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briefings



Post-Government Employment Directives Change

The Defense Department recently modified its ethics regulation to ensure DOD personnel, when leaving federal service, do not inadvertently violate federal "revolving door" statutes. A DOD memorandum dated Oct. 25, directs changes to the ethics regulation: DOD Directive 5500.7-R. The first change requires senior personnel, including admirals, generals and senior civilian officials to certify annually that they are aware of the requirements of three statutes, and have not violated them. The three statutes bar conflicts of interests by procurement officials, all federal employees when negotiating for employment, and all federal employees after they leave the department. The second change mandates that information on these post-government employment restrictions be included in annual ethics training program, for personnel. The third element requires that all personnel who are leaving federal service receive guidance on the restrictions that will affect them during and after their transition. Many organizations already provide this information as part of the checkout process and briefings. These changes should further strengthen DOD ethics education to help personnel know and appreciate how ethics laws apply to them. More information is available at: www.defenselink.mil/dodgc/defense_ethics/.

NASCAR Windshield Technology Coming to Army Helos

The Army's Aviation Applied Technology Directorate at Fort Eustis, Va., began testing last March a laminate that protects NASCAR racecar windshields from rocks and debris for use on Army aircraft. For years, NASCAR teams have applied multiple layers of a peel-able coating to windshields for extra protection and to resist cracking, chipping and scratching. Periodically throughout a race, pit crews peel away a layer, leaving a clear, undamaged windshield for the laps ahead. Field tests on Black Hawk and Chinook helicopters showed that the coatings, which cost about \$100 to apply, could significantly extend the life of aircraft windshields, which run \$3,000 to \$5,000 apiece. The program team, funded by the Defense Logistics Agency and managed by the Engineering Directorate, was able to qualify the Mylar film in November, giving the Army the green light to start applying the coating to the windscreens of operational helicopters. First priority for the new coatings will go to helicopters flying in Iraq and Afghanistan, where sand and harsh desert conditions quickly batter windshields and render them unsafe. The coatings go on much like a typical window tint and must be applied in a relatively controlled environment. Initially, the coating will be applied at depot level, with plans to train aircraft maintenance crews to apply it themselves.

CONTRACTS

The U.S. Army Aviation and Missile Command, Huntsville, Ala., is the contracting activity for all of the following contracts. An "*" by a company name indicates a small business contract.

Arkwin Industries, Westbury, N.Y., was awarded Nov. 30, a delivery order amount of \$760.8K as part of a \$10.1M firm fixed price contract for spare parts for the CH-47 helicopter. Work will be performed in Westbury and is expected to be completed by Nov. 30, 2009.

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on the cover

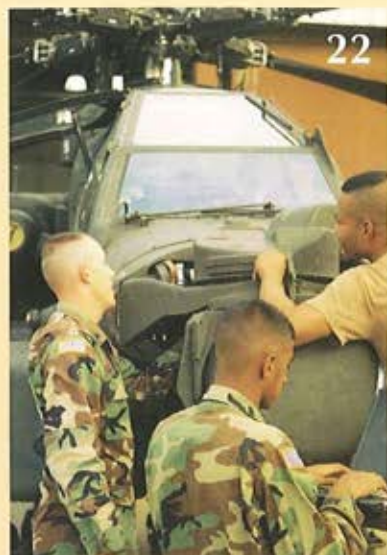
Paid Advertisement. VT Miltope's TSC-750M computer is the rugged, wireless foundation for the Army's Maintenance Support Device (MSD) program. MSD is the U.S. Army's standard at-platform maintenance and diagnostic system, supporting more than 50 major aircraft, vehicle, and weapon systems. The Cargo Helicopter PM is fielding the Cargo Platform Maintenance Environment (CPME), using the wireless MSD as their standard computer system to units deploying to Afghanistan. Recently redeployed from Kuwait, the 1109th AVCRAD, based in Groton, Conn., uses the MSD to perform maintenance on CH-47 aircraft returning from Afghanistan.

Caption provided by advertiser.

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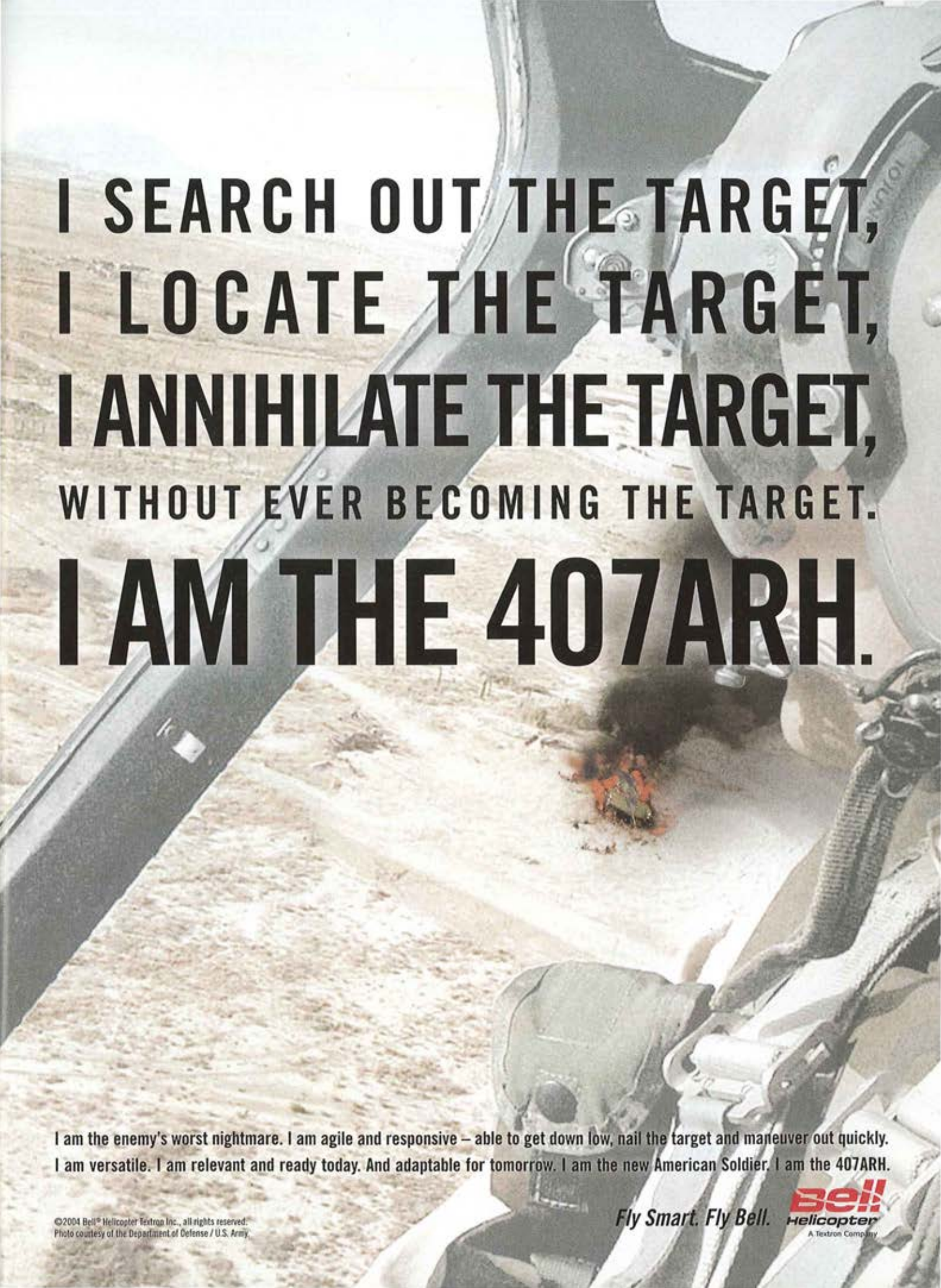
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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg[®] 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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From The Editor

Dear Readers,

On behalf of the staff with ARMY AVIATION, we hope the New Year finds you well and in great spirits. Our thoughts are constantly on all of our Soldiers supporting the global war on terrorism, especially those deployed in harm's way around the world. We wish you the best and a safe return.

This past year we said farewell to two long time friends and colleagues of Army Aviation. Barbara Ross, the production manager for 13 years, departed in April for Arizona to be closer to her family; and Steve Harding, our editor for seven years, moved on in August to pursue other opportunities. They did a fantastic job on the magazine over the years and we'll greatly miss them. Best wishes to Barb and Steve!

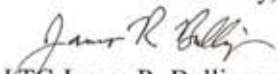
With the good-byes came hellos, and we welcome Trudy Hodenfield and Steve Woods. Trudy is a 20-year veteran of the magazine business and comes from Golf World Magazine. She started in April as the Design and Production Manager and as you can see, Trudy is doing a great job. Steve, a retired chief warrant officer and master aviator with years of tactical experience, joined us as a contributing editor in November.

ARMY AVIATION is your magazine and a great benefit of AAAA membership. However, we need your help to do the best possible job. Please let us know how we are doing and do remember to keep us informed of your good news. Together, we can bring insightful and timely articles, news and information on Army Aviation related topics and AAAA issues to all readers.

We welcome your comments anytime and you can contact me via email at editor@quad-a.org, or call (334) 347-2010. I also invite you to learn more about contributing to ARMY AVIATION at our website www.quad-a.org, then click on the Magazine tab in the left menu bar.

Wishing you all the best.

Sincerely,


LTC James R. Bullinger
U.S. Army, Retired, Editor

Briefings continued from page 3

General Electric Aircraft Engine, Cincinnati, Ohio, was awarded Dec. 2 a \$162.3M modification to a firm-fixed-price contract for overhaul and repair for the entire T700 family of engines. Work will be performed in Corpus Christi, Texas, and is expected to be completed by Dec. 31, 2005.

Boeing Helicopter, Ridley Park, Pa., was awarded Dec. 2 a delivery order amount of \$8.8M as part of a \$13.5M firm fixed-price contract for spare parts for the CH-47 helicopter. Work will be performed in Ridley Park and is expected to be completed by Nov. 30, 2009.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Dec. 9, a \$244.7M modification to a firm-fixed-price contract for eight UH-60 helicopters and eight months of project systems management. Work will be performed in Stratford and is expected to be completed by Dec. 31, 2007.

Northrop Grumman Systems Corp., Rolling Meadows, Ill., was awarded Dec. 15 an \$8.1M firm-fixed-price contract for 36 Television Sensor Laser Assemblies for the OH-58D Kiowa Warrior Program. Work will be performed in Rolling Meadows and is expected to be completed by Jan. 9, 2006.

Duncan Aviation*, Lincoln, Neb., was awarded Dec. 15 a \$6.7M modification to a firm-fixed-price contract for an

extension of current life cycle contractor support of the C-23 Sherpa Aircraft. Work will be performed in Lincoln and is expected to be completed by March 31, 2005.

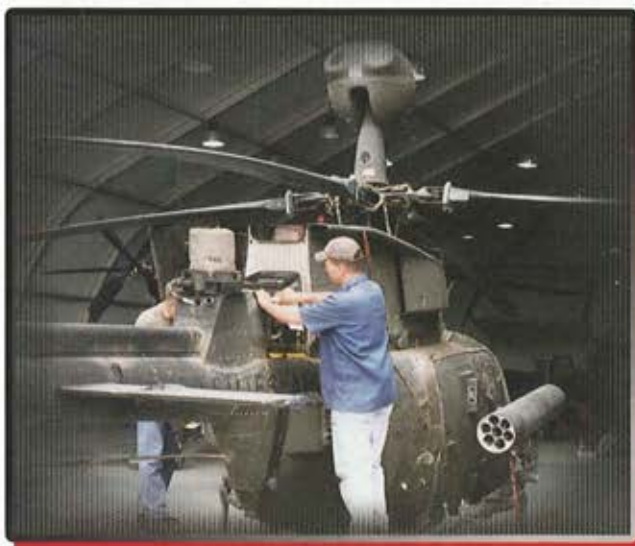
The Boeing Company, Mesa, Ariz., was awarded Dec. 16 a \$29.5M modification to an unpriced contract action for remanufacture of six AH-64D Aircraft. Work will be performed in Mesa and is expected to be completed by Aug. 31, 2007.

Raytheon Co., Bedford, Mass., was awarded Dec. 16 a \$17.2M modification to a firm-fixed-price contract for miscellaneous kits and spares. Work will be performed in Kongsberg, Norway (79.8 percent), Tewksbury, Mass. (10.4 percent), Andover, Mass. (1.9 percent), and Bedford (7.9 percent), and is expected to be completed by Dec. 31, 2008.

The following companies were selected Dec. 7 to provide support as part of a \$303M firm-fixed-price contract for technical domain advisory and assistance services.
Aviation and Missile Solutions L.L.C.*, Huntsville, Ala.
Computer Sciences Corp. Inc., Huntsville, Ala.
Madison Research Corp.*, Huntsville, Ala.
Morgan Research Corp.*, Huntsville, Ala.
SAIC Inc., Huntsville, Ala.
Westar Aerospace and Defense Group Inc.*, St. Charles, Mo.

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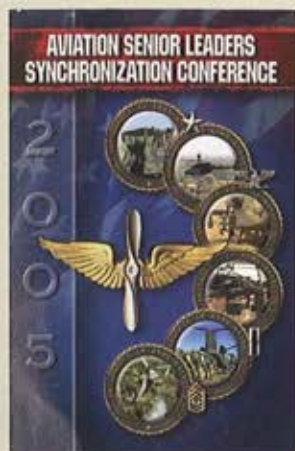
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The Way Ahead For Army Aviation

By BG E.J. Sinclair



Armey Aviation is in the midst of preparing for the Aviation Senior Leaders Conference that will serve as a synchronization update for Army Aviation Transformation. This is a key time to ensure all senior leaders understand the way ahead for Army Aviation Transformation and to resolve outstanding issues. We expect great results from the conference and it will be an opportunity for senior leaders to get any specific concerns addressed.

The 2005 Aviation Senior Leaders Synchronization Conference will be held January 24-28 in the Seneff Aviation Warfighting Simulation Center at Fort Rucker, Ala. This is an opportunity for branch senior leaders to discuss relevant trends in Army Aviation, and ensure that Fort Rucker continues to better support the commanders in the field with tailored and responsive air assets. The conference will focus on the future restructuring of Army Aviation, the modernization plan, training initiatives, the implementation of Flight School XXI, the new organizational structures including the Brigade Aviation Element (BAE), and brigade commander lessons learned concerning aviation operations around the world from the 1st ID, 1st AD, 3rd ID, 4th ID, 6th Cavalry Regt., and the 17th Avn. Brigade.

Branch Update and new ABCSM

One of the conference opening events on Day 1 will be a "State of the Branch Update." This will be followed by a change of responsibility ceremony and reception for the outgoing Aviation Branch Command Sergeant Major CSM Walter Beckman and incoming CSM Buford Thomas, Jr. The afternoon will focus on warfighting lessons learned in a session

led by MG Dell Dailey, former commander of the U.S. Joint Special Operations Command, along with several Aviation brigade commanders. The day will wrap with a group photo of all attendees, followed by an informal social with officers attending the Pre-Command Course.

Senior Guest Speakers

There are several distinguished guest speakers at this year's conference. Day 2 features GEN Dick Cody, the Army's Vice Chief of Staff. GEN Cody is followed by updates on the new BAE, Directorate of Evaluation and Standardization issues, and the Training and Doctrine Command System Managers for Lift, Recon-Attack and Unmanned Aerial Vehicle Systems. Other prominent guest speakers include LTG James Lovelace, the Deputy Chief of Staff for Operations, G-3, discussing current Army operations; and MG James Pillsbury, commander of the Army's Aviation and Missile Command, discussing Aviation Reset. LTG Kevin Kiley and MG George Weightman will attend the conference and address medical evacuation integration into the Multi-Functional Aviation Brigade.

Dunker and SERE Training Updates

The conference includes two optional iterations of Dunker familiarization training for attendees. Dunker training, an integral part of Flight School XXI, is the newest jewel in Fort Rucker's improving infrastructure. The training begins with two hours of academics and an opportunity for attendees to get wet as they experience what all flight school students undergo. The dunker training is a mandatory Army Chief of Staff directed two-day



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program that all flight school students complete before leaving Fort Rucker. It is designed to familiarize crewmembers with life saving egress procedures from an aircraft that has entered water. Historically, dunker training was the expertise of the U.S. Navy. Now Fort Rucker provides our aircrews with the most up-to-date safety procedures for underwater aircraft egress in a facility organic to the Army and co-located with the Aviation Center.

This year's conference also features a presentation on survival, evasion, resistance and escape (SERE) training, focusing on how the current Level 'B' SERE course located at Fort Rucker is transitioning to an aviation focused Level 'C' SERE course. The SERE 'C' course is intended to provide flight crews with the skills to survive and evade capture in a combat situation, or if captured, to resist interrogation and exploitation, and plan for escape. The course includes a classroom phase, a field phase, and a resistance training laboratory that simulates a prisoner-of-war compound environment. Fort Rucker's SERE program currently only lacks the resistance lab to become Level 'C' certified, but plans are underway to incorporate this within the next two years.



Ground crews in Iraq prepare to receive a returning AH-64D Longbow Apache back from a combat mission.

Best Aviation Unit Awards

The Lieutenant General Ellis D. Parker Aviation Unit Awards will be presented during a luncheon on Tuesday, Jan. 25. The awards will

be presented by retired LTG Parker to the overall winner, as well as the winners in the categories of best combat, best combat support, best combat service support, and best table of distribution and allowance battalions.

Bringing Academia, Field and Support Expertise Together

As part of the Aviation Senior Leaders Synchronization Conference, we will explore enhancements to our gunnery programs. Discussions are planned on topics such as current weapons and range issues, developmental weapons and range initiatives, unit gunnery trends (aircraft systems and door gunnery) from Operations Enduring Freedom and Iraqi Freedom, and Area Weapons Scoring System scheduling. The Army Training Support Center from Fort Eustis will provide insights on the direction of future force

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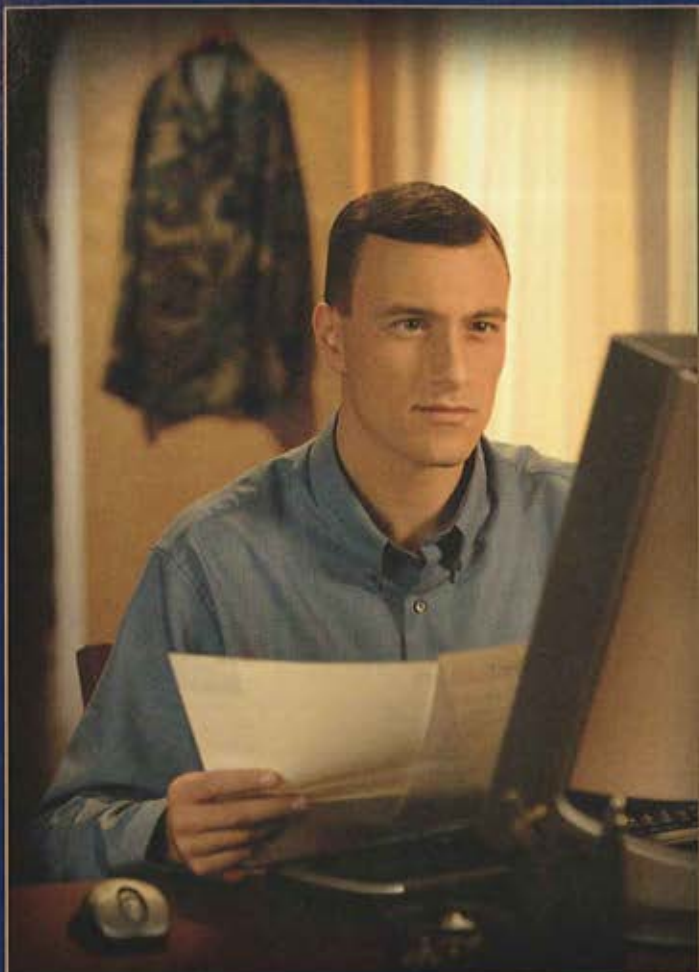
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ranges. Their briefing includes information regarding New Generation Army Target Systems, Aviation Training Ranges, and range instrumentation. Other initiatives such as the Joint Common Missile, Advanced Precision Kill Weapons System, Blast Fragmentation HELLFIRE, and RF missiles will also be discussed.

A lot of hard work, planning and preparing preceded this conference and will undoubtedly prove beneficial as we move forward with Army Aviation Transformation. The Aviation Senior Leaders Synchronization Conference provides a great opportunity to receive input from the field, implement lessons learned, and share tactics, techniques, and procedures as we better prepare our Aviation Soldiers for combat while simultaneously transforming our branch.

Army Aviation Accident Trends

In the past twelve months (as of Dec. 9, 2004) Army Aviation has experienced 32 Class "A" accidents with 21 fatalities. Several of these accidents involved continued flight into deteriorating weather conditions, some forecast and some not. The results were the loss of our most precious assets, our Soldiers. All of us must be extremely cognizant of the current seasonal weather trends.

Our senior leaders must take a close look at these accidents and ensure we are taking every possible measure to mitigate risk. Briefing officers and unit chains of command must be fully knowledgeable of their responsibilities and requirements. Leaders must

The Aviation Senior Leaders Synchronization Conference will feature discussions on aviation lessons learned by various senior field officers deployed around the world. Here a UH-60 Black Hawk helicopter conducts a troop insertion in Iraq.

evaluate every mission and ensure that not only the weather conditions support the planned mission, but also that the risks associated with deteriorating weather are addressed. Army Aviation is about defined standards and executing to these standards in every situation. Accurate and thorough composite risk management and mitigation applies to both training and combat operations. Leaders must balance tactical hazards with flight hazards. They must assess not only the hazards, but also mitigation actions to minimize risk to its lowest level while still maximizing mission success. Leaders must know and appropriately team their people and formations.

We have gained invaluable experiences and knowledge in war and must capitalize on our collective experience to forge sound decisions while doing what is right, not what is easiest. We must seek to know our own limitations and that of our entire teams'. Our Soldiers and their families demand that safety is foremost and each mission ends without loss of American life.

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



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Logistics Automation

By CW4 Glenn Carthron

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Editor's note: This is the third in a series of articles on Aviation logistics transformation from the Aviation Logistics Division of the Office of the Deputy Chief of Staff for Logistics, G4. This month's article provides an update on improvements in aviation logistics automation.

SPECIAL FOCUS PRODUCT SUPPORT

ULLS-A SCP 6 is an Aviation logistics transformation initiative to increase operational readiness and improve maintenance procedures.

Background

Over the past decade the Army Maintenance Management System - Aviation (TAMMS-A) has evolved into a series of processes and procedures that provides tools for maintaining and sustaining the aviation fleet. In the early 90's, the Army began designing a computer program to automate our logistical system. This program was named the Unit Level Logistics System - Aviation or ULLS-A. The thought process during initial system design and development was to incorporate automated processes into the system and reduce the administrative burdens on the user

(units), while providing more accurate maintenance and sustainment data to higher headquarters.

Over the years it became apparent that although ULLS-A met our requirements and functioned as designed, it was a program built for a "cut-and-dry" world. But it posed conflicts when operated in the unpredictable, ever-changing universe of aviation maintenance. These problems, coupled with funding constraints, made it very difficult to accommodate all of the user requested changes to include hardware upgrades. These shortfalls generated a fragmented community. Many aviation units either abandoned ULLS-A completely to use "stove pipe" programs as supplements to compensate

for the technology gaps, or reverted back to paper forms and records.

Aviation Transformation Task Force

In September 2003, the Army formed the Aviation Transformation Task Force. Its purpose was to formulate a strategy to not only transform Army Aviation, but also resolve many systemic issues. One of the highest priority issues to address is automation, the foundation or "backbone" of other Task Force initiatives. The ability to manage data and information is the key enabler to support changing levels of maintenance, gain visibility on readiness drivers, and eventually pave the way for condition based maintenance.

One of the highest priority issues to address is automation, the foundation or "backbone" of other Task Force initiatives.



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Basically, the user applies Army policies for reporting readiness and supply management, and the system executes that decision through automated processes.

The strategy to resolve automation inefficiencies involves more than just software. Updating business processes, regulatory changes, hardware upgrades and improving data collec-



For unit level maintainers, ULLS-A SCP 6 provides management tools for planning maintenance, preparing reports, ordering parts and information research.

tion methods are all part of the fix. The Task Force requested the U.S. Army Combined Arms Support Command (CASCOC) to perform an evaluation of all current programs used in the field today, and determine if one or a combination of programs could be assembled into one single near-term automation solution. In addition, the chosen solution must be affordable, available for fielding in the 2nd quarter of fiscal year 2005, operate in today's maintenance and logistical business processes, and bridge to—but not necessarily be part of the Global Combat Support System-Army (GCSS-A).

The Solution

CASCOC evaluated several initiatives that were in limited operation in the field today. Although the Task Force and CASCOC were focused on near-term resolution, they also made recommendations for capitalizing on current automation efforts.

To resolve near-term automation inefficiencies, CASCOC recommended fielding a system called

Common Transitional System-Army as the next software change package (SCP) to the ULLS-A program. The solution, known as ULLS-A SCP 6 (version 6), will be the standard Army management information system for all Army aircraft fleets until the GCSS-A is fielded.

In order to maximize current efforts and set the groundwork for the path ahead to GCSS-A, the Army G-3 directed the fielding of an effort formally known as the Aviation Maintenance Aid Concept (AMAC) to the CH-47 fleet as that fleet's platform maintenance environment (PME). The PME is a tailored software application specifically designed to collect "at and on"

critical platform information and data for the both the unit commander and life cycle manager. The CH-47 maintainer will use the CH-47 PME to perform daily maintenance tasks and the 400-hour phase cycle. They will use the ULLS-A SCP 6 as the baseline conduit for reporting readiness, requisitioning parts, and managing flight operations and work orders.

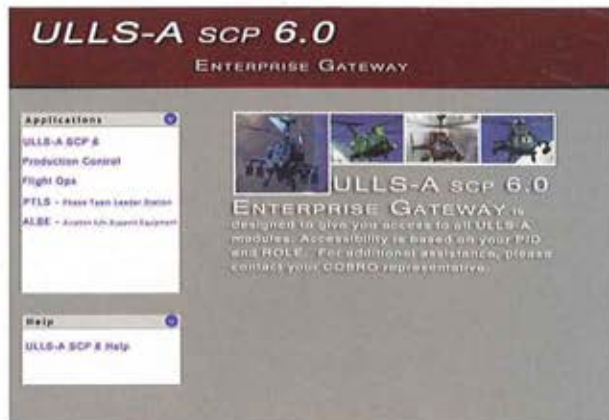
The New ULLS-A

ULLS-A SCP 6 is built in a modular design. The overall system architecture is engineered to allow for user decision points between automated functions. Basically, the user applies Army policies for reporting readiness and supply management, and the system executes that decision through automated

processes. There are four main modules and two sub-modules. The main modules consist of Readiness, Maintenance, Supply and Work Orders. The sub-modules consist of the Automated Phase Maintenance Program and the Decision Support System. Specifically:

- *Readiness module* will use a Work Unit Code structure for tracking readiness drivers. It supports all readiness reporting requirements and provides flexibility to the production control officer for determining readiness impacts.

- *Maintenance module* automates all Army and TAMMS-A maintenance processes. It automatically computes maintenance requirements, eliminates paperwork, dramatically reduces calculation errors, manages aircraft and component configuration specifications, and provides forecasting capability to effectively plan maintenance.



The new ULLS-A SCP 6 is a user-friendly software program with easy access maintenance function modules.

- *Supply module* provides 100 percent asset tracking capability, manages the requisition resolution processes, stock room issues, returns, loans, repair orders and asset transfers between units.

- *Work order module* automates work order and back shops processing, encompasses inter-shop work

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This is the commander's tool for monitoring readiness drivers and identifying problem areas.

order control, ties inter-shop work orders to a master document, tracks resources and man-hours to the originating work order and handles the hierarchy of supporting units, allowing a unit to be supported by more than one element.

■ **Automated Phase Maintenance sub-module** provides automated aircraft phase management and tracking capabilities by feeding phase data directly from the phase book to the database. Other capabilities include: preplanning of work distribution, allowing phase team leaders to pre-organize their team, electronically assign work tasks, monitor work progress and continuously adjust the work distribution to meet new demands or opportunities.

Additionally, it provides maintenance technicians with the capability to electronically review the work to be done, record completion information

and document any additional faults or discrepancies.

■ **Decision Support System sub-module** is a database that collects the day-to-day unit maintenance activities and will reside at the brigade level. It enables high-level inquiry, analysis and review of maintenance data by providing an ad hoc capability. This is the commander's tool for monitoring readiness drivers and identifying problem areas.

In the future, hardware requirements for units will be identified when the ULLS-A SCP 6 Material Fielding Team (MFT) performs site surveys.

Fielding Timeline

The ULLS-A SCP 6 program is scheduled to begin final testing between January and March 2005 in the Project Manager Logistics Information Systems (PM-LIS) facilities located at Fort Hood,

Texas. The 4th Infantry Division will provide a unit to support the user testing and will be the first command equipped. The PM-LIS plans to field systems beginning in April 2005 to active and reserve component units. The PM-LIS MFT is working with major Army commands to develop fielding schedules in conjunction with identified deployments, training and unit transformation. Units will be notified by their MACOMs on when to expect the ULLS-A SCP 6 fielding.

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CW4 Glenn Carthron is the automation officer and attack weapons systems officer in the Aviation Logistics Division, Office of the Deputy Chief of Staff for Logistics, G4, Washington, D.C.

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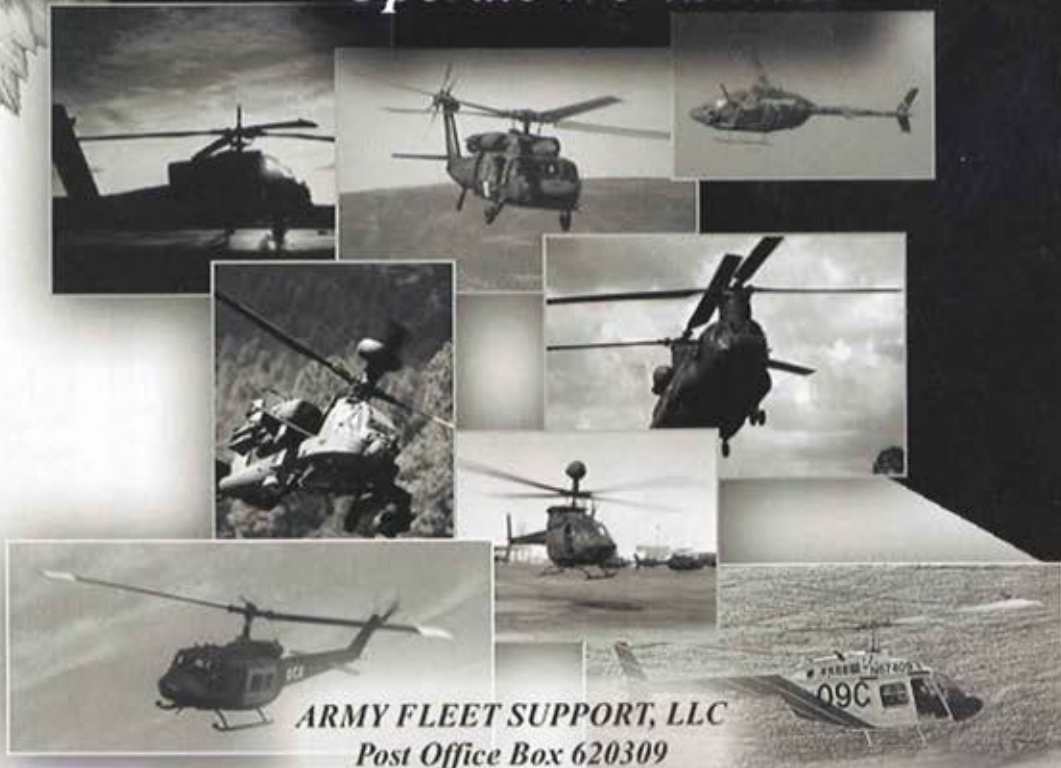
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WIRE MAINTENANCE AND BATTLE DAMAGE TOOLS

By SFC Carl G. Vest

In some regards today is no different from 40 years ago, a bullet is a bullet and a wire is a wire when you come right down to it. However, since the inception of the helicopter onto the battlefields of Korea in 1951, Army aviation has been trying to incorporate battle damage assessment and repair (BDAR) tools that complement and assist the technician with the relevant tools to the aircraft. What has changed is the

amount of the wire...and the time it takes to assess the damage.

Our ongoing mission with the U.S. Army Aviation Logistics School is to help provide the combat Aviation maintainer with the best possible equipment to repair the aircraft in less time and put it back in the fight, thus a combat multiplier. The recently fielded battle damage electrical repair kit is just the combat multiplier that you've been looking for.

The electrical BDAR kit is broken into two segments: the electrical wire and connector kit, and the heat/soldering gun kit. The first segment (electrical wire & connector) is filled with: extraction tools (both metal and plastic), heat shrinkable tubing, zip ties, wire marking kit, barrel crimpers and residential electrical splices. The second segment houses the battery operated heat gun (part number MCH-100-A) which can be used for various

The electrical BDAR kit also comes with a battery operated heat gun for soldering wires and components together.



PHOTOGRAPHS COURTESY OF U.S. ARMY

The new electrical Battle Damage Assessment Repair (BDAR) kit will help maintainers to make quicker quality repairs to aircraft damaged in combat.

applications such as contact-less soldering and de-soldering, shrink tubes, plastic welding, and component drying to name a few.

The heat gun was originally designed for the U.S. Navy and for field tent repair, but with all of the advantages of this tool, we made it part of the kit. The heat gun kit is comprised of a hot air tool, power pack, and recharger. The unit is powered by two SINCARS radio batteries, which are readily available in the supply system. To further assist the Soldier in the field this kit includes power cables capable of being hooked to a standard NATO slave connector for alternate power. In addition, recent improvements include a light with headband, common household twist splices, a small flashlight, a digital





Shrapnel, small arms and machine gun fire can damage or sever wire bundles. Here an AH-64 Apache has combat damage to a wire bundle.

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camera, heat shrinkable tubing, and a portable heat gun/soldering iron with recharger.

The initial fielding consisted of thirteen units, with one retained by the Product Manager at Redstone Arsenal, Ala. The Aviation Logistics School has one for student instruction and the other eleven were sent to aviation intermediate maintenance units. The second generation fielding is soon approaching and will feature one major revision. The revision is in the overall kit size to facilitate easier handling and packing.

The BDAR kit does not have an assigned NSN (national stock number), but the Product Manager for Aviation Ground Support Equipment (PM-AGSE) is working on it. Currently all items in the kit have an assigned NSN and are all Class IX items to allow re-supply ordering ver-

sus the old electrical connector repair kit. The old tools were Class II, but the kit as a whole was Class IX, so you had to order the whole kit to just replace one tool. The PM-AGSE is

the manager for all BDAR kits. As of 2004, AGSE was converted to a Product Manager status, so they have responsibility for supervising the BDAR project from cradle to grave. Overall giving you, the customer, the best product.

The electrical BDAR kit is still in production, but we are always striving to improve it in any way we can. We are currently addressing possible assessment tools available on the market such as a hand-held Time Domain Reflect-o-meter.

Your input from the field is vital to the success of this kit and is invaluable to the Army Aviation community. Please send any remarks or suggestions to the PM-AGSE office in care of Tim Ertz at tim.ertz@peoavn.redstone.army.mil or William Tipps at william.tipps@eustis.army.mil.

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SFC Carl G. Vest is a senior instructor-writer and the committee chief of the Basic Electronic Training, Electrical and Electronics Division, U.S. Army Aviation Logistics School, Fort Eustis, Va.

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P4T2 Defined

Understanding Maintenance Management for Junior Officers

Article and photos by
CPT Matthew R. Hamilton

Most anyone who has been around Army Aviation for a time has at least heard the term: P4T2. Ask a new lieutenant, "what does P4T2 mean?" and hopefully he or she can quickly reply with "Problem, Plan, People, Parts, Tools and Time."

But do most junior officers understand and practice P4T2 or just know the acronym? My battalion centers its maintenance program on the P4T2 principle. This method of organizing maintenance was absolutely essential during our 11-month deployment to Operation Iraqi Freedom, in which we moved from Kuwait up to northern Iraq and conducting nearly eight months of split-base operations.



As soon as a problem is identified, attack it with the P4T2 process. Early action prevents more costly maintenance later.

What's P4T2?

It is basically just an organized method of problem solving. Most aspects of P4T2 are common sense things you would think of anyway. But if you try to just "wing it" without thinking through every step, it can really hurt you. Here's how I look at each aspect of P4T2 from a platoon leader's perspective.

PROBLEM: First, isolate what's broken and how it affects the aircraft. Is the aircraft partially mission capable (PMC), or non-mission capable (NMC)? However, there are often other factors that may make the situation worse.

■ **Evaluate Aircraft Status and Affects on Missions.** For example, there may not be enough fully mission

capable (FMC) aircraft to complete a mission. What if you don't have a backup aircraft? You might have an aircraft that is PMC with an infrared jammer failure. Not a big deal while in garrison, but what if you are flying a combat mission in Iraq?

■ **Identify Other Factors That May Affect Fixing the Problem.** What if you are somewhere away from your base? Can you fly to a site with aviation unit maintenance (AVUM) or aviation intermediate maintenance (AVIM) support, or does help have to come to you? Will the solution exacerbate the problem? One of my aircraft had a temporary repair made (due to a lack of parts) on a tail rotor bell-crank bracket. It was an easy fix, but required a maintenance test flight (MTF) afterwards. The day we got the new part, we had a rash of other aircraft problems. If we had begun to fix the problem, we might have taken another aircraft away from flying missions.

With the "Problem" you have to analyze it on all levels, not just on the surface with "what's broke?" You can't effectively solve the problem if you don't know what the actual problem is.

PLAN: This is the most important step in the process. You must set your priorities, allocate your resources, and integrate all the other aspects of P4T2 into something you execute. But coming up with a good plan is not the end; you have to effectively communicate it to others. If you don't talk your plan over with the others involved, some other link in the chain will break.

The "Plan" is where you bring it all together; the portion of the solution that requires the most involvement and dynamic thinking.

PEOPLE: Know who's involved, both in the breaking and the repairing of aircraft.

■ **Instill "Pride of Ownership."** It may sound cliché, but it really does help to put it into practice. Put pilot and crew chief names on the aircraft. A sense of ownership helps us to care for our own equipment. Smart, motivated crew chiefs are invaluable. Encourage and reward them at every opportunity.

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■ **Maintenance Falls on Everyone's Shoulders.** Many problems can be corrected on the spot. Pilots contribute greatly if they try to troubleshoot a problem with the crew chief and run the aircraft back up. Thorough post-flight inspections are essential. Catching problems early can keep them small, or stop them from developing at all.

■ **Do as Much Company Level Maintenance as Possible.** Even though you have AVUM and AVIM support, if it is something you can do, do it. You have a vested interest in your aircraft.

■ **Know Whom to Talk With to Get Answers.** I have two to three people in each section in Delta Company that are experienced and that I trust. I go straight to them with questions and problems. Develop relationships so you too don't waste your time.

The key with "People" is to know your resources, and ensure the right people at the appropriate levels are involved in the solution.

PARTS: Know what you need, down to the last washer or rivet, and how to get all those parts. Think beyond the obvious, and don't make any assumptions.

■ **Consider Everything You Need.** Is a new part required or can you repair an old one? Don't forget about hardware or common items you might need, like engine oil or hydraulic fluid. My company had an aircraft over-torque at Baghdad international airport. It required replacing several major parts. In addition, the maintenance operational check (MOC) required a run-up, then a complete flush of the transmission fluid. So we had to plan to take all items with us. Getting it all to Baghdad was a monumental effort. What if we had forgotten something?

■ **Check Up Regularly on Ordered Parts.** The government supply system is not the most efficient. Know how to use the NSN (national stock number), document number, and reconciliation report to track parts. Be actively involved; nobody else is going to do it for you. Demand is higher than supply. Stop paying attention and some other unit will step in and take your parts.

■ **Be Flexible, Creative, and Develop Relationships.** Everyone has pulled



Knowing the status or availability of special equipment and tools is important in planning and coordinating maintenance—a principle of P4T2.

The key to success is to be involved at the supervisor level, and infuse "pride of ownership" at all levels.



The 1st Bn., 101st Avn. Regt. adheres to the P4T2 principles in maintenance execution.

maintenance "drug deal" at some point for supplies. For example, one time we were out of hydraulic filters but our sister battalion had extras. They needed oil sample bottles and we had tons. Problem solved. Sometimes you don't need to trade anything, just ask. Habitual, good working relationships with other units tend to work well and will pay huge dividends in the end.

The key isn't having the "Parts", because if you do it's not a problem. The key is knowing what you need and all the different ways to get it.

TOOLS: Know what you need to accomplish the work. Is it yours?

■ **Know the Status of Tools not Under Your Immediate Control.** The nonstandard tools and equipment you might need are often in limited supply, like cranes and blade slings. For example, in our 125-hour inspections, we service the environmental control system. The ECS service carts go down all the time, and aren't easy to fix. Keeping a daily running knowledge of the status or availability of tools will keep you from finding out something is not available when you really need it.

■ **Enforce Tool Accountability.** Assign your tools down to the crew chiefs, but make sure they are being accountable. If a tool ends up missing, you have a

P4T2 encourages the concept of "Pride of Ownership." Placing crew chief and pilot names on aircraft contributes to that pride.

bigger problem than work stoppage: Foreign Object Damage (FOD).

It is important to know what "Tools" you'll need beyond your own, and coordinate, because you aren't the only person who's going to want to use them.

TIME: This takes considerably more thought in garrison, when there are numerous other events to work around.

■ **Be Familiar With How Long It Takes to Fix a Problem.** Is it going to take working straight through the night or only during normal duty hours? Are your external resources immediately available? There is a difference between "by the book" time and real world time.

■ **Kill Two Birds With One Stone.** Take advantage of an aircraft being in maintenance to fix other deficiencies. That same aircraft mentioned earlier

with the bell-crank bracket had a debonded shim on the main rotor pitch housing. The shim bonding takes 24 hours to cure, and then requires a test flight. Perfect time to fix both problems!

■ **Don't Eat Down Time Unnecessarily.** This is the flip side; if it is not in an NMC or PMC condition, what is the cost of waiting until scheduled maintenance to make fixes?

■ **Problems Don't Solve Themselves.** Limit what my commander calls the "flash to bang time." As soon as a problem is identified, attack it with the P4T2 process. Know realistically what "Time" it will take to fix problems, and coordinate that with others involved, because they have other things to do, too.

Final Thoughts

Lastly, some thoughts for junior officers just getting involved in maintenance operations:

P4T2 is a useable tool. Portable easels and dry-erase boards can help keep maintainers apprised of aircraft status and repair priorities.

■ The key to success is to be involved at the supervisor level, and infuse "pride of ownership" at all levels. Learn from your experienced crew chiefs and warrant officers at every opportunity.

■ Know and love your aircraft. Browse through the logbooks daily so you know what's going on. Eventually everyone will go electronic. Technology evolves, so whenever you do, learn it and embrace it as a useful tool.

■ Stay involved beyond just your company's maintenance status. Knowing what is going on in the battalion will help you foresee problems before they happen.

It is the company commander and platoon leaders who bear the command responsibility of maintaining combat ready aircraft. In aviation maintenance there is no blame game; even if a problem is somebody else's "fault," it's your ultimate responsibility, and your company is the one who bears the burden. Many units talk "P4T2," but don't live it. Master being a maintenance manager. You'll avoid many unnecessary problems and be ready to fight and win in combat.



CPT Matthew R. Hamilton wrote this article based on his experiences as a platoon leader. Today he is the assistant S3 operations officer with the 1st Bn., 101st Avn. Regt., 101st Avn. Bde., Fort Campbell, Ky.



"Wing Vigilance"

Aerial Exploitation Battalion wins top DOD Award — Command Focus is Key

By James Bullinger



COURTESY PHOTO

SPECIAL FOCUS MAINTENANCE

Annually, the Secretary of Defense Maintenance Awards Program recognizes outstanding achievements in military equipment and weapon systems maintenance by field-level organizations of the military services. Awards are presented in the categories of small, medium, and large units.

This year the 3rd Military Intelligence Battalion (Aerial Exploitation), based at Camp Humphreys in the Republic of Korea, was the Army's only recipient of this prestigious award, winning in the medium category. The awards were presented Oct. 27 at the SECDEF Maintenance Awards Banquet in Houston, Texas, as part of the 2004 DOD Maintenance Symposium and Exhibition.

The 3rd MI Bn. is the only AE battalion in the Army flying and maintaining both the Guardrail Common Sensor System RC-12 and the Airborne Reconnaissance Low RC-7B aircraft. The unit provides daily indications and warnings to the United States Forces Korea command.

According to the unit's Executive Officer MAJ Joseph A. Wucik, the command strongly emphasizes preventative maintenance checks and services (PMCS) on all vehicles and equipment during scheduled weekly maintenance periods.

"Command emphasis and support to maintenance and safety ensured the success of the

battalion to fly over 1,300 aerial exploitation missions and drive over 45,000 miles," Wucik said.

Wucik noted that every Monday afternoon he or the battalion S4 conducts a maintenance meeting. Attendees include the battalion's Maintenance Officer, the Maintenance Sergeant, the Intelligence Electronic Warfare Maintenance Officer and company XO's.

The purpose of this meeting is to check the status of the daily maintenance process, verify that all DA Form 5988-E forms were turned in, identify newly dead lined equipment and coordinate the allocation of resources to address emerging maintenance issues.

Above: The RC-7B Airborne Reconnaissance Low (ABL) aircraft.

Below: Pictured (l to r): CSM Domenic J. Romanello, LTC Steven A. Johns, CW2 Colin P. Bergstrom, MSG Daniel Knippel and Ms. Modell Plummer, Director for Sustainment, Army G4.



COURTESY ARMY PHOTO

"Command maintenance day is on Tuesday mornings, from 0900 until completed. The battalion spends most of the day at the motor pool, and in the arms and NBC rooms, allowing total focus on maintenance issues."

During command maintenance time, operators receive a brief block of instruction on the week's maintenance focus topic and then conduct PMCS on vehicles and equipment. Companies also cover other pre-planned and pre-approved maintenance topics such as tentage, weapons, NBC equipment and commercial off the shelf equipment.

"Each soldier and maintainer diligently conducts PMCS on all assigned equipment and recognizes that their role with an active maintenance program ensures the equipment is always ready," Wucik said.

This diligence to maintenance has helped the unit to support surge operations and conduct three local field training exercises and 15 weapons qualification ranges without a degradation in mission or safety.

The unit's Intelligence & Electronic Warfare section maintains the Guardrail Common Sensor System III mission equipment onboard nine RC-12 aircraft. Mission success is directly related to their expertise in performing thorough system pre-flights and post flights, calibration flights, and panel bias flights, scheduled phase inspections and routine maintenance test flights.

"The battalion executes a vigorous flight hour program of 9,000 hours per year while still maintaining an intelli-

"Each soldier and maintainer diligently conducts PMCS on all assigned equipment and recognizes that their role with an active maintenance program ensures the equipment is always ready."

gence and electronic warfare equipment operational readiness rate of 98 percent.

"Without our maintenance professionals providing 24 hour support, the battalion wouldn't be capable of executing about 62 RC-12 and 50 RC-7B SRO [sensitive reconnaissance operations] missions a month," Wucik said.

The maintenance efforts enable the battalion to collect communications, imagery, and electronic intelligence against real threat targets in North Korea, 24-7, as part of the National Reconnaissance Office directed missions.

The battalion received numerous commendable ratings on several organizational inspections and multiple commendable ratings during Command Inspection Program reviews on equipment readiness and shop operations procedures.

The equipment includes over 75 unit end items and a total of 135 components for the battalion and supported units. The non-reportable equipment has a readiness rate of 97 percent and includes weapons, camouflage netting and poles, tents, communications and Nuclear, Biological, Chemical (NBC) equipment.

Wucik said the Soldiers of the 3rd MI Bn. were proud and honored to achieve such recognition.

"LTC Steven A. Johns, the battalion commander, announced the award during a battalion formation prior to



COURTESY PHOTO

The RC-12 Guardrail Common Sensor System (GCSS) aircraft.

command maintenance," explained Wucik, "The Soldiers applauded each other and then sounded off with a thunderous 'Winged Vigilance' the unit motto.

"The hard work and dedicated maintenance focus of the previous year paid off. The unit not only safely and effectively performs the real world intelligence collection mission for the theater, but also maintains its equipment to an exceptional standard," Wucik said.

The unit's commander and senior NCO, LTC Johns and CSM Domenic J. Romanello, and the former Battalion Maintenance Officer and Maintenance and Safety NCO, CW2 Colin P. Bergstrom and MSG Dan Knippel, attended the banquet in Texas to receive the award. ♦

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Army Guard Aviation Helps Patrol Northern Border

for Home-land Defense

By MSG Bob Haskell

The four "dots" depicting his rank on his olive drab flight suit tell you quite a lot about one of the new sheriffs in town. His rank insignia, as well as his senior aviator wings and gray hair, tell you that CW4 Carl Scherff is one of the Army National Guard's seasoned helicopter pilots.

This Scherff lives in Mississippi, flies helicopters for the Tennessee Army Guard, and has gotten to know a stretch of the U.S.-Canadian border extremely well. Scherff has been flying patrols in the dark November and December skies with night optical devices in support of Operation Winter Freeze.

Scherff is one of many National Guard aviators from 17 states who are helping the U.S. Border Patrol (USBP) look for "special interest aliens" and weapons of mass destruction that might be smuggled from Canada into this country across a 260-mile expanse between the eastern tip of the Great Lake Ontario and the New Hampshire-Maine border.

The nightly patrols flown by Army Guard helicopters and Air Guard airplanes, as well as interstate checkpoints that active Army troops are helping to man farther inside the USBP's Swanton Sector, are part of a concerted effort to capture or keep out illegal aliens from Canada and countries known to harbor and train terrorists who are anxious to do more damage to this country's people and property.

The U.S.-Canadian border may be one of the most open and friendly international borders in the world, but people like Vermont Army Guard BG Thomas Shailor and the Swanton Sector's

Above: Army and Air National Guard aviators fly over mountainous terrain at night with the aid of night vision devices while patrolling part of the U.S.-Canadian border during OWF.

Inset right: Vermont's BG Thomas Shailor, also an Army aviator, commands the joint military task force working with the U.S. Border Patrol for Operation Winter Freeze.

PFC JASON BRACE VERMONT ARNG



Deputy Chief Mark Henry know that not everyone who wants to come across is friendly to the United States.

They are pooling their resources in an effort to keep the bad people out and to break up sophisticated smuggling rings that are trying to get them in. The USBP is overseeing the operation as the lead federal agency, and the U.S. Northern Command is participating at the Border Patrol's request.

Winter Freeze is a homeland defense operation that first began in December 2003. This year OWF is beefed up with National Guard assets for the nearly three month period between the Nov. 2 presidential election and the Jan. 20 inauguration. But that is not its only purpose, officials explained.

"We started Operation Winter Freeze over a year ago," explained Henry. "It is not specifically tied to this election and inauguration season. Our primary concern is the overall security of the United States."

This is the time, however, that the National Guard is the most heavily engaged. Shailor, for example, is the military joint task force (JTF)

"The Guard has the right assets and the experienced people to do this mission."

commander in charge of what is believed to be the largest concentration of Reconnaissance and Air Interdiction Detachment (known as RAID) OH-58 helicopters in National Guard history.

For the first rotation, five states have sent helicopters, pilots and ground personnel to the Vermont Army Guard's James D. Kneeland Flight Facility in South Burlington. Five more states are sending similar assets for the second rotation, coming from as far away as Georgia and Oklahoma.

Meanwhile, Air Guard crews from across the country are flying twin-engine C-12 surveillance planes out of Syracuse in upstate New York.

The two types of National Guard aircraft are used for counter-drug operations. They are equipped to detect people and vehicles on the ground. They are now flying at night, it was explained, because that is when most people try to cross the border illegally.

Their mission is to detect, deter and monitor that kind of activity, Shailor explained.

"The Guard has the right assets and the experienced people to do this mission," he said. "We have the right

PHOTO BY MSG BOB HASKELL, NATIONAL GUARD BUREAU



Kentucky National Guardsman CW4 Rollin Knifley preps his OH-58 Kiowa helicopter for a night patrol along the U.S.-Canadian border.

aircraft with the right surveillance systems on board and the radios that can communicate with personnel on the ground. It's the right mix and the right thing to do."

The helicopter pilots who are flying over the cold and sparsely populated border region are among the most experienced in the National Guard. They know what to look for in the way of unusual activities.

"People act in predictable manners," said Scherff. "Deer hunters will wave at you. When people take off running... that tells you something. And people driving without their lights on is also not normal. People who don't have anything to hide don't run."

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SGT Anthony Wasilewski, a UH-60 crew chief with the 86th Med. Co. (AA), conducts a post-flight inspection following an orientation flight. His Vermont Army Guard unit is supporting Operation Winter Freeze.

"If we see something, we may mark it and move on or we may maintain contact, whatever the Border Patrol wants us to do," Scherff added.

So far, the early winter cold has been the biggest challenge for the pilots from the South.

"Our helicopters don't have heaters that are as efficient as the ones in the Vermont helicopters," explained CW4 Gareth O'Bannon from Virginia. "It kind of makes you want to dress a little warmer."

And Army Guard aeromedical evacuation Soldiers, members of the 86th Medical Company (Air Ambulance) from South Burlington, Vt., and Westfield, Mass., are standing by with UH-60 helicopters, ready to search for and rescue other OWF aviators or people working ground details should misfortune come their way.

"We're able to fly day or night in any configurations we need to in order to get people out in case of trouble," said 1LT Jesse Remmey, a MEDEVAC leader. That unit gained a lot of experience during a full year of peacekeeping duty in Bosnia, which ended last March, Remmey said.

The USBP, which covers the U.S. borders between the ports of entry, can put a lot of agents on the ground, but it has limited air assets — two helicopters and a single-engine



PHOTO BY MSG BOB HASKELL, NATIONAL GUARD

plane for the Swanton Sector, Henry explained.

"The Guard is filling in the holes," said Henry, a 30-year Border Patrol veteran who has come to respect the Guard personnel he has worked with in Vermont for many years. "Now we can have aircraft in the air every night. And we've been burning up a lot of overtime since 9-11. The Guard gives us some much-needed relief."

"We want to send a message to the special interest aliens," Henry said. "We want them to think there is a strong certainty of arrest, prosecution, deportation if they

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**"The world has changed
since 9-11, ... It's
homeland defense, and
that's what we do."**

try to come through the Swanton Sector.

That stretch of the border is critical, it was explained, because of its proximity to Montreal, Ottawa and Quebec City, Canada's most heavily populated region, and the direct access along Interstates 87 and 91 to U.S. east coast cities such as Boston, New York, Philadelphia and, yes, Washington.

The idea is that Canada could be a staging ground for terrorists to enter and attack the United States, especially since Montreal has one of Canada's largest concentrations of Muslim people, about 100,000. And Montreal is easily accessible by air and sea to special interest aliens.

The fact that the border is vulnerable was hammered home on Dec. 2 when the Royal Canadian Mounted Police reported that a bomb apparently made from 16 sticks of dynamite had damaged a support column for a Hydro Quebec major power line that serves part of Boston.

The explosion on Canadian soil, a mile and a half north-east from the border town of Norton, Vt., did minimal damage and did not disrupt the flow of electricity. But an unclassified report stated that "authorities do not believe at this time that it was an amateur job."

The military force for OWF is the fourth such JTF to be commanded by a National Guard general.

Shailor, who earned his spurs flying Hueys in South Vietnam, is commanding military forces on Title 10, or federal, duty status and Title 32, or state, status.

Title 32 National Guard personnel can directly support local, state and federal law enforcement agencies, whereas Title 10 personnel cannot because of the provisions of posse comitatus.

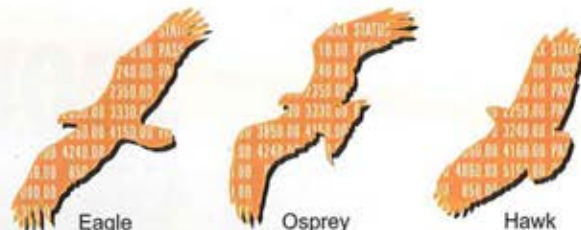
Here is what is different about Shailor's dual-hat operation. It is covering three states. Its three-month duration is considerably longer than the first three operations that took place last year.

Those JTFs were organized to help secure the Group of Eight (G-8) economic summit in Atlanta, the Democratic National Convention in Boston, and the Republican National Convention in New York City. They were focused on events that lasted for one week and that were held in one state at a time.

"The world has changed since 9-11," Shailor observed. "We're using a lot more security to protect our own homeland. This joint task force is the next step in what the National Guard has already achieved. It's homeland defense, and that's what we do."



MSG Robert "Bob" Haskell writes for the National Guard Bureau's Public Affairs Office in Arlington, Va.



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Cindy Rickenbacker with the Exceptional Family Member Program office gives her presentation.

"What do I do if we're in Podunk, Arkansas driving to our first assignment at Fort Carson and my baby gets sick?"

"Help. There's only one mover here, he's about 98 years old, and I think he's going to have a heart attack on my front lawn!"

"How do I get my spouse's W-2 form to do our taxes if he's deployed and I've never done taxes before and I don't know where to even start?"

Army spouses can fill volumes with questions like these and thousands more. Marrying a Soldier can best be compared to leaving the planet Earth and moving to Mars. And in today's Army, once the spouse arrives on Mars (and before the moving van even leaves the driveway), the Soldier comes home and says, "Hey honey, I'm going to Pluto for 12 months!" The spouse, stuck on Mars without a clue, ponders if she ought to go back to her mother on Earth and wonders what she was thinking when she married this guy in the first place.

Spouse Survival School

Giving Skills to the Home Front Troops

By Gail Dwyer,

Photos by Arikka Johnson

Filling a Special Need

The Soldiers leaving Fort Rucker are well trained and prepared to survive in the Army and the units they will be assigned to, but what about their spouses? As the Soldier marches out the door, who is it that is left with the crying baby with an ear infection, the sofa that arrived in four pieces (two of which don't look familiar), and a household to organize and run? It's the Spouse! So where or how does the spouse learn how to answer the many questions that she or he has about life in the military?

With the support and guidance of the leadership and senior spouses at Fort Rucker, Ala., a training program was initiated to answer this question and give spouses information and coping skills. With the assistance and mentorship of Susan Sinclair, the spouse of BG E.J. Sinclair, the commanding general of the U.S. Army Aviation Center and Fort Rucker, a team was formed to tackle this challenge.

A School for Spouses

The spouses of 1st Aviation Brigade, the unit responsible for Soldiers in training with flight school, the Aviation Officer Basic and the Captains' Career Course, and in



The Spouse Survival School was created to assist new Army spouses with life married to a Soldier.

advanced individual training (AIT), got together to brainstorm a program. The 1AB spouses developed a list of questions that every new Army spouse would want answered. The questions fell under categories such as: medical, finance, transportation, relocation, family readiness group, chaplain, schools liaison and legal. The agencies with proponentcy for these areas were contacted and asked to provide specific briefings that addressed the questions posed by the 1AB spouse team. Then with help of the 1st Avn. Bde. staff, a program of instruction was developed and the Spouse Survival School (SSS) was born.

The SSS consists of six and a half hours of instruction from subject matter experts who not only brief on specific topics from questions tasked, but also provide resource information (web sites, points of contact and phone numbers), and are available to address questions from attendees.

A "practice class" was held in December 2003. A group of four new, young spouses, two warrant officer spouses, and six senior command spouses attended the practice class, including Susan Sinclair and Nancy Forrester (wife of Fort Rucker's Chief of Staff COL Bill Forrester). Both of these women, whose husbands deployed with the 101st Airborne Division in the early stages of the Iraq invasion, had seen the necessity of spouses being empowered to survive deployments. Both believe that Fort Rucker should do all that it can to prepare spouses for Army life and have been staunch supporters of Spouse Survival School since its inception.

"It's so important," Susan Sinclair states, "that spouses today have the knowledge they need to survive in the Army. Knowledge brings power and it's critical that today's spouses are empowered and better able to take care of themselves and their families. Spouse Survival School, in conjunction with other Army programs such as Army Family Team Building, is a great way to gain knowledge."

Welcome to Army Life 101

The first SSS was held in late January 2004. Since then, classes have been held every two months. Thanks to the generous donations by several post organizations, such as the Fort Rucker Thrift Shop, the Officers and Civilians' Spouses' Club, the Non-Commissioned Officers' Spouses' Club and 1st Avn. Bde. Family Readiness Group, day care and lunch is provided for spouses and their sponsors.

The program includes a "deployment panel" at the end of the day. Spouses of Soldiers who are deploying or have deployed to locations in Afghanistan, Bosnia, Iraq and Korea discuss their experiences. Since the start, each class has been revised or altered based upon the feedback of the attendees.

Although SSS was originally intended for new Army spouses, it didn't take long for the senior spouses to realize that they learn something each time they attend the training. After the initial class, the 1st Avn. Bde. has encouraged participation by all Army spouses, to not only update themselves with information, but also to share their experiences with new and junior spouses. An unanticipated positive effect of the SSS has been this sharing of information between spouses of all ranks and ages.

Handbook and Email Mentorship

Attendees receive the Spouse Survival Handbook, a pamphlet that contains each of the briefings, as well as additional resource information, guidance on rank, customs and courtesies, how to set up an Army Knowledge Online (AKO) account, and the Military One Source program. Active duty Soldiers have found the handbook particularly useful. An unmarried lieutenant, who arrived at Fort Bragg and found herself as a platoon leader, sent an email requesting a

copy of the handbook. "I have families to take care of now," she wrote, "And I need the information in that handbook to do this part of my job well." This handbook is on CD-ROM disc and is available via email for any units interested in tailoring it to suit their own needs.

In addition to Spouse Survival School, the 1st Avn. Bde. has initiated an Email Mentorship Program (EMP) for its spouses. This EMP gives a spouse at Fort Rucker an email address of their spouse's post. The EMP is intended to supplement, not replace sponsorship, and gives the spouse access to another source of information. The EMP mentor doesn't

Many sponsors and Soldiers also attend Spouse Survival School to learn more about Army resources to assist families.



have to have a chicken casserole waiting for the arriving spouse nor does the mentor have to meet the spouse. Rather, the mentor is simply an email pen-pal who can write about the schools, housing, shopping, medical facilities or kennels. The junior spouses at Fort Rucker who have used this email program greatly appreciate the time and understanding given by other Army spouses across the world, total strangers sharing membership in a special club of all Army spouses.

Knowledge and Experiences

"If we as an Army are going to keep quality Soldiers in the Army, it is crucial that we take care of their families," said BG Sinclair. "Spouse Survival compliments other Army family programs. If we have informed spouses who understand the Army and how it works, we'll be successful. We also have to make use of the technologies we have to be able to do that. Using email to help mentor spouses is another great initiative."

Throughout the day at Spouse Survival School, the "students" are

applauded for taking this first step towards empowering themselves with knowledge they will need. They are reminded of the many other resources available to them and are encouraged to become familiar with and participate in both Army Community Services programs and their Family Readiness Groups. SSS is similar to Cliff Notes, those yellow and black pamphlets that got you through books in high school and college without reading the real book. To gain more information from the real book, the students are encouraged to attend Army Family Team Building (AFTB) classes, which offer in-depth and valuable information.

Summary

Life on Mars is never easy and it's even harder when your Soldier leaves you there to go to Pluto. But you can survive life on Mars and even have fun living there, if you have the necessary knowledge and skills. Between the Email Mentorship Program and Spouse Survival School, Fort Rucker is helping prepare its spouses for whatever planet the moving van brings them to next.

For more information, contact the 1st Avn. Bde. at (334) 255-9083, DSN 558-xxxx, or email: mary.holland@rucker.army.mil.



Gail Dwyer is an Army spouse and the first lady of the 1st Aviation Brigade, Fort Rucker, Ala. Arrika Johnson is an Army Flier photojournalist with the Fort Rucker Public Affairs Office.

Editor's note: In addition to Gail, the other spouses of 1st Avn. Bde. who were instrumental in developing the Spouse Survival School are Syndee Meacham, Mary Thompson, Colleen Bishop, Alexa O'Leary and Christie Wilder.

Aviation Attack Icon

RETIRES AFTER 38 YEARS

Story and photos by Lisa Eichhorn



It was truly the end of an era for Army Aviation as CW5 Robert A. "Bobby Mac" McNeal took his last flight in an AH-64D Longbow helicopter Nov. 4 in Illesheim, Germany. Especially when you consider his first assignment with Army aviation was that of a crew chief and door gunner in Vietnam.

McNeal's 38-year career began in 1966. Although his first 19 months in Vietnam was spent crewing and gunning on birds, he later returned for another 19 months, but this time as an AH-1 Cobra pilot. He has 4,000 combat hours, with more than 1,700 in the Cobra dur-



PHOTOS COURTESY OF MCNEAL FAMILY

Above: McNeal as a young WO1 in Vietnam playing cards between missions in the back of a UH-1.

Left: COL George Billifar congratulates CW5 "Bobby Mac" McNeal following his last active duty flight on Nov. 4.

Right: McNeal gets a champagne rinse from fellow warrant officers following his post flight fire hose wash down.

At 6 feet 5 inches tall for an aviator and an African American, he was definitely an enigma for the time.

ing his last tour in Vietnam.

During his final tour of active duty he served as the 11th Aviation Regiment's Tactical Operations Officer, then Standardization Officer, and as of late the Flight Operations Officer at Storck Barracks in Illesheim.

After completing his last flight, McNeal took a few minutes to reminisce about his very colorful career.

"I'm from Las Vegas and when I was a kid I used to watch the Thunderbirds fly across the desert. I would walk across that desert to watch them because my parents wouldn't take me. I knew from watching them that I was going to be an aviator," he said.

"When I decided it was time to join the Army I went to the recruiter and told him all I wanted to do was fly. Well of course we were in the middle of Vietnam and he sug-



a true American hero he is, you'd never guess it. Except for one thing they say, his incredible story telling. But let there be no mistake, this man is a professional Soldier, combat hardened and experienced.

An old friend and fellow Vietnam veteran sent this message to McNeal upon his retirement: "War produces a rare camaraderie, that of men who have been in battle together. And the intensity of that camaraderie, even years later will defy any rational explanation. It is a bond so strong, so immediate, that it wipes away all the normal barriers of class, politics and race. Nothing in terms of friendship need precede it, nothing need follow it," wrote CW5 Lance McElhiney.

But Vietnam was just the beginning for his long career. He flew the first AH-64 Apache concept bird in 1976 with his co-pilot Bob Stewart, who went on to be the Army's first astronaut.

For McNeal, coming to Illesheim was like coming full circle. He says he started his career in combat and ended it with combat in Cavalry units, serving for one-year in Operation Iraqi Freedom with the 11th Avn. Regt.

COL George Bilafer, 11th Avn. Regt. commander, attributes a big part of the unit's success during the first part of OIF to McNeal's quick thinking and Vietnam experience.

He reflected that after the March 23, 2003 battle, when the regiment took heavy damage to its aircraft, the unit came back to regroup. He said it was Bobby who stepped up and told the leadership this was not the kind of warfare the pilots trained for; McNeal told them, "This is what I encountered in Vietnam and I know how we can fight them on their terms."

With that on his mind McNeal talked about the thought of actually hanging up his spurs.

"I could stay another 10 years because of the professionals I work with; I've never grown tired of flying. But my body says it's time to go. However, my retirement should be hard for me, not for the unit. Because the Army will go on, they'll continue to get better, and younger Soldiers will step up. Because if a unit can't replace one person then someone isn't doing something right," he said.

Not one to worry, McNeal plans to just relax and enjoy life for a while before plotting his next course.

Lisa Eichhorn is a command information officer with the 235th Base Support Battalion Public Affairs Office in Ansbach, Germany and a friend of CW5 McNeal.

gested I do one tour as a crew chief and then apply to flight school. So that's what I did and it worked out great for me. After I went to flight school I went back to see him. Well I tried, as I walked up to see him he was standing outside. When I yelled to him he just took off running, I guess back in those days recruiters got beat up a lot. But I just wanted to thank him," he laughed.

McNeal truly did blaze trails in his career. At 6 feet 5 inches tall for an aviator and an African American, he was definitely an enigma for the time. But no mission was too hard or too out of reach for him. He is a very soft spoken, humble man. His friends say that if you didn't know what

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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.

Mr. Gary S. Nenninger has been appointed to the Senior Executive Service and is serving as the Deputy to the Commander for Systems Support, U.S. Army Aviation and Missile Command, Redstone Arsenal, Ala. Nenninger, who has more than 29 years of acquisition and logistics experience, previously served as the Project Manager for Aviations Systems and Deputy Project Manager for Apache Attack Helicopters.

BG Anne F. Macdonald was frocked Dec. 10 making her the first woman Aviation branch and combat arms branch general officer. Macdonald is the Deputy Director for Operations, National Military Command Center, J-3, The Joint Staff, Pentagon, Washington, DC. The Army occasionally

frocks officers (awarding rank and title) for the next higher grade when they are pending promotion and have assumed responsibilities for a key position or command.

MSG Arlene Nash, the first sergeant of Headquarters and Headquarters Co., 7th Bn., 6th Aviation Regt., in Conroe, Texas, was selected for appointment to Command Sergeant Major. Nash was the only Aviation branch Soldier (15 series MOS) listed on the calendar year 2004 Troop Program Unit, Reserve Component, CSM Selection Board Results released Dec. 16.

Fiscal Year 04 Colonel Active competitive selection board results released Dec. 2. Congratulations to the following 49 officers with Aviation branch affiliation.

INFORMATION OPERATIONS (IO) SEQ# CFD

17 Smith, Bruce G. 40
11 Sims, Ricky R. 46
*27 Whaley, James E. 46
12 Parks, Wayne A. 53
19 Radovich, Rory R. 53

INSTITUTIONAL SUPPORT (IS)

30 Wild, Douglas A. 43
19 Galvin, James J. 49
28 McMahon, Jeanette 49
24 McConnell, G. Scott 59
*33 Smith, Kevin L. 59

OPERATIONS (OP)

33 Anest, Peri A. AV
169 Angevine, John E. AV
38 Ballew, Robert S. AV
*324 Bassani, Joseph AV
86 Blackburn, David AV
66 Braley, William W. AV

288 Bricker, Paul W. AV
22 Carney, Steven P. AV
70 Clawson, Michael AV
148 Clumoulin, John E. AV
300 Dunaway, Joe D. AV
48 Egbert, Jerry L. AV
268 Farrington, Jessie AV
117 Ferguson, Howard AV
233 Fox, Roy W. AV
277 Gehler, Christopher AV
247 Hansen, John T. AV
35 Harrison, John C. AV
259 Jones, Mark T. AV
76 Kelley, Yvette J. AV
14 Kodalen, Keith C. AV
71 Lisenbee, Donald AV
40 Ludowese, Jerry AV
87 Lynch, Robin D. AV
24 Maher, Joseph E. AV
281 Marye, James M. AV
89 Mason, Reginald AV
211 Sabb, Anthony AV
*342 Schiller, Stephen AV
164 St. Jean, Albert C. AV
257 Stull, Alan M. AV
215 Thompson, Scott AV
171 Trouve, Christopher AV
10 Wood, Paul J. AV
146 Ziegler, Scott D. AV

OPERATIONAL SUPPORT (OS)

30 Gillette, Mark W. 48
21 Phares, David W. 48
37 Bryant, Thomas AC
48 Shuffelbarger, Newman AC

Fiscal Year 04 Colonel Reserve Component promotion board results released Dec. 15. Congratulations to the following 64 Aviation branch officers.

Allen, William C.
Ayres, Scott A.
Baker, Tony D.
Barksdale, James A.
Blachura, Michael J. +

Bobeck, Michael E. +
Bonasera, Charles A. +
Bosco, Thomas L. +
Braden, Victor J.
Burnett, Charles J.
Callahan, Christopher P. +
Clark, Joseph M.
Cosgrove, Mark A.
Currie, Michael J. +
Cuyler, Cary G. +
Davis, Robert Lee. Jr. +
Defoor, Barry A. +
Devincenzo, Paul +
Dinapoli, John +
Dittig, Sandra W. +
Eaker, Christopher T.
Falcon, Ricardo A. +
Foshee, Alvin L. Jr. +
Frost, John M. +
Gallagher, John J. III +
Gallagher, Teresa A.
Gerena, Alfredo
Gorishek, George S.
Greenwood, David A. +
Grigsby, Scotty D.
Hadley, Michael R. +
Harada, Lawrence K.
Herchenroeder, Gary F.
Hines, Elizabeth H.
Hirschowitz, Steven B. +
Howard, Randall K.
Huddleston, Michael J. +
Hunt, William J. +
Johns, Vincent M.
Jordan, Louis H. Jr. +
Kelly, Paul M. +
Kennedy, Gregory L. +
Kiesov, John M.
Kress, Raymond P. Jr.
Leblanc, David E.
Lenk, John A.
Mahoney, Steven M.
Martinez, Jorge J. +
McGuire, David J. +
Pehanick, Albert P.
Perry, Russell E. +
Petrarca, Charles E. Jr. +
Reaves, Jackie L.

Rhatican, Thomas M.
Schulze, Charles H.
Scoggins, Robert L. Jr. +
Sevier, Vernon A. Jr.
Smith, Mark C. +
Staebler, Michael S.
Stinson, Dean K. III
Tallman, James C. +
Tracy, Mark A.
Warm, Randy H. +
Zoeller, Edward M.

Fiscal Year 04 Lt. Col. Reserve component selection board results released Dec. 14. Congratulations to the following 77 Aviation officers.

Adams, Thomas B.
Asher, Ralph M. +
Barlean, Michele M.
Bellamy, Maureen E.
Benedict, Mark J.
Boozell, James H. +
Bridgewaters, Roderick
Brown, Keith J.
Burbules, George A.
Burgard, Stephen M.
Burke, Randall W.
Burroughs, Robert W. +
Christoffersen, Ann H.
Clays, Timothy J.
Cole, Robert G. +
Cummings, Edward H. Jr.
Deamaral, Zane E.
Delia, Michael W.
Duncan, Rodger T.
Dunkleberger, Jonathan
Durham, Kris E. +
Easter, Clark D.
Farmer, Todd E.
Faust, Nora E.
Fridmann, Gerard +
Guidry, Robert E.
Henderson, Jeffery B.
Henry, Bruce E.
Hickenbottom, Stephen F.

Hojnacki, Joseph M.
Jack, Craig A.
Jackson, Mark M.
Janey, Thomas J.
Kandes, Harold A.
Keller, Paul F.
Knuth, Robert A.
Koby, Edgar W. Jr.
Kok, Troy D.
Kosalko, Michael G.
Kraus, Timothy V.
Leger, David A. +
Little, Franklin C.
Long, Stephen W.
Lunardini, Stephen R.
Majkowski, Mark J.
Malee, Thomas M. II
Masterson, Peggy A.
McCauley, Michael P.
McDonald, Mark H.
Mills, Douglas W.
Mills, William K.
Napolitano, Phillip
Nord, Andrew L.
Norman, Daniel A.
Patrick, John V.
Payne, Dort B. Jr.
Perry, Scott G.
Preston, Mark A. +
Reinwald, Bernard C. Jr.
Roig, Jose R. +
Schellinger, Michael G.
Schmuth, David A.
Seymour, Charles R. III +
Smith, Kevin R.
Stark, Raymond R. Jr.
Stephenson, James B.
Stringer, Kevin
Todd, Stephen P.
Valentine, Herman P. +
Waldron, James P.
Wilensky, Jesse S.
Williams, Maurice Jr.
Williams, Myles T.
Winfield, Lloyd E.
Wood, David E. +
Wright, Brian C.
Young, Robert J.

KEY

* = AAAA Member
+ = Life Member

CAREER FIELDS

AC = Acquisition Corps
AV = Aviation
40 = Space Operations
43 = Human Resource Mngt.
46 = Public Affairs
48 = Foreign Area Officer
49 = Operational Research/System Analysis
53 = System Automation
59 = Strategic Plans and Policy

* Asterisk by Sequence Number Indicates Below the Zone

Fort Rucker Honors 2004 Instructors of the Year

By James Bullinger



Pictured (l to r): COL Semmens, DAC Kremer, CW3 Rivas, DAC McKee, SSG Smith, CPT Bender, BG Sinclair and Mayor Sowell.

and a half years, teaches writing in the Army style, and information and persuasive writing to warrant officer candidates.

CW3 Mark A. Rivas, a UH-60 instructor pilot with the Helicopter School Battalion, Avn. Training Bde., is the officer instructor pilot of the year. Rivas provides instruction in both English and Spanish languages to U.S. and allied Latin American students in the UH-60 Qualification Course, Instructor Pilot Course and Refresher Courses.

Retired LTC Larry R. Kremer, a DAC CH-47 instructor pilot with the 1st Bn., 223rd Avn. Regiment, Avn.

Tng. Bde., is the civilian instructor pilot of the year. Kremer, a three-tour Vietnam veteran with over 14,000 flight hours, teaches all aspects of the CH-47 Aircraft Qualification Course to initial entry flight students and rated aviators.

Each awardee received a beautifully laser-engraved wooden plaque and commander's coin from BG Sinclair. COL Steven Semmens, president of the Army Aviation Center Chapter, presented eagle trophies to each recipient on behalf of the Army Aviation Association of America (AAAA).

Dothan, Ala. Mayor Chester Sowell, president of the Fort Rucker-Wiregrass Chapter of the Association of the United States Army (AUSA), presented marble plaques to each instructor.

Also recognized earlier in the ceremony were the instructors of the fourth quarter for fiscal year 2004. CW2 Sam T. Ngaropo was the Academic Instructor of the Quarter. DAC Thomas O. Morrow and CW3 Rivas were the Civilian and Officer Instructor Pilots of the Quarter. ❖

The home of Army Aviation honored its academic instructors and instructor pilots of the year for 2004 on December 13. BG E.J. Sinclair, commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala., hosted the annual ceremony held in the Army Aviation Museum.

Each year the Aviation Center recognizes and honors the top instructors from academic courses and the flight line. There are three categories for academic instructors: officer, enlisted and civilian; and two categories for instructor pilots: officer and civilian.

CPT Jason M. Bender, a Combined Arms Division instructor with the 1st Aviation Brigade, is the Officer Academic Instructor of the Year. A field artillery officer, Bender teaches fire support concepts and aerial adjustment of artillery to students in Flight School XXI, the Captain's Career Course and the Aviation



CW2 Sam Ngaropo (left) and DAC Thomas Morrow with Sinclair were recognized as instructors of the 4th Quarter for FY2004, along with CW3 Mark Rivas.



Warrant Officers Advance Course.

SSG Michael Smith, an instructor with the Aviation Branch Non-Commissioned Officer Academy, is the NCO academic instructor of the year. Smith teaches all aspects of the Flight Operations Basic NCO Course to active duty, Army Reserve and National Guard Soldiers.

Retired CW4 Benny McKee, a Department of the Army Civilian instructor with the U.S. Army Warrant Officer Career Center, is the civilian academic instructor of the year. McKee, who has been teaching for 27

PHOTOS BY JAMES BULLINGER / AAP

TF 185 Avn Transfers Combat Ops to 18th Aviation Brigade

Cool Iraqi morning air passed through the hardened aircraft shelter at Balad Southeast Airfield in Logistics Support Area Anaconda on Dec. 22, as Soldiers took part in Army Aviation history.

The 18th Aviation Brigade (Corps)(Airborne) from the XVIII Airborne Corps, Fort Bragg, NC, stood tall as "Task Force WARFIGHTER" during a transfer of authority ceremony.

TF WARFIGHTER, under the leadership of COL Mason W. Thornal and CSM Keith Wilbur, assumed command and control over all Operation Iraqi Freedom III Corps Aviation units from TF 185 AVN's COL Bradley S. MacNealy and CSM James R. Brooks.

Numerous dignitaries observed the ceremony, including guest speaker Canadian Forces MG Walt Natynczyk, the deputy commanding general of the Multi-National Corps-Iraq (MNC-I), as Thornal accepted the responsibility of executing combat aviation operations throughout the Iraqi theater from MacNealy.

MacNealy's 185th Avn. Bde. deployed to OIF in December 2003. It's a Mississippi Army National Guard unit known as the "Fighting Catfish" and is the first National Guard brigade-size aviation task force ever to serve in combat.

During OIF I and II, TF 185 AVN collectively included 10 aviation battalions, two aviation squadrons, and five separate aviation companies. These units supported MNC-I operations in Fallujah, Karbala, Najaf, Samarra and Tal Afar, while also simultaneously supporting the U.S. mission and operations in Baghdad.

"The outstanding contributions of the 185th Avn. Bde. have been invaluable to the support of the Multi-National Corps as we strive to bring peace and democracy to the Iraqi people," Natynczyk said, as he reflected on the past eleven months and the success of the "Fighting Catfish" brigade.

Since Feb. 5, 2004, TF 185 flew more than 50,000 missions while using 229 aircraft, with more than 3,000 Soldiers and airmen under their



ARMY PHOTO BY CPT MARIA SAUNDERS

Above: COL Thornal (left) and CSM Wilbur uncase the 18th Avn. Bde. Colors during a transfer of authority ceremony.



ARMY PHOTO BY DEREK DINH

Right: CSM Brooks (left) and COL MacNealy case the Colors of the 185th Avn. Bde. Dec. 22 to return home to Mississippi.

command and control. Over the past year they flew over 50,000 flight hours, safely delivering more than 210,000 passengers, including visiting heads of state and senior leaders, throughout the theater. Additionally, they hauled Iraqi police, Army and Special Forces units, and delivered over 60 million pounds of essential equipment.

The casing of the 185th Avn. Brigade's colors paved the way for the uncasing of the 18th Aviation's colors. This is the second time the 18th Avn. Bde. has served as a maneuver element in theater, the last time during Operation Desert Storm in 1991.

"My intent is clear," Thornal said, "We will continue to build on the outstanding aviation support that Task

Force 185th Aviation has provided." With that, he congratulated MacNealy and Brooks on the successful completion of their mission.

TF WARFIGHTER has more than 3,000 Soldiers assigned among its eight aviation battalions and two separate aviation companies. It will act as a force multiplier for MNC-I and Multinational Force-Iraq by assisting with security operations, and by providing freedom of movement and critical command and control capabilities.

"Task Force WARFIGHTER is ready to conduct uninterrupted aviation operations in support of the theater," Thornal said.

— CPT Michelle Ioapo, Secretary of the General Staff, TF WARRIOR

PHOTO BY BOBBY SIMS



Colonial Virginia Chapter

The Meritorious Service Medal (second award) and the Bronze award of the Order of St. Michael were presented to MSG Allen T. Morgan, Jr. Aug. 23 at Fort Eustis, Va. by LTC Lisa Walls, director of the Department of Training, Plans and Evaluation. Morgan, the division chief of the Structures and Pneudraulics Division, U.S. Army Aviation Logistics School, was recognized for his many Aviation contributions and accomplishments. Today Morgan is the S3 NCOIC with the 2nd Bn., 501st Avn. Regt., 1st Armored Div. in Hanau, Germany.

PHOTO BY SFC WADE GREENE



Air Assault Chapter

The Bronze award of the Order of St. Michael was presented Nov. 10 to CSM Dexter N. Brown, CSM of the 8th Bn., 101st Avn. Regt., during his change of responsibility ceremony at Fort Campbell, Ky. Brown, who had served as the unit's senior NCO since May 2003 (including in Iraq until Feb. 2004), relinquished responsibility to incoming CSM Anthony Alfred. COL Warren Phipps, Jr. (left), 101st Avn. Bde. commander, made the presentation with the assistance of LTC Joseph Jellison, 8-101st Avn. commander. Brown will retire in May after 30 years of service to the nation.

New Organization Established for Medal of Honor Recipient Families & Friends

During a series of meetings held during Sept. 28 to Oct. 2, 2004, nearly 70 descendants of living and deceased MOH recipients gathered in Pueblo, Colo. for the inaugural meeting of a new organization called the "Family and Friends of the Congressional Medal of Honor." The FFCMOH is a non-profit 501(c)(3) organization incorporated in the state of Colorado whose mission is: "To perpetuate the history and heritage of the Medal of Honor, and to educate future generations about the recipients' values of courage, commitment and sacrifice."

Doug Sterner, who is a military historian and helped organize the three day event in Pueblo, indicated the importance of this new organization is not so much solely to honor and pay tribute to heroes of the past, but to preserve the message they, by their valor, have to say to the heroes of the future.

The members understand that the proper name for our nation's highest military award is simply "Medal of Honor" but voted to include the word "Congressional" because today there exist many organizational medals of honor that might be confused with this distinctive award.

During this first meeting, the charter members present elected the following National Officers: President: Ala. State Sen. Henry "Hank" Erwin, son of WWII recipient SSgt. Henry E. Erwin. Vice President: Pam Clark, Olympia, Wa., daughter of Vietnam recip-

ient SSgt. Elmelindo R. Smith. Secretary: Wendy Allaire, Palm Desert, Calif., daughter of WWII recipient COL Mitchell Paige.

The FFCMOH is also divided into seven regions, with each having a Regional Director.

Region 1 (CT, ME, MA, NH, NJ, NY, RI, & VT)

Region 2 (DE, DC, KY, MA, OH, VA, & WV)

Region 3 (AL, FL, GA, MS, NC, SC, TN, Puerto Rico & Virgin Islands)

Region 4 (TX, NM, OK, AR, & LA)

Region 5 (IL, IA, IN, KS, MI, MN, MO, NE, WI, SD, & ND)

Region 6a (WA, OR, ID, WY, MT)

Region 6b (CA, NV, UT, CO, AZ)

In the coming year as each region is built up, the FFCMOH hopes that local conferences will be held, as they prepare for a national convention some time in 2006. This organization is open to anyone who is a descendant and/or friend of a deceased or living MOH recipient. They encourage all of those who are interested in perpetuating the legacy of the Medal of Honor and its recipients to please visit <http://www.homeofheroes.com/family> and make contact with the Regional Director for your home state. Your support and suggestions are greatly appreciated!

For more information, please contact FFCMOH Region 4 Director Noel Benavidez at (979) 578-8094 or Cell: (281) 507-5851.

Editor's Note: AAAA is one of the 35 veterans service organizations that comprise The Military Coalition. As of printing this issue of ARMY AVIATION, TMC has established their goals for the 2005 Congressional year. This Legislative Report provides a summary of the TMC's goals. As Congress addresses these issues, ARMY AVIATION will bring you updates on the progress.

FIRST SESSION OF THE 109TH CONGRESS

The first session of the 109th Congress began in December. The Military Coalition has been busy since November preparing its legislative goals for 2005. As many of the faithful readers of this column know the Coalition testifies before numerous congressional committees on various issues. The 35 veterans service organization representatives hold a tremendous number of individual discussions with congressmen, their staffs and the special committee staffs, in order to convey the positions and messages of service members. The following are the top key legislative goals of the eight Military Coalition Committees. Keep in mind there are many more goals in addition to these that are discussed in various forums during the Congressional year.

HEALTH CARE COMMITTEE

Here are the 14 goals of the HC committee:

1. Work with Congress and DOD to provide full funding of the Military Health Care System Budget to meet all readiness needs — including graduate medical education and continuing education, full funding of both direct care and purchased care sectors, providing access to the MHCS for all uniformed services beneficiaries, regardless of age, status or location.
2. Seek permanent legislation to provide service members and their families in the National Guard and Reserve components seamless healthcare coverage for periods of extended activation.
3. Work with DOD and Congress to develop and maintain a comprehensive uniform pharmacy benefit for all beneficiaries.
4. Monitor implementation of TRICARE contracts to ensure the program remains beneficiary focused, and services are enhanced, not diminished.
5. Seek legislation to afford a more consistent benefit for all categories of TRICARE beneficiaries.
6. Promote the availability of robust preventive counseling services for service members, families, and survivors, with a smooth transition to TRICARE-covered mental health services.
7. Monitor implementation of the FY 2004 National Defense Authorization Act (PL 108-136, Sec. 725/726) provisions to address the continued viability of TRICARE Standard and provide beneficiaries with health coverage information.
8. Seek legislation to allow all beneficiaries to purchase health care benefits in pre-tax dollars to include TRICARE Prime premiums, TRICARE Standard supplements, long-term care insurance; and dental premiums.
9. Resolve remaining TRICARE For Life (TFL) implementation issues.
10. Promote increased coordination between the DOD and VA to enhance support provided to transitioning service members, their families, and their survivors and to meet the health care needs of wounded or injured service members. Seek additional funding to ensure the VA has the resources available.



LEGISLATIVE REPORT

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

11. Monitor quality measures, support quality oversight and accountability for Military Health System performance.
12. Promote improvements in TRICARE dental benefits.
13. Seek legislation to provide widows not receiving Survivor Benefit Plan benefits and certain former spouses the option of purchasing government-sponsored long-term care insurance.
14. Support Federal Employees Health Benefits Program (FEHBP) as appropriate, as an alternative vehicle for providing a health care benefit.

TMC VETERANS COMMITTEE GOALS

1. Full Funding for VA Health. Demand for VA health care still outpaces the capacity to deliver care in a timely manner. Within the priority system established by Congress, if the VA agrees to provide care for a veteran through enrollment, it should thereafter earmark funds for the veteran's care on a timely basis.
2. Implement "Seamless Transition" for Separating Combat and Other Veterans. Much more needs to be done to ensure that returning OIF / OEF combat veterans and particularly those that are severely wounded, as well as all other service men and women who complete their term of service or retire from service receive timely access to VA benefits and services.
3. Shore up VA claims system. Despite reaching some performance goals in VA disability and survivor claims management, the VA has recently fallen significantly behind its own performance metrics.
4. Develop a "21st Century GI Bill" of education benefits. TMC believes that educational benefits programs for service members and veterans should reflect the reality of an operationally integrated force of active duty and reserve force service members. Active duty GI Bill benefits continue to lag behind the rising cost of post-secondary education. For reservists, their GI Bill benefits have fallen to less than 29 percent of the 47 percent active duty benchmark.

GUARD AND RESERVE COMMITTEE GOALS

1. Health Care for RC members and their dependents. Seek permanent legislation to provide service members and their families in the National Guard and Reserve components seamless health care coverage for periods of extended activation.
2. Reduced Retirement Age. Currently the Reserve components are the only federal entity that does not receive earned retirement annuity at the time they have completed their service. Reducing the retirement eligibility age would close the gap between completion of service and collection of annuity.
3. Review and upgrade the Reserve Compensation System to match the new Reserve "Contract."

RETIREE AFFAIRS COMMITTEE GOALS

1. Continue to seek timely and comprehensive implementation of legislation which authorizes the concurrent receipt of uniformed services retire pay

and VA disability compensation, by:

2. Pursuing legislation that eliminates inequities in the Uniformed Services Former Spouses Protection Act (USFSPA). Specifically, build consensus to enact legislation that would:
3. Protect retiree entitlements and closely monitor any attempts to degrade benefits. Monitor access to military commissaries, exchanges, family support services and Morale, Welfare and Recreation activities and be especially vigilant with regard to impacts from BRAC and other re-basing/redeployment initiatives.

SURVIVOR COMMITTEE GOALS

1. Correct remaining Survivor Benefit Plan (SBP) Inequities.
2. Support legislation to allow survivors to draw a full month pay in the month the retiree dies. Currently DFAS recovers all retired pay paid in the month the retiree dies and later pays a full settlement for the number of days in the month the retiree was alive. This often creates hardships for survivors who must wait several months for SBP benefits to be started by DFAS. DFAS is quick to collect but extremely slow to pay.
3. Death Benefits Enhancement. Support recommended death benefits enhancement contained in Sec 643 of the FY2005 NDAA, including submission of DOD report on death benefits, raising SGLI to \$500,000 (vice the \$350,000 contained in the provision), payment of 1 or 2 years lump sum pay and allowances to survivors (should be the same amount for all deaths) and linking SGLI. Death gratuity amounts to future pay raises.

MILITARY PERSONNEL, COMPENSATION AND COMMISSARIES COMMITTEE GOALS

1. Support initiatives to achieve pay comparability and support targeted increases for certain enlisted and officer grades.
2. Promote legislative and policy initiatives to maintain a well-funded family readiness and support structure to enhance family well-being and to improve retention and morale.
3. Support initiatives to ensure adequate personnel strengths and associated funding in order to meet national security strategy requirements.
4. Support additional reforms of the permanent change of station process.

TAXES AND SOCIAL SECURITY COMMITTEE GOALS

1. Authorize tax credits for employers of Reservist/employees. The following tax credits will help offset employer costs associated with employee's Reserve activities and reinforce employer support.
2. Extend Combat tax exceptions to hospitalized service members.
3. Tax deductions for Long Term Care (LTC) Premiums. Group long-term care insurance has been approved for federal employees and military personnel.
4. Pre-tax treatment of child care expenses for military members. Propose legislation to allow mili-

tary members to pay child care expenses on a pre-tax basis which is already permitted for Federal civilians and for private sector workers who participate in a "cafeteria plan" offered by a civilian employer.

MILITARY CONSTRUCTION, MWR & BRAC COMMITTEE

1. Promote initiatives to address military construction needs caused by the realignment of service members and families.
2. Support a Military Construction Program that enhances Quality of Life for members of the Uniformed Services and their families.
3. Support MWR programs that will provide recreation, education and morale building facilities and programs that promote high Quality of Life for all beneficiaries.

TASK FORCE FOCUSING ON EXCHANGE TRANSFORMATION

In mid December 2004, representatives of TMC

attended a briefing by the Unified Exchange Task Force (UETF) on DOD's efforts to create a more efficient military exchange system. Exchanges have provided a significant and highly popular non-pay benefit for service members, their families and retirees for over a century.

The UETF is tasked with providing recommendations to defense leaders and Congress on how best to organize the exchange system going forward and how to transition from service-by-service exchanges to inter-service shared retail offerings. The group must ensure both that the exchange benefit is sustained and enhanced and that exchanges will continue to be able to provide dividends to the military service MWR programs (i.e. generate enough revenue to fund other leisure programs).

While the task force initially was looking at consolidating the three existing systems into a single organization, the problems inherent in that approach led DoD to refocus the Task Force's efforts on the "doable." That means seeking the best ways to combine or co-develop certain "back

room" functions (accounting, personnel, information technology, logistics, etc.) that all three exchange systems agree can be made more efficient without impinging on unique service needs.

Over the last year, the task force completed a baseline assessment of current exchange operations. Based on that evaluation, it will develop recommendations for Pentagon action. The Defense Department expects to provide formal recommendations to Congress next fall, with Congressional hearings and public comments to follow.

TMC meets with the (UETF) quarterly to monitor the process and provide inputs. The Task Force has solicited this input to ensure exchange patrons have an early voice in the transformation process, and because its leaders recognize that community support is critical to successful implementation of potential changes.

More information about the Unified Exchange Task Force and its mission is available at www.unifiedexchange.org.

AAAA Chapter Supports Conn. National Guard Foundation

During their 2nd annual social on Dec. 9 in Milford, Conn., members of the AAAA Connecticut Chapter presented a \$1000 check to the Connecticut National Guard Foundation, Inc. Chapter President Doug Shidler presented the check to COL Lou Preziosi, CNGF president, on behalf of his organization. The funds will help provide benefits such as clothing, food, medical and surgical aid, general care and temporary financial assistance to Connecticut National Guard and Organized Militia members and their families who may be in need. CNGF is a private non-profit corporation. The event was sponsored by local businesses and companies, with half of the money raised from the sponsor contributions and the rest from a raffle.



Pictured above are (l to r): Bill May, V.P. Membership; John Esposito, V.P. North Region; Ron Kwalek, secretary; Paul Hoar, V.P. Scholarships; Doug Shidler, president; Norma Nardozzi, treasurer; Charlie Brady, Senior V.P.; COL Lou Preziosi, CNGF president; COL Tage Ericson, CTARNG; and Maureen Fino, V.P. Programs.

AAAA Chili 5K Earns Big Beans

The Army Aviation Center Chapter's 13th annual AAAA Chili 5K race and cook-off at Fort Rucker, Ala. Nov. 6 was a success... no, a great success! After the dust had settled, the chili pots cleaned and the bills paid, Head Bean LTC Brian S. McFadden (right) presented a check Dec. 7 to Chapter President COL Steven Semmens for \$5,600. The money will help to benefit the AACC's scholarship fund and other charity programs. Members of McFadden's unit, the 1st Bn., 14th Avn. Regt., volunteered to host the chapter's annual road race and chili cooking competition. Results and photos of the winners can be found in the Dec. 2004 issue.



ARMY AVIATION mailbox

Share your opinion on matters of interest to the Army aviation community. The publisher reserves the right to edit letters for style, accuracy or space limitations. All letters must be signed and authors identified. The publisher will withhold the author's name upon request. The opinions expressed are those of the authors, and do not reflect the opinion of ARMY AVIATION Magazine. Send letters to AAAA MAILBOX, 755 Main Street, Suite 4D, Monroe, CT 06468-2830, Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: magazine@quad-a.org.

Explore the Explorer

Dear Army Aviation Magazine:

The death of the Comanche has fortunately brought about the ARH and LUH requirements. We (the Army) are pursuing the wrong approach, however, to filling these



PHOTO PROVIDED BY CW2 GRIMES

An armed military variant of the MD Explorer flown by the Mexican navy.

requirements by looking for two different helicopters. In the interest of saving money, shortening logistical tails, simplifying training, and purchasing a helicopter off the shelf, the Army must procure MD Helicopter's MD902 Explorer!

One airframe performing multiple roles is nothing new in aviation and is the most economical method of solving the problem currently faced by the Army. Airframes that have performed in armed and utility versions include the H-1 series, H-60's, Bo-105's, Hip/Hind, H-6's... and the list goes on. The Explorer has what it takes to do both the

armed reconnaissance and light utility roles extremely well.

The MD902 is a light multi-purpose twin engine helicopter capable of carrying 7 passengers and one pilot, a 3000 lb sling load, 1500 lbs of internal cargo, weapons (including the GAU19, and 70mm rockets) inside an extremely safe, easily maintained and compact airframe. Powered by two PW207E engines it is a workhorse capable of providing useful loads in excess of 3000 pounds in demanding high altitude/temperature environments. With 172.7 sq. ft. of space, it has more than enough room for ammo, passengers, cargo, litters, SAR equipment and even UAV control equipment to name only a few options. It is the strongest light twin helicopter on the market!

It's safe, having dual engines, dual hydraulics, lightning protection, HIRF protection, crash survivability, no tail rotor, ergonomic cockpit, etc; the Explorer will be a battlefield survivor! According to MDHI, there are 240 NOTAR [no tail rotor] equipped aircraft worldwide that have accumulated over 500,000 flight hours since 1991. In that time, the NTSB has investigated 11 incidents that involved NOTAR equipped aircraft. Of those, only 3 directly involved faulty parts (that were quickly replaced in the whole fleet). The other incident was attributed to improper maintenance. Taking those numbers, you get a NOTAR related incident every 250,000 hours!

It incorporates the NOTAR system, which while having had its growing pains, is now a fully developed and mature flight system capable of providing quiet, reliable, responsive, and safe anti-torque effects. Unfortunately, it is shrouded in myths and half-truths. Most people don't even know how NOTAR work! I encourage everyone to go to www.mdhelicopters.com and do a little learning on NOTAR and the Explorer. Explore The Explorer For ARH & LUH!

My interest in this subject is purely from a user's standpoint. I am an instructor pilot in the OH-58D and am currently serving with Troop E, 1st Squadron, 4th Cavalry Regt. in Iraq. I am in no way affiliated with either procurement program nor do my opinions in this letter reflect the official view of the United States Army.

Sincerely,
Wayne B. Grimes
CW2, US Army

MEDEVAC on Track

Dear Army Aviation Magazine:

In response to the October 31 article titled "Is MEDEVAC Broke," I'd like to provide the following. No one questions MEDEVAC's long-standing history or abilities as winged angels of mercy. In fact, I'm not sure anyone is really saying that MEDEVAC is broke! However, all Aviation forces within our Army are undergoing transformation in order to meet the demands of the current and future fights.

As today's battlefield changes, so must Army Aviation, to remain a true combat multiplier. The days of receiving a call for help and blindly launching in haste to save lives are truly over. Aviation's missions are complex and require enormous synchronization to ensure successful completion.

With that said, who best can ensure that MEDEVAC can execute missions in a safe and timely manner? Who is best suited for providing fuel, maintenance support, intelligence, and tactical and operational awareness necessary for survival? Who best understands what it takes to fly missions and remain synchronized on our battlefield? The answer seems clear—and proved the correct answer for MEDEVAC formations during the opening phases of OIF in the 159th Aviation Brigade and throughout V Corps' Aviation organizations—the Aviation battalions of Aviation brigades.

MEDEVAC evolved throughout the years and has gone almost full circle. From air ambulance companies assigned to aviation units, to air ambulance companies assigned to medical units, and further assigned to evacuation battalions and now assigned back to aviation battalions. The one constant since the 1950's and continuing today is the superb contributions of the Medical Service Corp officers flying these aircraft, and the highly trained combat flight medics and crewmembers.

Our plan to fully integrate the medical evacuation mission with the commander's scheme of maneuver and link them to the Brigade Aviation Element in the brigade combat team is well founded from lessons learned and analysis of our future fight. Pride in all our Aviation formations is great. But to state that we have done well in the past, therefore we will do well in the future, is rife with danger to our Soldiers.

Army Aviation's plan is well founded. It is time to move to the future as a team, not arguing to keep a parochial point of view.

COL Bill Forrester
Chief of Staff, U.S. Army Aviation Center
Fort Rucker, Alabama

2004 AAAA NATIONAL FUNCTIONAL AWARDS WERE PRESENTED AT FORT RUCKER, ALABAMA JANUARY 26, 2005

ARMY AVIATION TRAINER OF THE YEAR AWARD

CW3 David A. Fallon
Company A, 2-160th Special
Operations Aviation Regiment
Fort Campbell, KY 42223
Sponsor: L-3 Communications Link
Simulation & Training

ARMY AVIATION MEDICINE AWARD

LTC John A. Smyrski III, MD
HHC, AVN BDE, JTF WINGS
APO AE 09354
Sponsor: Gentex Corporation

ARMY AVIATION FIXED WING UNIT AWARD

Company I, 185th Aviation Regiment
P.O. Box 3349
Gulfport, MS 39505-3349
CPT Mark W. Johnson, Commander
1SG David Biggerstaff, Senior NCO
Sponsor: FlightSafety International

ARMY AVIATION AIR/SEA RESCUE AWARD

68th Medical Company
(Air Ambulance)
APO AE 09354-9998
MAJ David M. Spero, Commander
1SG Louis L. Gholston
Sponsor: Goodrich Hoist and Winch

ARMY AVIATION AIR TRAFFIC MAINTENANCE TECHNICIAN OF THE YEAR

SGT Curt P. Krenning
Company A, 3rd Battalion, 58th
Aviation Regiment
APO AE 09165
Sponsor: Raytheon Company

ARMY AVIATION AIR TRAFFIC CONTROLLER OF THE YEAR

SGT Terry M. Horner
Company B, 3rd Battalion, 58th
Aviation Regiment
APO AE 09250
Sponsor: Raytheon Company

ARMY AVIATION AIR TRAFFIC CONTROL FACILITY OF THE YEAR

B Company, 1st Battalion, 58th
Aviation Regiment -
All American Tower
Simmons Army Airfield
Fort Bragg, NC 28310
CPT Bryan Donohue - Commander
SFC William A. Wrancher - Senior NCO
Sponsor: Raytheon Company

ARMY AVIATION AIR TRAFFIC CONTROL MANAGER OF THE YEAR

SFC William A. Wrancher
B Company, 1st Battalion, 58th
Aviation Regiment
Fayetteville, NC 28310-5000
Sponsor: Raytheon Company

ARMY AVIATION AIR TRAFFIC CONTROL COMPANY OF THE YEAR

Company C, 1st Battalion, 58th
Aviation Regiment
Fort Campbell, KY 42223
CPT Jennifer Lynn Newsome - Commander
1SG Timothy D. Lee - Senior NCO
Sponsor: Raytheon Company



Rising Sun Chapter

LTC Dave Rodgers (left), president of AAAA's Rising Sun Chapter at Camp Zama, Japan, presented a new washing machine on Dec. 15 to Masafumi Yabe, superintendent of the Seiko Gakuen Orphanage. The orphanage, today with 82 children enrolled ranging from ages 3 to 18, was started in the 1940s for orphans of WWII. The chapter responded to the orphanage's request for a new washing machine, which is now located in a new extension to the facility. The RSC raises funds throughout the year and looks for ways to benefit their community. They also sponsor scholarships, annual Thanksgiving food basket and Christmas Angel Tree programs, as well as providing gift certificates to the U.S. Army Japan's Soldiers and NCOs of the Quarter.

AAAA NATIONAL EXECUTIVE BOARD NOMINATIONS

In accordance with the AAAA By-Laws, notice is hereby given that in addition to the nominations recommended by the Nominations Committee for those NEB offices in which vacancies occur at the time of the annual election, floor nominations may be made at the Annual Convention, provided that the name of the floor nominees appear on nomination petitions signed by 25 AAAA members and said petitions are provided to the Chairman of the Nominations Committee at the AAAA National Office at least 30 days prior to the conduct of the AAAA Annual Convention.

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
CPT Jeffery J. Bragg
CPT John F. Hall
Mrs. Diana I. Perez-Roman

AMERICA'S 1ST COAST CHAP.
JACKSONVILLE, FL
MAJ James D. Lord

AVIATION CENTER CHAPTER

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2LT Daniel J. Ashton
2LT Brandon R. Casillas
2LT Josh W. Clemmons
WO1 Eric C. Corl
WO1 Alan H. Davis
WO1 John J. Driver
COL William C. Edler
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WO1 Cody W. Frye
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WO1 Frank D. Martynowski
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2LT Paul L. McKnight
WO1 Andy D. McMillan
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CW4 Steven L. Michaud
WO1 Christopher M. Moore
Mr. Adam B. Nelson
2LT Brandon E. Nixon
WO1 Daniel L. Paden

2LT Matt Partyka
2LT Dario Perez-Birriel
2LT David J. Puzzo
WO1 Dennis P. Riordan
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LTC Robert E. Guidry, Sr.

COLONIAL VIRGINIA CHAPTER
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LTC Alain J. Pirrone

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CORPUS CHRISTI, TX
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Mr. Michael E. Yourcos

FRONTIER ARMY CHAPTER
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Mr. Lawrence E. Patch

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CHICAGO, IL
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COLUMBIA, SC
SGT Daniel J. Amyx
MSG Tommy C. Lybrand
MAJ Chris A. McIntosh
SSG Timothy D. Troutman

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SEOUL, KOREA
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Mr. Byong Kwon Lee
Mr. Kang Hak Lee
CPT Ryan I. Moore
SSG Johnathan Price
Mr. Jung Il Suh
MSG Duq Taylor

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LTC William H. Poirier, Ret.

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MAJ Brian K. Hirschey
CH(MAJ) Keith E. Kilgore
CW2 Timothy R. Talcott

NORTH TEXAS CHAPTER
DALLAS/FORT WORTH
SEC Paul M. McCormick

OLD TUCSON CHAPTER
MARANA, AZ
CW4 Clifford N. Cox III

OREGON TRAIL CHAPTER
SALEM, OREGON
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SFC Donald K. Skidds
1SG David D. Snoder

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FORT CARSON, CO
Ms. Bonnie Houston

RIO GRANDE CHAPTER
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CPT Amy L. Emanuel
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CW4 Rodney O. Gerson
CW3 Michael A. Weatherholtz

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LOS ANGELES, CA
Mr. & Mrs. Richard Engelauf

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Mr. John A. Foster
Ms. Yanni Z. Garcia
Mr. Frank R. Gordon

Ms. Ruth A. Gordon
Mr. William B. Grubbs
CSM Joseph C. Jay, Ret.
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Mr. Michael B. Mannion
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*A Chapter Program to Recognize
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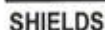
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AAAA is saddened to announce the loss of the following Soldiers deployed with Aviation units in support of the global war on terrorism.



Two AH-64 pilots from Co. A, 1st Bn., 151st Avn. Regt. died Dec. 9 near Mosul, Iraq when their aircraft collided with a UH-60 helicopter on the ground during a night mission. The UH-60 crew and passengers survived, but the accident was fatal to the Apache crew. The 151st Avn. Regt. is part of the South Carolina Army National Guard, based at McEntire Air NG Station in Eastover, and deployed in Oct. to support Task Force Olympia. Killed were:



The accident is being investigated by the Army Safety Center, Fort Rucker, Ala.

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

Don't Miss these Upcoming Topics!

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Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, 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

1LT Gerald D. Green

Army Aviation Hall of Fame 2001 Induction

Then CW2 Gerald D. Green became the hero of heroes during more than 1,600 combat missions in Vietnam. Among his 81 awards are the Distinguished Service Cross, three Silver Stars, four Distinguished Flying Crosses and four Purple Heart Medals. His extraordinary feel for the battlefield and rare understanding of the enemy gave him unmatched ability to locate, kill or capture the enemy, and acquire key information. His creed was "attack, attack, attack." Green repeatedly returned from missions with a prisoner, backpacks of an enemy he had killed or other crucial information. He was shot down seven times - five in a Cobra and two in a Scout.

On one occasion he located a 122 millimeter artillery battery, drove the enemy from their guns and kept them under fire while his gunner disabled the artillery pieces with thermite grenades.

During another mission he found and followed a wire line and discovered a major enemy headquarters in an area where no activity had previously been reported. Green later discovered a cave that he suspected held supplies. Using a thermite grenade, he blew up this large ammunition supply point, taking the side of a mountain with it.

Five times he landed in the face of an attacking enemy to rescue downed aircrews. Green lifted the wounded out strapped and clinging to his Cobra rocket pods.

On one mission, although seriously wounded, he pulled his unconscious gunner from his crashed Scout and dragged him along a jungle trail to a rescue helicopter while fighting off an enemy platoon. During this running firefight he killed eight of the pursuing enemy with grenades and his rifle. Exhausted and again wounded by a "punji stake" that completely penetrated his left foot, Green boosted his still unconscious gunner into the helicopter and then covered its departure with grenades and rifle fire.

He twice extended his Vietnam tour. His daring and skill made him an inspiration to his fellow pilots and the heart and soul of his unit. His exploits were legendary in the 101st Airborne Division. Wounds required his evacuation and eventually the loss of his right leg. While hospitalized he was commissioned a First Lieutenant and later retired.

Green died when his gyrocopter he was piloting exploded during flight.



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