two ops specialists. The BAE will assist the UA integrate the use of Army aviation into the scheme of maneuver. TACOPS officers are

Training and SMEs

The U.S. Army Aviation Center at Fort Rucker has the lead for TOO training. The 1st Aviation Brigade is responsible for the execution of the ASE/EWO training. The Directorate of Training and Doctrine (DOTD) hosts both the training development (creation of critical tasks, selection of automation systems TACOPS officers will operate, and the over-watch for the use of TACOPS officers) and doctrine (the field manuals which explain the usage of TOOs as they integrate into aviation ground units.)

TOOs have adapted to changing battlefield environments. Questions will continue to come from the field on training development and doctrine. It is important to direct your questions to the subject matter experts who are experienced in this discipline. USAAVNC should be your first source. The Directorate of Evaluations and Standards, the 1st Avn. Bde., and DOTD can assist or direct your query to the right source for an answer.

Summary

It is important to know why TOOs and ASE/EWOs were created. Both have adapted to changing and very challenging environments and will continue to adapt. TOOs and ASE/EWOs are skilled at making the complex simple. Their role has evolved as threats and new operational environments have emerged. Their purpose is to ensure mission accomplishment while protecting our aviation forces.

Contributing Editor Steve Woods is a retired chief warrant officer and a financial adviser with Merrill Lynch Investments in Wisconsin. CW3 Michael Croslin is a tactical operations officer with the 1st Bn., 3rd Avn. Regt., 3rd Inf. Div., Hunter Army Airfield, Ga.

AAAA SCHOLARSHIPS AVAILABLE

Scholarships dedicated to Enlisted, Warrant Officer, Company Grade Officer, and Department of the Army Civilian Members. Funds also available for spouses, siblings, children, and grandchildren of AAAA members.

Contact the AAAA Scholarship Foundation, Inc., 755 Main St., Suite 4D, Monroe, CT 06468-2830, Tel: (203) 268-2450 Fax: (203) 268-5870, E-mail: aaaa@quad-a.org



Editor's Note: Army Aviation is seeking good-news announcements of aviation-related professionals who are on the move. If you or your organization have an upcoming change of leadership (at the battalion or squadron level, or higher for MTOE and TDA units), please forward the information to James Bullinger, e-mail: editor@quad-a.org.

160th SOAR Changes CSMs

CSM Vernon Elliott (left) receives Special Operations the 160th Aviation Regiment (Airborne) colors from regimental commander Col. Andrew Milani during a Nov. 10 change of responsibility ceremony at Fort Campbell, Ky. Elliott assumed responsibility as the regimental command sergeant major of the 160th SOAR from CSM Thomas # Buford Thomas, Jr. departs to become the next command sergeant major of the Aviation branch in January.



Secretary of Defense Donald H. Rumsfeld announced Oct. 29 the President has nominated the following Aviation officers for promotion to major general:

BG Charles W. Fletcher, Jr., currently serving as commanding general, Military Surface Deployment and Distribution Command, Alexandria, Va.

BG James R. Myles, currently serving as commanding general, U.S. Army Test and Evaluation Command, Alexandria, Va.

BG Jeffrey J. Schloesser, currently serving as director, Army Aviation Task Force, Office of the Deputy Chief of Staff, G-3, Army, Washington, D.C.

COL Derek Paquette, the military deputy

director for the Communica-tions-Electronics Research, Development and Engineering Center, was promoted Nov. 8 at Fort Monmouth, N.J. Paquette is slated to be the project manag-



er for Apache Attack Helicopter next summer with the Program Executive Officer, Aviation Redstone Arsenal, Ala.

FY 2004 Army Competitive Category Command and Staff College Selection Board results were released October 28, 2004.

Name Status Aviation (15) Adams, Lamar D. Deferred Aoki, Joel K.* Deferred Barker, Bradley D. Deferred Bayer, Thomas A. II Deferred Bovee, Scott A. Deferred Brown, Timothy D.* Deferred Bush, Michael D. Principal Calvert, Lance K.+ Deferred Carroll, Clarence III* Principal Caryl, James R. Deferred Cunningham, Gary* Deferred Demirjian, Michael* Deferred Denny, William P.* Principal Dickey, Scott* Deferred Dipasquale, Joseph III Deferred Dosier, David A. Deferred Duncan, James A.* Deferred Elizondo, Russell J. Deferred Ellis, Jon E.+ Deferred Erickson, Reed G. Deferred Frisbie, Collin H.* Deferred Gallagher, Daniel E.* Principal Gallagher, Julie S.* Deferred Gerow, Darryl L. Sr. Deferred Gignilliat, Andrew D.* Principal Gill, Michael M. Deferred Godwin, Alvin O. Deferred Goudeau, Michael J. Principal

Greer, Andy J. Principal Gustin, Nathaniel D.* Deferred Hamilton, Warren D. Principal Heape, Glen E.* Deferred Higginbotham, Michael* Principal Hodgdon, Scot R.* Deferred Hoge, Jason L.* Deferred Huber, Robert P. Principal Intini, Frank P. III* Principal Jones, James A.* Deferred Kaufmann, Andrew* Deferred Keeter, Robert R.* Principal Lanceta, Allan H. Deferred Little, Eric D. Deferred Looney, Ronald E. Deferred McAfee, John A.* Principal McCurry, Michael II* Deferred Messner, Garret K.* Deferred Moga, David M.+ Principal Deferred Mohs, Kamela A.* Newby, Mark A. Deferred Niemi, Heath J. Deferred O' Connor, Thomas Jr. Deferred Ogden, Michael L. Deferred Payne, Timothy M. Principal Pritchett, Keith C. Deferred Reich, Stephen C.* Deferred Sandoval, David W.* Principal Sennett, Michael D. Principal Smith, Drew P.* Principal Deferred Smith, John L.* Smith, Stuart S. Deferred Snow, David C.* Deferred Stefano, Ciro C.* Principal Stencavage, Darla L. Principal

Stiller, Albert H.*	Deferred
Szczepanski, John	Deferred
Thiessen, Allen T.	Principal
Torres, Jose A.	Deferred
Tripp, Nathan C.*	Deferred
Turbak, Lori L.*	Deferred
Turner, Joel T.	Deferred
Urso, Jeffrey E.	Deferred
Wehmeyer, Marc A.*	Deferred
Whiffen, Harold H.	Principal
Wilburn, James R.	Deferred
Wilhelm, Craig A.	Deferred
Wolf, John K.	Principal

Space Operations (40)
Burrow, Guy M. Deferred

Public Affairs (46)

Inglin, Kevin C. Principal Osterholzer, Steven Deferred

Foreign Area Officer (48)

Alley, David W.* Deferred
Jensen, David P.
Metcalf, Maria K.
Nuhse, Matthew H.
Phillips, Keith C.
Deferred
Deferred
Deferred

Operations Research Systems Analysis (49)

Gauthier, Stephen E. Deferred Kaczynski, William* Deferred Laporte, Grover J. Jr. Deferred Miguel, Fernando D. Principal Wertz, Michael E.* Deferred Force Management (50) Lenz, Robert J. Jr. Deferred

Acquisition Corps (51)

Badar, Patrick J. Principal Beall, Scott T.* Principal Braddom, Steven R.* Deferred Deslauriers, Todd R. Principal Gray, Michael G. Principal Guida, Spencer C. Principal Olmstead, Michael+ Principal Phillips, Bryan K.* Principal Rutkowski, Michael* Principal Snyder, Mark S. Principal Stierna, Eric J.* Deferred Stringer, David B. Deferred Vanriper, Steven G.* Deferred Varnadore, Marcus L. Principal Warnick, David A. Deferred Williams, Kevin D. Deferred Wolons, David S.* Deferred

Information Systems Management (53)

Jackson, James W. II Deferred Vega, Juan C. Deferred

Strategic Plans and Policy (59) Hornbarger, Christopher Deferred

* = AAAA Member

+ = Life Member

A'SA'A'A'NEWS NEWS AND NEWS AN

Army Aviation Center Chapter holds 13th Annual Chili 5K



Thirteen was a lucky number for many attending the Army Aviation Center Chapter's 13th annual 5K race and chili cook-off competition, known as the AAAA Chili 5K, held Saturday, Nov.

3rd Paradi

This year 393 runners and 24 teams competed in the USA Track and Field certified five-kilometer race. Overall men and women's winners were Michael White, 31, from Fort Bragg, N.C., and Sarah Reese, 22, of Auburn, Ala. with times of 16:32 and 19:21 respectively. Winning teams taking 1st, 2nd and 3rd place were: 1st Warrant Officer Company; Co. B, 1st Bn., 145th Avn. Regt.; and Guns & Hoses.

A record 41 teams entered the chili cook-off, competing in the Best Show, Peoples Choice, Best Tasting and Best Overall awards categories.

Bragging rights for 2004 went to:

6 at Fort Rucker, Ala.

Best Show (booth theme and presentation):

1st Place: 1st Bn., 212th Avn. Regt. - Greasy Spoon Café and Truck Stop Chili

2nd Place: Glen Camp - Mess Truck 22 Chili

3rd Place: Army Fleet Support - A Taste of Paradise Chili

Best Tasting Chili:

1st Place: Co. A, 1st Bn., 145th Avn. Regt. - Operation Chili Hooah

2nd Place: Army Fleet Support - A Taste of Paradise Chili

3rd Place: Aviation Center Logistics Command - Cowboy Chili

People's Choice (most chili sales):

1st Place: Co. A, 1st Bn., 145th Avn. Regt. Operation Chili Hooah

2nd Place: 1st Bn., 14th Avn. Regt.- Barn Yard Chili

3rd Place: U.S. Army Safety Center - Smokey and the Bandit Chili

Best Overall (best taste and presentation):

1st Place: 1st Bn., 212th Avn. Regt.- Greasy Spoon Café and Truck Stop Chili

2nd Place: Army Fleet Support - A Taste of Paradise Chili

3rd Pl.: 1st Bn., 14th Avn. Regt.- Barn Yard Chili

Photos and text by James Bullinger

Left: Two top wins for Best Tasting and People's Choice went to Co. A, 1st Bn., 145th Avn. Regt.



Double 1st places for Best Show and Overall went to 1st Bn., 212th Avn. Regt.



The Aviation Center Logistics Command won 3rd Place Best Tasting.



Army Fleet Support won two 2nd Places for Best Tasting and Overall, and a 3rd Place for Best Show.



3rd Place for People's Choice went to the Army Safety Center.

AAAA implements Order of Our Lady of Loreto Program

By MAJ Charles Bell

The AAAA has instituted a new recognition program, the Order of Our Lady of Loreto. The program closely parallels the Association's very successful Order of Saint Michael program.

The effort to recognize the spouses and others in the community who support Army Aviation was initiated by COL Anthony Crutchfield, the North Country chapter president, at the annual Presidents/Secretaries sesduring the 2002 AAAA Convention. The AAAA Awards Board took the idea and developed it into the Order of Our Lady of Loreto, which was presented for the first time at the annual 10th Aviation Brigade's Aviation Ball at Fort Drum, N.Y. on August 6, 2004.

GEN Richard Cody, the Army's Vice Chief of Staff, presented inaugural awards. Award recipients pictured above are (left to right): Kirstin Rich, Kelly Arne, Allison Higgins, Karen Jaedicke, Kim Crutchfield; COL Crutchfield, GEN Cody; Carla Miller, Deborah Baer, Maria Weitig and Janet Little.

Each of these women set high standard for others to strive for in their support to Soldiers and their



community in all they did from supporting the bereaved and guiding new spouses, to planning events and providing overall leadership in times of great stress.

According to tradition, the home in which the Virgin Mary was born was miraculously moved by angels in 1295 from its original site in Nazareth to its present site in Loreto, Italy. Since 1920 Our Lady of Loreto has been recognized as the patron saint of aviators. This award celebrates the sacrifice, support, security and caring provided by those at home; and in the larger Army Aviation Community that make it possible for Army Aviation Soldiers to accomplish their missions despite changes in circumstances, location, and separation from loved ones.

The citation on the award states: "In as much as the aforementioned individual has demonstrated unique support to the Army Aviation family

and community, the President of the Army Aviation Association of America, Inc., acknowledges that this individual is due special honor and respect for now and posterity."

The approving authority for this award program is your local chapter president and local awards board. The award certificate is available immediately. The medallion for the award is in final development. No doubt all AAAA chapters will utilize this program to honor the corner stones of the Aviation community, our Army Aviation spouses, and others who contribute so much to our families, our Branch and our Army.

Contact the AAAA National Headquarters at (203) 268-2450 or aaaa@quad-a.org for more information.

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MAJ Charles Bell is the executive officer of the 1st Battalion, 10th Aviation Regiment, 10th Avn. Brigade, Fort Drum, N.Y.



Top Team (I to r): Bob Vlasics congratulates 1st place winners SFC John Peters and Kyle Anderson, with judge Tom Geoffroy.

Tennessee Valley Chapter Bass Tournament Nets Winners

At O'dark thirty on Saturday, October 2, more than 50 fishermen gathered at Easter-Posey Recreation Area on Redstone Arsenal, Ala. to take part in the semi-annual Tennessee Valley Chapter AAAA Bass Fishing Tournament. At 6:30 a.m. 25 boats left the harbor to begin a day of fishing on Wheeler Lake. Whether by skill or luck, half of the participating boats returned with catches to weigh-in, which amounted to 41 bass totaling 47 pounds. Prizes were awarded for the biggest fish and to the top three boats for total fish weight. Big fish and first place went to SFC John Peters and Kyle Anderson for five fish weighing 9.1 pounds, included one 3.3 pound bass. Second place went to John Bradden and Don Larimore for five fish weighing 6.9 pounds. Jack Ferguson and Jerry Brunaugh placed third with a catch weighing 5.7 pounds. As part of the tournament, an awards presentation and social were included and several new members were welcomed to AAAA. Special thanks goes to AAAA, the event team, and to the sponsors; Aerodyne, Avion, DRC, Dynetics, Pelican, Tomahawk Tackle, SAIC and Southwest Research Institute. Congratulations to all!



Just as the Army is undergoing a transformation for the future, AAAA wants to help military families build a strong foundation for success through education.

Applying for a AAAA scholarship for you or one of your family members is the **first step** on the journey to a **career-building education** that will lead to a **bigger** and **brighter** future.

More than 1,200 others have gone before you, using the \$2-plus million in grants and interest-free loans to make their futures work for them. And if you're future is already secured, you can help others to get there by **donating** to the **AAAA Scholarship Foundation**.

Grasp the FUTURE now by calling 203.268.2450 or visiting www.quad-a.org.



A NEWS

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

Mr. Scott W. Cramer CW5 Michael R. Sherman

ALOHA CHAPTER HONOLULU, HI CW3 Daniel C. Bryant SPC Len Cutler 1SG Robert Kosutic Ms. Sharee Moore Ms. Patricia Simoes SPC Jason C. Sorenson

CW4 Stephen M. Weaver

ARIZONA CHAPTER MESA, AZ Ms. Elizabeth J. Ryan

ARMADILLO CHAPTER CONROE, TX

PFC Andrew J. Wickes

FORT RUCKER, AL

AVIATION CENTER CHAPTER WO1 Francisco J. Aguilar 2LT Luke R. Anderson 2LT Stephen J. Arnold WO1 Joseph A. Baker WO1 Bernardo Barbero WO1 Heath R. Barrett WO1 George C. Baum WO1 Ramsey L. Baum WO1 Dale J. Bell 2LT Ian H. Benson 2LT Adam T. Bet 2LT Jason A. Birkle 2LT Douglas A. Blevins WO1 Quincy T. Blunt WO1 Bryan J. Brooks 2LT Ashley Brown 2LT Michael V. Brown 2LT Donna J. Buono WO1 Ryan W. Burns SFC Joel L. Carmichael 2LT Deborah L. Chen WO1 Paul J. Ciervo 2LT Jonathan A. Coe 2LT Steven R. Cusack 2LT James D. Dailey WO1 Mark T. Davis WO1 Joshua S. Dellavecchia 2LT Charles W. Dickhaht 2LT Christopher M. Dishong 2LT Joseph G. Dowdy WO1 Benjamin J. Dufav 2LT Christopher C. Duncan WO1 Scott E. Ehlert WO1 Andrew J. Eiler WO1 Brandon T. Elmore 2LT Michael A. Farrell 2LT Robin L. Fine 2LT Thomas D. Fitch 2LT Jason A. Fogarty WO1 Aaron S. Foster 2LT Jacob W. Freshour WO1 Victor V. Gallegos 2LT Michael A. Galvin 2LT Amir A. Gharbi 2LT Stephen G. Gladish II 2LT Eric M. Glassman

CPT Michael A. Guice WO1 Adam D. Hankemeier WO1 Brett D. Harlow WO1 Kelly T. Harvey WO1 Nathan A. Hege 2LT Micah J. Helser WO1 Robert M. Henry WO1 Michael E. Herman WO1 Eric D. Hinds CPT John D. Hnyda WO1 Christopher M. Hoflund WO1 Micah J. Howell WO1 Wayne A. Huffaker 2LT Erica D. Huston Ms. Arikka Johnson 2LT Cameron M. Johnson 1SG Kenneth W. Johnson CW4 James H. Jones 2LT Sean H. Karrels 1LT Justin D. Kennedy 2LT Lucas J. Kennedy WO1 Christian S. Kennedy 2LT Bradley K. Kistler WO1 Derek E. Knodt 2LT Brandon M. Kohr WO1 Daniel T. Koshinsky Mr. Derek A. Kovacsy 1LT Bryan S. Koyles 2LT Luke D. Kruse WO1 Andrew A. Labounty WO1 Jeffrey A. LaFrance WO1 Jeffery S. Lanter SFC Michael L. Lawrence WO1 James P. Layne WO1 Blake J. Leibach 2LT Kevin H. Long WO1 Robert W. Loving 2LT Jeremy H. Lyons WO1 Stephen J. Madden WO1 Isaac S. Mangold 2LT David A. matters 2LT Robert C. McBride 1LT Anne C. McClain WO1 Mason J. McDonald 2LT Cory N. McLaughlin 2LT Marvin B. McNair WO1 John C. McQuitty WO1 Ryan E. Meador 2LT Peter A. Menet 2LT Sean R. Merritt WO1 Rory H. Millington CW4 Joseph M. Mitchell 2LT Kent B. Monas 2LT Jeffrey P. Moore 2LT Justin N. Moore WO1 Edward T. Nichols COL Glenwood Norris, Jr. Lt Col Andrew R. Oatts 2LT Brent J. Pafford 2LT Jaime H. Palma WO1 Matthew D. Paopao 2LT Julie A. Perry 2LT Jonathan E. Pickett WO1 Christopher S. Pierce WO1 Jason L. Pike 2LT Ryan W. Post 2LT Melissa A. Pyun 1SG Christopher B Rader Sr Rt WO1 Jeffrey T. Reilly 2LT Bryan E. Riddle WO1 Mark D. Robinson 2LT Charles M. Rowe

2LT Adam M. Saniof

2LT Clifford K. Schaefer WO1 Adam R. Schenck WO1 Thomas L. Schneider WO1 Travis S. Schubbe 2LT Quenton L. Schultz Mr. Eric Shinn WO1 Zigmunt P. Smigaj WO1 Benjamin F. Smith 2LT Nicholas R. Spangler WO1 Lance M. Stafford WO1 Duane E. Taylor WO1 Daniel L. Thomas 2LT Richard Thomas WO1 Scott A. Thomas CW2 Matthew A. Timberlake WO1 Richard Q. Tiu CPT Steven A. Turner WO1 Niall M. Twomey 2LT John R. Vos 2LT Michael D. Watson 2LT Christopher D. Webb WO1 Jeffrey A. Wedgewood 2LT Jermaine M. West WO1 Lawrence K. White III 2LT Eric J. Wicktora WO1 Ryan N. Williams 2LT Jeffrey S. Wilson 2LT Linus D. Wilson 2LT Robert N. Wolcott 2LT Felix L. Zayas WO1 David J. Zientek

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BIG RED ONE CHAPTER ANSBACH, GERMANY CW3 Robert E. Carpenter CPT Nicole E. Dean 1LT John J. Landers

CENTRAL FLORIDA CHAPTER ORLANDO, FL CPT Robert L. Fisher, Ret.

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SSG Dennis L. Wittenauer, Ret

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EDWIN A LINK MEMORIAL CHAP, I MICHIGAN GREAT LAKES CHAP. BINGHAMTON, NY AREA SP4 Robert W. Jensen

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FLYING TIGERS CHAPTER FORT KNOX, KY CW4 Delynn H. Gibson

FRONTIER ARMY CHAPTER FORT LEAVENWORTH, KS LTC Carl M. Horrell

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Mr. Ron Erickson 2LT Jennifer L. Sims

GREATER CHICAGO AREA CHAP. CHICAGO, IL Mr. Joseph M. Soto

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IRON MIKE CHAPTER FORT BRAGG, NC CPT Catherine A. Crocker CW4 Paul R. Mullen

JIMMY DOOLITTLE CHAPTER COLUMBIA, SC

Mr. Johnny W. Brown III 2LT Douglas N. Bruner III SSG Olivia J. Chavez SFC Joe N. Clavon SFC Sam W. Glenn, Jr. WO1 Joel L. Gooch SPC Tammie A. Guider CW4 Guy C. Harbin 2LT Gregory M. Holden LTC Paul T. Horry, Jr. PFC Crystal L. Jackson SSG Scott G. Johnson SGT Robert G. Kyzer Mr. Monte A. Lemmon 2LT Todd R. Lyle 2LT Justin W. Marrero SPC Jonathon L. Norris PFC Jonathan M. Perry SPC Matthew L. Perry CW4 Tommy L. Perry SSG Terrance Powell Mr. Kenneth D. Preston CW2 Joseph Shiver SFC Gregory A. Slone CW5 Donald J. Smith. Ret. Mr. Ronnie R. Spigner WO1 Joseph M. Stuppiello WO1 Chad M. Webster PFC Edward J. Woodward

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GRAND LEDGE, MICHIGAN LTC Kenneth E. Ring, Jr.

MONMOUTH CHAPTER FORT MONMOUTH, NJ

Mr. Sok Y. Kim Mr. Eric J. Lee Mr. Bill Mueller

MORNING CALM CHAPTER SEOUL, KOREA CSM Archie L. Davis, Jr.

NORTH COUNTRY CHAPTER FORT DRUM, NY CPT Steven R. Majauskas 1LT Jennifer L. Mondido

NORTH STAR CHAPTER ST. PAUL, MN COL Ronald J. Sprengeler, Ret.

NORTH TEXAS CHAPTER DALLAS/FORT WORTH MAJ James G. Hollingsworth Mr. Morley Huskinson Dr. Sandra Jean Koch

OLD TUCSON CHAPTER MARANA, AZ SGT William L. McCarthy, Jr.

OREGON TRAIL CHAPTER SALEM, OREGON SGT Jason P. Branch

PHANTOM CORPS CHAPTER FORT HOOD, TX CPT Leslie B. Reese III CPT Virginia B. Sanford MAJ Roy D. Walton, Ret.

RHINE VALLEY CHAPTER HEIDELBERG, GERMANY MAJ Nestor L. Barreto LTC George D. Ray CW3 Shawn P. Schloesser

RISING SUN CHAPTER CAMP ZAMA, JAPAN SGT Fannie A. Castro Mr. Melvin Castro SSG Valarie E. Claxton SPC Jesus N. Cruz SSG Patricia A. Mayfield CPT Peter J. Presley Ms. Naomi Purser CW2 William C. Purser SFC Robert A. Saksa CW5 Albert J. Taitano SFC Robert R. Thompson Ms. Kazue Tsukikawa SSG Michelle R. Wynn

SAVANNAH CHAPTER FT STEWART/HUNTER AAF, GA CW3 William R. Clemons 2LT Christopher C. Getter

SO. CALIFORNIA CHAPTER LOS ANGELES, CA Mr. Christopher Garville

WO1 Kevin S. Graddy

2LT Edward K. Greber

AAAN

NEW MEMBERS

TALON CHAPTER ILLESHEIM, GERMANY CPT James DeBoer

TARHEEL CHAPTER RALEIGH, NC Ms. Kristine G. Brown

TAUNUS CHAPTER WIESBADEN, GERMANY MAJ Robert F. Howe SGM Roland W. Rohan, Sr.

TENN. VALLEY CHAPTER HUNTSVILLE, AL Ms. Melanie L. Barksdale Mr. Roger A. Breece

Mr. Michael T. Cowperthwait

Mr. Jack L. Ferguson Mr. Dennis M. Hediger MSG Enos L. Hollingsworth Mr. Don W. Larimore LTC Sidney E. Lyons, Jr., Ret Ms. Sandra S. Olinger SGT David J. Oliver SFC John B. Peters LTC L. Steven Pierce, Ret.

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CW5 Brian D. Middleton Mr. Jan Orazem LTC Barrett K. Peavie CW5 Paul L. Price, Ret.

WINGS OF VICTORY CHAPTER GIEBELSTADT, GERMANY SSG Ronald R. Burleson II

MEMBERS WITHOUT CHAPTER AFFILIATION Mr. Johnnie Ames CW3 Wilfride R. Bonilla PVT Matthew K. Bowc COL Earl B. Burley, Ret. CW4 Jerry R. Couch

Mr. Don Couvillon CW2 Ian K. Davis Mr. Philip F.D. Devlin Ms. Susan C. Doman Mr. Edgar Bruce Mr. Elmer F. Falcione CW5 Donald L. Fox SPC Nicholas A. Gard MSG Jack Gordon Ms. Laura Gubbe PV2 Steve E. Hall LTC Mark W. Hamilton CDT Aaron E. Heath SGT Duane A. Helman SPC David A. Jaramillo Mr. Gareth John

Mr. Rnys Jones COL Albert H. Krapf, Ret. Ms. Alison Laferla CPT Steven Massar Mr. Simon Neville CW4 Keith Norwood, Ret. Mr. Chris Platt COL Robert D. Potter, Ret. Mr. Robin J. Schmaltz Mr. Samuel D. Smyth SPC Paul D. Swafford Mr. Ian Townsend PFC Matthew A. Turney Mr. Philip Williams Mr. Allister Wilmott Mr. Rick Young



Lindbergh Chapter

The Bronze Award of the Order of St. Michael was presented to John Cicia on October 20 by MG James Pillsbury, commanding general of the Aviation and Missile Command during a visit to the Purdy Corporation in Manchester, Conn. Cicia was recognized for his contributions during his 41 years in aerospace engineering, starting as a process engineer writing numerical controlled machine instructions for manufacturing dynamic components, to include helicopter drive system gearboxes, rotor head assemblies and swash-plate assemblies for the Apache, Black Hawk and Chinook helicopters. Today Cicia serves as Engineering Manager responsible for the manufacture of components valued at over \$70 million annually.

New Chapter Officers

Central Florida:

Mr. John C. Taylor, Treasurer, Ms. Ann S. Stahl, Secretary

Iron Mike:

COL Perry L. Wiggins, President; CPT Catherine A. Crocker, Secretary; MAJ Lahn M. Pitchford, Treasurer; MAJ Michael D. Brophy, VP, Membership Enrollment; CW3 James A. Miller, VP, Programs; CPT Michael S. Shannon, VP Scholarship; MAJ Billingsley G. Pogue III, VP, Chapter Awards

Rising Sun: CPT Peter J. Presley, Treasurer

Aces

The following members have been recognized as Aces for thier signing up five new members each. CW3 Patrick V. Rourke Ms. Janet J. Garmon Ms. Lois Contreras Ms. Tammy H. Tuttle MAJ Wallace S. Bonds LTC Mark G. Dykes CW5 Lemuell E. Grant CSM Wayne W. Thompson MSG Lubie D. Perritt, Ret.

New AAAA Order of St. Michael Recipients

CW5 Robert A. McNeal (Gold)

CSM Joseph M. Tainatongo (Silver) CW5 Lonnie B. Scott III (Silver) CW5 George C. Arzente III (Silver) James W. Neale (Silver) CW5 Garth C. Burt (Silver) CW5 Michael E. Trigger (Silver)

MG James E. Simmons (Silver)

CW4 Clare Campbell (Bronze) CW5 Donald Fox (Bronze) SSG Mike Morgan (Bronze) MSG Bradford Pressley (Bronze) LTC Richard Ellis (Bronze) CW4 Herb Navarro (Bronze) CW4 Vito Khelemsky (Bronze) CW4 John Perkinson (Bronze) CW4 Andrew Wheatley (Bronze) MAJ Bradley Howe (Bronze) MAJ Ron Beckham (Bronze) MAJ Rob Berry (Bronze) COL Mat Brockway, Ret. (Bronze) COL Steve DeMars, Ret. (Bronze) MSG Tom Hiltz (Bronze) CSM Dan Mueller (Bronze) CW5 Robert Reuter (Bronze) CW5 Greg Dahn (Bronze) MG Ricky Erlandson (Bronze) LTC Mike Huddleston (Bronze) Joseph P. Holt (Bronze) SFC Edward Harmon (Bronze) CW5 Norman Peachey (Bronze) CSM Pat Shipe (Bronze) CW4 John Sexton (Bronze) LTC Franklin Blouch, Jr. (Bronze) LTC Paula Peter (Bronze) CW4 Laura Dore (Bronze) SFC Ricky DiMaria (Bronze) CW4 Keith Young (Bronze) SFC Timothy J. Harsh (Bronze) MAJ Tyrone Twyman (Bronze) CW3 Joseph Witmer (Bronze) CPT Jack S. Wallace (Bronze) CPT Michael R. Ivy (Bronze) MAJ John C. White (Bronze) MAJ Randall I. Haws (Bronze) CW4 Bobbie Schweikart (Bronze) Phyllis A. Douglas (Bronze) Jonathan R. Hallock (Bronze)

Calvin W. Taylor (Bronze)

CSM Dexter N. Brown (Bronze)

MAJ David M. Wilkins (Bronze) CW3 Danny A. Cumbee (Bronze) CW4 Daniel S. Abbott (Bronze) CPT Thomas J. Waldron (Bronze) CPT Matthew B. Hill (Bronze) CW4 Michael Mittlebeeler (Bronze) CW4 Anthony B. Carson (Bronze) SFC Christopher R. Prima (Bronze) CW3 David L. Stumph (Bronze) MSG Shawn Normandin (Bronze) CW4 Robert D. Walker (Bronze) MAJ Salome Herrera, Jr. (Bronze) CW4 Glen P. Demorest (Bronze) CPT Jeffrey M. Siino (Bronze) CW5 Lonnie B. Scott (Bronze) CW4 George C. Goodman (Bronze) MAJ Lee E. Medlev (Bronze) SFC James L. Shannon (Bronze) CW4 Ronald G. Corley (Bronze) LTC Patrick J. Kastner (Bronze) MSG William McCormick (Bronze) LTC(R) Pete Peduzzi (Bronze) LTC(R) James K. Waters (Bronze) MSG Robert M. White (Bronze) MAJ Bradley W. Pippin (Bronze) LTC David E. Duncan (Bronze) COL Charles N. Cardinal (Bronze) CPT Candice E. O'Brien (Bronze) LtCol Richard D. Mullen (Bronze) LtCol Michael L. Maffett (Bronze) CW4 Michael L. Wilson (Bronze) CW4 Joseph Taylor (Bronze) Emmitt P. Rodriguez (Bronze) MAJ Roshawna A. Taylor (Bronze) 1SG Mark E. McMillin (Bronze) CW5 Larry C. Bugg (Bronze) CW4 Robert Morrill (Bronze) MSG Freddie Johnson III (Bronze) COL Brad MacNealy (Bronze) LTC Fred Allen (Bronze) LTC Michael Bobeck (Bronze) LTC Mark McMullen (Bronze)

LTC Stephen Campfield (Bronze) LTC Garret Jensen (Bronze)

MAJ Allan Lancetta (Bronze) MAJ Michael Glover (Bronze) MAJ Michael Delia (Bronze) MAJ William Merrell (Bronze) John D. Campbell (Bronze) CSM James P. Norman (Bronze) MSG Ted Alvarado (Bronze) MAJ Kerry P. Brunson (Bronze) 4 Kevin M. Detlefsen (Bronze) Floyd E. Rogers (Bronze) CW4 James M. Pruitt (Bronze) CW4 John Bentley (Bronze) MAJ Ian Ashcroft (Bronze) CSM Ricky L. Crosby (Bronze)

New AAAA Life Members

Mr. Rafath Ali CPT Gerald R. Erickson, Ret. COL Michael E. Freeman, Ret. CW2 Anthony W. Grillett COL William F. Koehler, Ret. CPT Calvin J. Lane SSG William E. Manley CW5 David W. Masterson MAJ Jimmie C. Parker, Ret. SSG Charles E. Pike CW3 Frank M. Smith, Ret. MAJ Warren Stump COL Mason W. Thornal COL Perry L. Wiggins

New AAAA Industry Members Carmanah Technologies Inc. Chicago Rawhide

Westar Aerospace & Defense Group, Inc.

In Memoriam

LTC Douglas T. Banks LTC Robert B. Cullins, III CW2 Travis W. Grogan CW3 Scott C. Lathram LTC Michael J. McMahon, Jr.

And Security Control of the Control

PHOTO BY MICHAEL SAFAREWITZIAAP

PHOTO BY

National Executive Board

AAAA President MG Andy K. Andreson (Ret.) presented the Gold award of the Order of St. Michael to MG Raymond F. Rees on Oct. 25 during the fall meeting of the AAAA National Executive Board held in Washington, D.C. Rees is the chief of staff of the United States Northern Command at Peterson Air Force Base, Colo., and an AAAA life member. He is also an elected vice president on the National Executive Board and chairman of the awards committee. Rees was presented with the OSM for his many contributions to Army Aviation during his long association with the Army National Guard as the adjutant general of Oregon and as the vice chief of the National Guard Bureau.



Army Aviation Center Chapter

The Bronze award of the Order of St. Michael was presented on Nov. 19 at Fort Rucker, Ala. by the Army Aviation Center Chapter President COL Steven Semmens to 1SG Ted Alvarado. Alvarado was recognized for his many contributions to Army Aviation during his career and most notably while serving four years as the Sgt. Major of the Helicopter School Battalion with the Aviation Training Brigade. As the HSB Sgt. Major, Alvarado was very instrumental in working many actions involving supporting and training Latin American allies in Spanish languageonly training courses. In October Alvarado became the First Sergeant of Headquarters and Headquarters Co., 1st Aviation Bde.



Magnolia Chapter

Four Soldiers from Task Force 185 Aviation were presented the Bronze award of the Order of St. Michael at Balad Airbase, Iraq on Oct. 28. COL Bradly MacNealy, 185th Avn. Bde. commander, presented the OSM to Majors Ronald Beckham (Plans and Operations officer), George R. Berry (S3 officer), Bradley Howe (Asst. S4 officer) and to CW4 Andrew Wheatly (Standardization Instructor Pilot). All officers serve on the staff of the "Catfish Brigade," Mississippi Army National Guard, deployed in support of OIF-2. Pictured are (I to r): MacNealy, Wheatly, Howe, Beckham, Berry and LTC Dane Powell, 185th Avn. Bde. executive officer.

North Country Chapter

Top Right, the Silver award of the Order of St. Michael was presented to COL Anthony Crutchfield (right), commander of the 10th Aviation Brigade, by the Army Vice Chief

of Staff GEN Richard A. Cody. Crutchfield was recognized for his distinguished service and many contributions to Army Aviation during his brigade's annual formal on August 6 at Fort Drum, N.Y. Then Cody, with Chapter President Crutchfield, presented the Bronze award of the Order of St. Michael to eight members of the 10th Avn. Bde. for their many outstanding contributions and service. Pictured (I to r) are: MAJ Darrin Lewis, CPT James Mullin, CW3 Kurt Callahan, CW4 Christopher De Ronda; presenters Crutchfield and Cody; CW4 William Butler, CW4 Mark Little, 1SG Arlie Davis and SFC Johnathan Bingham.





HOTOS BY LTC STEVEN PALMER

CONGRESS CLEARS VETERANS BENEFITS LEGISLATION

House leaders led by Rep. Chris Smith (R-NJ) and Rep. Lane Evans (D-IL), the Chairman and Ranking Member of the Veterans Affairs Committee, respectively, maneuvered three bills to the House floor for an expedited vote on Nov. 17. The Military Coalition urged swift attention to important "unfinished business" including Senate Bill (S) 2486, the Veterans Benefits Improvement Act of 2004, and measures S 2484, the Dept. of Veterans Affairs Health Care Personnel Enhancement Act of 2004, and House of Representatives (HR) 3936, the Veterans Health Programs Improvement Act of 2004. The President has since signed all.

The passage of S 2486 improves education, housing, employment and medical benefits for veterans. A summary follows:

EDUCATION AND TRAINING

It extends eligibility of survivors' and dependents' educational benefits for survivors of service members who died on active duty to 20 years following death (vs. previous 10) and permits Selected Reserve members activated for two years to enroll in the Montgomery GI bill and have a year to pay the \$1,200 premium after deactivating.

VETERANS COMPENSATION & SURVIVOR BENEFITS

Provides an additional transition allowance of \$250 per month in Dependency and Indemnity Compensation (DIC) for the first two years after a service member's service-connected death to any surviving spouse who has at least one child under age 18; excludes life insurance proceeds paid upon the death of a veteran from consideration as income for death pension benefits; codifies Veterans Administration (VA) regulations establishing cancer of the bone, brain, colon, lung and ovary as diseases presumed to have been caused by exposure to ionizing radiation; permits a veteran or survivor who received compensation under the Radiation Exposure Compensation Act (RECA) to be eligible for VA compensation or DIC.

RIGHTS AND PROTECTIONS FOR SCRA & USERRA.

Increases the maximum period from 18 to 24 months of employer-sponsored health coverage that an employee covered by the Uniformed Services Employment and Reemployment Rights Act (USERRA) may elect to continue. Reinstates Dept. of Labor reporting requirements to Congress on USERRA reemployment cases. Requires employers to provide notice of rights, benefits, and obligations under the USERRA. Clarifies that waivers of service members' rights and protections under the Service members' Civil Relief Act (SCRA) must be in writing. Protects dependents as well as service members under the SCRA for residential and motor vehicle lease termination provisions on ioint leases.



LEGISLATIVE REPORT

Col. Sylvester C. Berdux, Jr. (Ret.), AAAA Representative to The Military Coalition (TMC)

VA HOME LOANS AND HOUSING

Increases the maximum VA home loan guaranty amount to \$333,700; reinstates VA-backed adjustable rate mortgages (ARMs) and extends the authority for hybrid ARMs through 2008. Expands eligibility for specially adapted housergrants to veterans with permanent and total service-connected disabilities due to the loss, or loss of use, of both arms at or above the elbows.

VA JOB AND EDUCATION

- Modifies VA on-job training and apprenticeship benefit entitlement rates under the Vietnamera and survivors' and dependents' programs to be consistent with the entitlement rates for the Montgomery GI Bill Active Duty and Selected Reserve (ADSR) programs and the Post-Vietnam Era Veterans' Educational Assistance Program (VEAP). The modification would charge benefits entitlement usage based on "dollars used" rather than "time spent" in training, to help the trainee conserve entitlement. This provision would take effect as of Oct. 1, 2005.
- Increases by 10 percent the percentage of the full-time VA monthly educational assistance allowance payable to individuals pursuing a full-time apprenticeship or on-job training program. For the first six months of training, the percentage of the monthly benefit would increase from 75 percent to 85 percent; for the second six months of training, from 55 to 65 percent; and for subsequent months from 35 to 45 percent. These percentage increases would apply to the Montgomery GI Bill ADSR programs, VEAP, and the Survivors' and Dependents' Educational Assistance program. This provision is effective Oct. 1, 2005 through Dec. 31, 2007.
- Authorizes VA to pay benefits for competency-based apprenticeships, in addition to time-based apprenticeships, and require State-approving agencies to consider the recommendation of the Secretary of Labor regarding the approximate term and standards for such registered apprenticeship programs. Competency-based apprenticeships are completed upon demonstration of mastery of job skills rather than a set time period.

The House also voted favorably on both HR 3936 and S 2484. HR 3936 establishes new VA research and education centers specifically focused upon developing new treatments for veterans with complex multi-trauma injuries suffered while in combat, among other provisions. S 2484 reforms VA's physician pay and nurse employment systems to help foster recruitment of highly qualified medical personnel.

The final passage of these three bills are important to our Veterans and those in active duty.

EX-POW EXPANDED BENEFIT

The VA announced expanded benefits available to all former POWs with strokes and common heart diseases. These veterans will be automatically eligible for disability compensation for these ailments, and their spouses and dependents will be eligible for service-connected survivors' benefits if these diseases contribute to the death of a former POW. In Sept. 2003, the VA launched a nationwide outreach effort to identify and provide benefits to the 11,000 former POWs who were not receiving VA disability compensation or other services. There are about 35,000 living ex-POWs, please pass the word. For further information go to: www.va.gov.

CRSC APPLICANTS WANTED

The \$22 billion Combat-Related Special Compensation (CRSC) program for disabled military retirees has paid out only \$100 million so far. The Army estimates less than 12 percent of eligible army retirees have applied. Effective Jan. 2004, CRSC was expanded to include retirees who have combat or combat related disabilities rated at 10 percent or higher including Reserve Component retirees who qualified for retirement, no longer requiring the 7200 points. For further information go to: www.dfas.mil /money/retired/crscindex.htm or www.moaa.org/ BenefitsInfo/crsc/crsc.asp.

CONCURRENT RECEIPT FIX EXCLUDES UNEMPLOYABLES

The FY 2005 Defense Authorization Act authorizes full concurrent receipt of retired pay and veterans' disability compensation for the 14,000 retirees with 100 percent VA (non-combat) disability ratings, as of Jan. 2005. That means they'll be exempted from the 10-year phase-in schedule that will gradually restore full-retired pay for other retirees with non-combat-related disabilities rated at 50 percent or higher.

Unfortunately, about 30,000 retirees being paid at the 100 percent disability rate because the VA rated them as "unemployable" won't be covered by the new change, but will remain under the 10-year phase-in schedule. (Note: the "10-year" description is somewhat misleading, because the phase-in schedule is front-loaded. Retirees with 50 percent and higher disabilities will get 96 percent of their retired pay back within the next 5 years.)

IMPROVED MILITARY TREATMENT FACILITY LOCATOR

In a continuing effort to deliver the best health care information, the TRICARE Management Authority (TMA) has improved the Military Treatment Facility (MTF) Locator to make finding an MTF easier. Please visit the MTF Locator web site at www.tricare.osd.mil/mtf/.

FALLEN HEROES

AAAA is saddened to announce the loss of the following Soldiers deployed with Aviation units in support of the global war on terrorism.



McMahon

Operation Enduring Freedom

Three Soldiers from 25th Inf. Div. (Light) supporting OEF, along with three civilian contract crewmembers, died Nov. 27 when their CASA 212 aircraft crashed in the Hindu Kush mountains southeast of Bamian, Afghanistan. The Soldiers were assigned to Hqs. & Hqs. Troop, 3rd Sqdn., 4th Cav. Regt., Schofield Barracks, Hawaii, Killed were:



Grogan

LTC Michael J. McMahon, 41, from West Hartford, Conn., was the commander of the 3-4 Cav.

CW2 Travis W. Grogan, 31, from Moore, Okla., was a pilot and an aviation logistics officer.



Miller

SPC Harley D. Miller, 21, from Spokane, Wash. was an OH-58D helicopter mechanic. The incident is under investigation.



Evans

Homeland Defense

Seven Soldiers from the 4th Inf. Div. died Nov. 29 when their UH-60 Black Hawk helicopter, en route to Red River Army Depot near Texarkana, Texas, hit support cables for a 1,800 foot high TV transmission tower northeast of Fort Hood and crashed. The Aviation Soldiers killed were:

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Gardner

CW2 Mark W. Evans Jr., 27, from Jacksonville, Fla. and CW2 David H. Gardner, Jr., 32, from Mason City, Iowa. Both were pilots assigned to Co. A, 2nd Bn., 4th Avn. Regt.



Brown

SPC Richard L. Brown, 29, from Stonewall, La., was a UH-60 mechanic assigned to HHC, 2-4th Avn. Regt. BG Charles B. Allen, the 4th Inf. Div. assistant division commander (support) and three other Soldiers also died. The accident is being investigated by the Army Safety Center at Fort Rucker, Ala.

(Information from Dept. of Defense news releases and media sources.)

UPCOMING EVENTS

JANUARY 2005

Jan 5-7 AUSA/AAAA Aviation Symposium & Exhibition, Marriott Crystal Gateway, Arlington, VA

Jan 14 AAAA Morning Calm Chapter Aviation Ball, Seoul, Korea
 Jan 24-28 Annual Aviation Senior Leaders Synchronization Conference,

Fort Rucker, AL

Jan 26 AAAA National Functional Awards Dinner, Fort Rucker, AL

Jan 28 AAAA Scholarship Ex. Committee Meeting, NGRC, Arlington, VA

Jan 29 AAAA National Awards Selection Meeting, NGRC, Arlington, VA

FEBRUARY 2005

Feb 6-8 HELI-EXPO 2005, Anaheim, CA

Feb 16-18 AUSA Winter Symposium & Exhibition, Fort Lauderdale Convention Ctr., FL

Feb 23-25 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL

MAY 2005

▼May 5-11 AAAA Annual Convention, Disney's Coronado Springs Resort, FL

JUNE 2005

JULY 2005

Jul 16 AAAA Scholarship Selection Committee Meeting, NGRC,

Arlington, VA

Advertisers Index

Aerospace Filtration Systems 14
BAE Systems
BCF Designs Limited26
Bell Helicopter
Boeing
CMC Electronics Inc
Contract Fabrication
EADS CASA1
General Atomics Aeronautical Sys. Inc. 17
Goodrich Engine Control Sys 25
Hupp
Innovative Concepts
TT Night Vision 5
VT Miltope Corp
Navigator, Inc
Phantom Products Inc
Precision Lift27
Protective Materials Co
Robertson Aviation, LLC 64
Rockwell Collins, Inc
RoLin Industries, Inc
Sikorsky Aircraft
Simula Safety Systems, Inc
SkyTruck
TEAC America, Inc19
USAA15
Westar
160th Special Oper. Avn. Regt 29

Army Aviation Hall of Fame

WILLIAM STEEL

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2007.

Contact the AAAA National Office for details at (203) 268-2450

COL John W. Oswalt Army Aviation Hall of Fame 1976 Induction (Inducted to represent the 1942-1949 period)

COL John W. Oswalt entered Army Aviation in Class P-2 at Fort Sill, Okla., in mid-1942, and was one of the first ten L-Pilots (liaison) to be sent to a World War II combat zone, landing in Morocco with General Patton's Western Task Force in November 1942. Amassing 1,013 combat flying hours as an aviation officer with the 1st Armored Division, Oswalt fought in the North African and the Italian campaigns, including Cassino and Anzio.

During 1942-1943, when the concept of the organic air observation post was on trial, Oswalt helped to prove its success beyond doubt, providing combat-proven tactics and concepts to the Aviation School, including deep aerial night adjustments of artillery fire. Oswalt provided the primary guidance and the justification for and use of L-5 Stinson aircraft for flights over mountainous terrain, leading to the first equipment advancement over the L-4 Piper Cub.

During the breakout from Anzio and the drive north to Rome, fast-moving U.S. armored columns were attacked by our own fighter-bombers. Responding quickly, then MAJ Oswalt installed VHF radios in two L-5's and painted the wing tops with their call signs, "Horsefly

Yellow" and "Horsefly Red." This was the first instance in which Air Corps fighter strikes were directed from light Army aircraft. From this beginning, later day "Mosquito Mission" or FAC (forward air controller) flights were developed.

Due to his wide combat experience and record of innovation, Oswalt became the Aviation Officer of the 15th Army Group, serving under GEN Mark W. Clark until 1948.

In 1949, Oswalt organized the groundwork in several major Army Aviation research and development areas. Through his leadership and direct efforts while serving with Army Field Forces at Fort Monroe, Va., Oswalt initiated actions to obtain the first L-20 and L-23 aircraft and several of the Army's early cargo helicopters.



EXTENDING COMBAT CAPABILITIES.



Robertson Aviation is proud to have provided United States Army Aviation helicopters with extended range fuel systems that have added to their combat capabilities in Iraqi Freedom, Enduring Freedom, Desert Storm, Bosnia, and Panama.

- Combo Pak Internal Auxiliary Fuel System (Combo Pak IAFS) for the AH-64 Apache helicopter is a crashworthy self-sealing internal auxiliary fuel system integrated with an ammunition storage magazine. The Combo Pak IAFS provides 100 gallons (nominal) of fuel and 300 rounds of ammunition (including rounds in the chute). The Combo Pak IAFS is completely interchangeable with the standard ammunition storage magazine and can be quickly installed or removed using the Apache Magazine and Auxiliary Tank Transfer System (AMATTS).
- Extended Range Fuel System II (ERFS II) for the CH-47 and MH-47 Chinook consists of up to three 800 crashworthy self-sealing tanks to provide up to 2,400 gallons of additional fuel for extended range or for offloading to other combat weapons systems in the forward area using the Forward Area Refueling Equipment (FARE) kit.

- Crashworthy External Fuel System (CEFS) for the UH-60 Black Hawk consists of two crashworthy self-sealing single-point pressure refuelable external tanks that mount on ESSS equipped UH-60 Black Hawk helicopters. Each tank provides 200 gallons (nominal) of additional fuel.
- Internal Auxiliary Fuel Tank Systems (IAFTS) for the UH-60 and MH-60 Black Hawks — a two-tank internal crashworthy self-sealing single-point pressure refuelable system that increases range/endurance by approximately 100% or a single tank internal crashworthy self-sealing single-point pressure refuelable system that increase range/ endurance approximately 50%. With aircraft modifications installed, the two systems are completely interchangeable.

Robertson Aviation will continue to search for ways to improve the safety and combat capabilities of Army Aviation – we are proud to be part of your team.

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