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## ON THE COVER

**Paid advertisement.** The Special Operations Aviation (SOA) Common Avionics Architecture System (CAAS) is being fielded in SOA's MH-47G aircraft. The helicopters are in flight test to verify recent modifications. In parallel, Rockwell Collins is conducting final qualification testing to enable delivery of flight-qualified software. The application of Common Avionics Architecture System hardware and software across special operations aircraft is designed to close sustainability and technology gaps as well as modernize SOA's helicopter fleet. *Caption provided by advertiser.*

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## AH-64D Longbows

The Army and **The Boeing Company** signed Sept. 23 a \$192.5 million contract for 13 new AH-64D Longbow multi-role combat helicopters. The new aircraft to be built in the current Block II configuration are in addition to AH-64A Apaches being remanufactured under a multi-year contract. Production will begin in early 2006 at Boeing's facility in Mesa, Ariz.

## Army-Bell Sign ARH Contract

Army Vice Chief of Staff **GEN Richard Cody** (left) marked the beginning of a new era for Army aviation Aug. 29 when he signed ceremonial contracts in Texas with **Bell Helicopter's CEO Michael Redenbaugh** for the new armed reconnaissance helicopter. Under the \$2.2 billion contract the Army will field 386 aircraft. After the ceremony Cody, a master Army aviator, accepted the keys to a prototype ARH and went for a test flight. The ARH will be the first of three new platforms procured including the Light Utility Helicopter and the Future Cargo Aircraft.



ARMY PHOTO BY SSG CARMEN BURGESS

## DA Awards FCS UAS Contracts

**Piasecki Aircraft Corp.**, Essington, Pa. was awarded two Phase 1 contracts Aug. 22 for Class II and III unmanned aircraft systems for the Army's Future Combat System program. Piasecki's proposed Class II UAS is the "Air Scout," a tandem shrouded rotor configuration for use as a reconnaissance, security/early warning, and target acquisition platform at the company level. The Class III UAS is the "Air Guard" gyrocopter, which has a longer endurance and

larger payload capacity for use at battalion level. The Air Guard is a multifunctional aerial combat support system providing similar Class II support, plus communications relay, target acquisition and designation, mine field detection, and is capable of vertical flight. These UAS are slated for fielding by 2014.



GRAPHICS BY SCOTT HENDERSON

Briefings continued on page 6

## AAAA Aircraft Survivability and Mission Equipment Symposium

"AME, ASE - Command, Control and Survivability on the Net-Centric Battlefield"

December 12 - 14, 2005

Gaylord Opryland Resort & Convention Center, Nashville, TN 37214



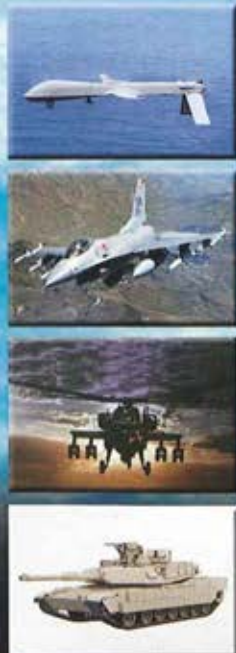
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## Briefings... Continued from page 4

### DOD Changes UAV Name, Issues New Roadmap

Dyke Weatherington, DOD's deputy director of the Unmanned Aerial Vehicle Planning Task Force, announced Aug. 17 two changes to military UAV programs. The first is the Aug. 4 release of the Unmanned Aircraft Systems Roadmap for 2005-2030. The 200 plus page guidebook lays out technology goals for developing UAVs for the next 25 years. The second item is the recent terminology change to unmanned aircraft system or UAS. Weatherington explained that a UAV by itself doesn't do much for anybody other than sit on the ramp. DOD needs an integrated UAS capability and that's a vehicle with sensor systems, weapons, communications, command and control, and trained operators.

### AMCOM Awards ERMP UAS Contract

The Army's Aviation and Missile Command awarded Aug. 5 a \$214.4M contract to General Atomics Aeronautical Systems for research, development, testing and evaluation of the



ARMY COURTESY PHOTO

Extended Range Multi-purpose unmanned aircraft system. The system development and demonstration phase of the program is anticipated to take two years. The selected ERMP UAS is named "Warrior" and leverages technologies from its predecessor, the "Predator" UAS.

### FALLEN HEROES

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



CW2 Hay

#### Operation Iraqi Freedom

A Task Force Freedom OH-58D Kiowa Warrior pilot died Aug. 29 when his helicopter made a forced landing near Tal Afar, Iraq after it came under attack by enemy forces using small arms fire. Killed was **CW2 Dennis Patrick Hay**, 32, of Valdosta, Ga. Hay was assigned to Troop P, 4th Sqdn., 3rd Armored Cav. Regt., Fort Carson, Colorado.



SPC Bell

Another Task Force Freedom Soldier was also wounded during the crash. His name and status are unknown.

**SPC Rusty Wayne Bell**, 21, of Pocahontas, Ark., died on Aug. 12 in Taji, Iraq, of non-combat related injuries. Bell was a helicopter repairman assigned to the 603rd Avn. Support Bn., Aviation Brigade, 3rd Inf. Div. at Hunter Army Airfield, Savannah, Ga. The nature of his death is under investigation by Army officials.

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



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## AAAA President's Cockpit



**From Left to Right: A)** With MG Walt Wojdakowski at the Infantry Center's Warfighting Seminar, Sept. 12-13. **B)** Visiting Hawaii's Aloha Chapter with president COL A.T. Ball and his staff. **C)** Shaking hands with MG Luke Goodwin, MS ARNG, after AAAA pledge of \$15,000 to support hurricane relief aid for ARNG families in Miss., La. and Ala. (Courtesy NGAUS Photo by Joe Orlando) **D)** On hand with Aviation Branch Chief BG E.J. Sinclair for the Army-Bell ARH contract ceremony Aug. 29 in Texas.

**T**alk about feedback...somebody is definitely reading this magazine! I appreciate the reaction to my article on Aviation Career Incentive Pay in the July publication. It has been controversial since its enactment. Please see some of the "Mailbox" responses in this issue.

Let me say categorically that the AAAA has definitely *not* taken a position against addressing the inequities in the current application of ACIP. The point of the first article was to present the facts as expressed to me by the National Guard Bureau and Defense Department principals. The intent is to explore a way for the AAAA to serve as a catalyst for ACTION. The process to get there is to identify the players, understand the issues, provide information, and stimulate dialog among our constituency.

As I have waded into this topic I can honestly say I'm experiencing frustration as well. This is a briar patch not many want to jump into, especially with a \$36M price tag of ACIP for all. This is a definite upside for reserve component aviators, but I'm told there's a potential downside for active duty aviator retention. Other issues muddy the water and need clarification, including: the distinction between incentive and proficiency pay; the positions of the DA Secretariat, the Army staff, ARNG and OCAR and their actions; and the status of DOD initiatives.

We will press on in the coming months with key decision makers to provide you with more information. I can tell you that there may need to be some kind of hybrid solution that doesn't break the bank and is still equitable to our RC aviators and crew chiefs that are carrying their fair share of the battle. I promise you we will not let this topic drop.

As far as my other activities, I had the opportunity to represent the AAAA at the contract signing ceremony for the Army's new Armed Reconnaissance Helicopter at Bell in Fort Worth, Texas. What an impressive aircraft for our recon-attack community.

In September I met with MG Walt Wojdakowski, the new CG at the Infantry Center during the Warfighting Seminar at Fort Benning, Ga. We discussed the opportunity that re-locating the Armor Center from Fort Knox to Benning will create, pending BRAC approval. The Maneuver Center of Excellence at Benning and its proximity to Fort Rucker will give these three Combat Arms branches renewed synergy.

I also attended the National Guard Association's annual convention in Hawaii, as well as the Aviation Task Force

meeting chaired by COL Chris Latchford. The ARNG contributions and sacrifices to Hurricane Katrina and Rita relief are significant. Many Gulf Coast state Soldiers are without homes. Your association, as well as our Tennessee Valley and Washington-Potomac chapters, has combined funds to generously donate \$27,000 to the ARNG support.

While at NGAUS I had the honor to meet MAJ Tammy Duckworth, a double amputee who reinforces the need for the Aviation community to support wounded Soldiers and to let them know that they can *continue* to lead productive lives in the military. Rounding out the trip I also met with Aloha chapter president COL A.T. Ball and his staff to discuss the challenges his brigade is facing. Transformation is bringing 1,000 more people, over 900 more pieces of rolling stock, and an attack battalion his brigade won't see until he gets into theater. The impact is significant and the lessons-learned need to be shared.

Following this, I attended the first 2006 AAAA annual convention in process review in Nashville, Tenn., to get up to speed with our Exec. Dir. Bill Harris and his staff. Things are looking great for the convention and we hope to see you there.

At the National Executive Board meeting in early October I had the honor to present Silver awards of the Order of St. Michael to long-time board members and supporters, COL Sy Berdux and BG Harry Bendorf. Sy has been AAAA's representative to The Military Coalition for many years and is stepping down. Harry chairs the Strategic Planning Committee and is responsible for many of the initiatives we are executing today in moving the AAAA to become as efficient and capable as possible.

My congratulations to Fort Rucker on its recent 50th anniversary celebration of being an Army installation. It was great to have joined you for this historical event.

Finally, I want to announce that we are launching a "threaded discussion" page on our website to address Transformation issues and lessons-learned among our members. See the website at [www.quad-a.org](http://www.quad-a.org) and log on.

Bottom line, we are moving out, representing your interests to other organizations, to the Army, and to DOD. Together we are going to do what is right to fulfill AAAA's purpose statement: "To support the U.S. Army Aviation Soldier!"

Tom Konitzer, AAAA President  
[president@quad-a.org](mailto:president@quad-a.org)



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# Meeting Global Demands OEF & OIF, Hurricane Katrina, and Beyond

By BG E.J. Sinclair

**A** rmy Aviation continues to distinguish itself around the world, demonstrating unparalleled value, versatility and flexibility. As we make significant contributions to the Global War on Terrorism, Aviation Soldiers have crossed the 800,000 combat flying hour mark in Operations Enduring and Iraqi Freedom. Flying and maintaining aircraft to meet this monumental milestone

## Combat Milestones

Simultaneously passing two major milestones, units in OEF and OIF surpassed 100,000 and 700,000 combat flying hours respectively. Accomplishing this at an operational tempo greater than two to four times the peacetime rate is difficult to comprehend, but Aviation Soldiers have accomplished the inconceivable. The contemporary operating environment produces many challenging circumstances and situations; again Aviation Soldiers continue to improvise, innovate and accomplish absolutely incredible results. Job well done!

## Disaster Response

Hurricane Katrina devastated the Gulf Coast August 29. The hurricane's storm surge breached the levees protecting New Orleans from Lake Pontchartrain, flooding most of the city. The hurricane also damaged the coastal regions of Louisiana, Mississippi and Alabama. Recent estimates have the damage exceeding \$100 billion, topping Hurricane Andrew as the costliest natural disaster in U.S. history. Over a million people have been displaced, causing a humanitarian crisis on a scale unseen in the America since the Great Depression.

Army Aviation responded immediately with Task Force Eagle to support Joint TF Katrina. Air traffic services Soldiers from Fort Rucker, along with Soldiers and aircraft from the 1st Cavalry, 4th Infantry and the 82nd Airborne Divisions joined Army National Guard and Reserve units from Alabama, the District of Columbia, Georgia, Kansas, Kentucky, Louisiana, Nebraska, Nevada, Oklahoma, Tennessee, Texas, Wisconsin and Wyoming to respond to this historic crisis.



DOO PHOTO BY SSG JACOB BAILEY

SPC Timothy Houston, a UH-60L helicopter crew chief from the 2nd Bn., 82nd Avn. Regt., scans the flood-ravaged streets of New Orleans in search of people in peril.

is a prolific accomplishment.

Army Aviation has also responded in an unprecedented manner to the tragedy following Hurricane Katrina. Deploying over 100 aircraft and flying over 4,000 hours in the first two weeks following the aftermath is equally incredible.

And finally, the Aviation Warfighting Center (AWC) has just completed a thorough analysis of our roles and missions, producing the AWC's fiscal year 2006 campaign plan.





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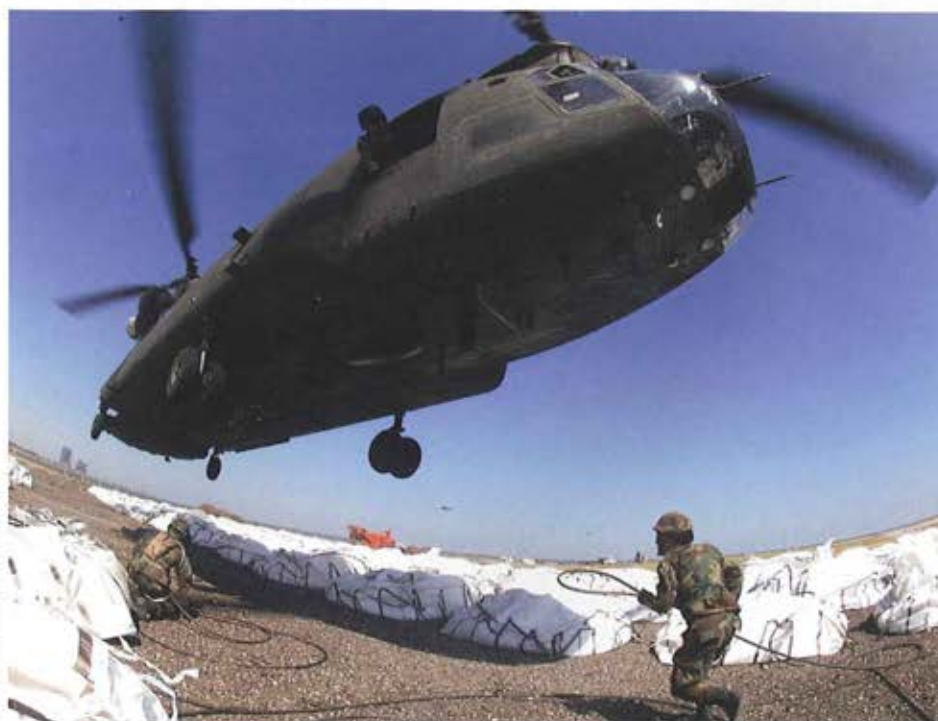
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Army National Guardsmen SPC Clint Aucoia and PFC Christopher Tiffitt prepare to connect cargo slings attached to large sandbags, used to reinforce levees, to a CH-47 Chinook near New Orleans.

review and analysis of the Army Campaign Plan, the Army Concept & Capability Developments Plan, the Combined Arms Center fiscal year 2006 command guidance, the TRADOC commander's FY06 Training Guidance, and the recent Aviation Modified Functional Area Assessment.

These documents, along with the AWC mission, vision, goals and commander's intent, provided the necessary framework to establish detailed tasks by organization. Under the Aviation Warfighting Center's two primary focus areas of training and

Once again the versatility and flexibility of Army Aviation and our great Soldiers shined brightly. In the first two weeks over 100 aircraft flew 6,656 sorties, totaling more than 4,000 hours. During that time, 9,682 lives were saved in search and rescue missions. Over 35,231 people (including 7,926 medical patients) and 2,129 tons of supplies were moved.

Another significant impact was the magnificent positive psychological effects of the sight of our Soldiers, aircraft and the sounds of freedom on the survivors. Those sights gave hope to the devastated people in the region and allowed stability and progress to reign where chaos and uncertainty once ruled.

We are proud of all Soldiers and units for the great sacrifices they have made. Job well done!

### AWC Campaign Plan

We still have a lot of challenges ahead in the GWOT, the recent natural disasters, and with transformation, Reset/Preset, and repositioning of units; but we will successfully meet those challenges as Army Aviation has always done.

Our primary purpose at the AWC is to support the current warfight, insuring that every Soldier has the right training and equipment to be successful in combat. Our second priority is to simultaneously prepare the Aviation Branch, in concert with our joint and combined arms partners, for future contingencies. We must accomplish this in order for our nation to continue to be secure and develop our Army for the long term.

In an effort to synchronize the Aviation Warfighting Center's efforts with the Army Campaign Plan, each of the AWC commanders and directors completed an extensive

review and analysis of the Army Campaign Plan, the Army Concept & Capability Developments Plan, the Combined Arms Center fiscal year 2006 command guidance, the TRADOC commander's FY06 Training Guidance, and the recent Aviation Modified Functional Area Assessment.

This summer, we experienced a near complete turnover of key leaders at Fort Rucker including our new Deputy Commanding General COL(P) Billy Wolf, Chief of Staff COL Wally Golden, both of our 1st and 110th Aviation Brigade commanders, to almost every directorate head. This maximized the need to define individual roles, missions and critical tasks for each commander and director, as well as educate each other on the entire scope of the collective AWC mission.

The purpose for the AWC Campaign Plan is to clearly and concisely focus the branch's efforts during this period of unprecedented change. In such a dynamic period, we must stay synchronized internally with ourselves and externally with our combined arms team members and joint partners.

The key to synchronization is effective and efficient communications. Therefore, a secondary purpose was to describe organizational relationships aligned with task and purpose as an aid for communication, synchronization and adaptation.

The Aviation Branch end state is clear. We must have doctrine that is current and relevant, easily updated to support operations and organizations that are modular, joint enabled, and tailorable to match changing METT-TC.

Our training programs must be current, relevant, rigorous and incorporate lessons learned. Materiel solutions must be centered on well thought out requirements. Our leader development programs must produce multi-functional leaders that adapt to the volatile, uncertain, complex and ambiguous world we live in. Our personnel programs





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AWC's Fiscal Year 2006 Campaign Plan Process

must focus on providing a realistic, viable lifecycle that permits growth opportunities for all Soldiers.

At the completion of this effort, we published the FY06 AWC Campaign Plan. It clearly and concisely focuses branch efforts that in turn will produce innovative solu-

tions that maximize available time, manpower and dollars, as we apply them to training and future operations.

### Relevant and Ready

The Aviation Branch will continue to provide combat-ready Soldiers and leaders with the requisite qualities to act as a force multiplier in the contemporary operating environment. The Soldier remains the centerpiece of our Army and branch, and the focus of our organizational energy.

Army Aviation continues to make a loud statement that it remains relevant and ready around the world, regardless of the mission or situation. There is a distinctive and incredible psychological effect of the sight of our Soldiers, aircraft, and the "sound of freedom."

Those sights give hope to the people of Afghanistan and Iraq as they establish order and democracy in their countries, hope to the devastated people of the Gulf Coast region, and strike fear in the hearts of our enemies around the world.

The U.S. Army Aviation Warfighting Center is diligently working to maintain this significant capability and advantage.

"Above the Best!"



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

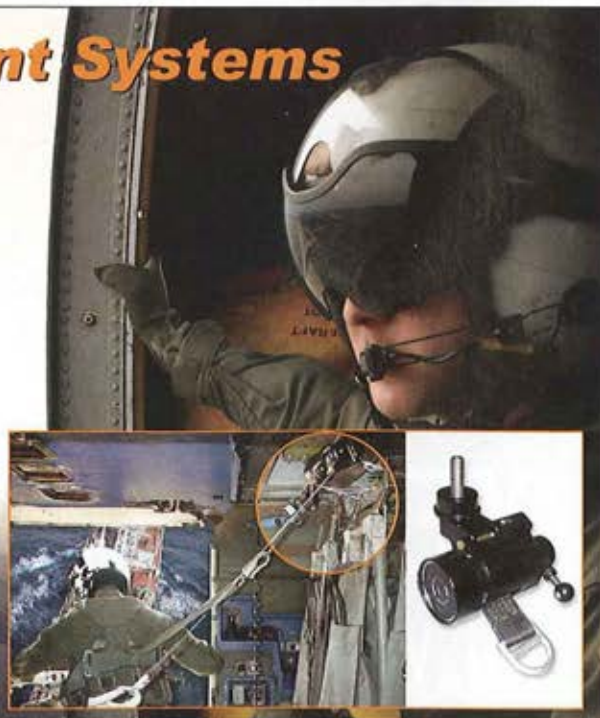
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# Senior Aviation NCO Symposium

By CSM Buford Thomas, Jr.

**C**SM Gregory Lunn, Command Sergeant Major of the Army's Aviation and Missile Command, recently served as co-host for the Aviation Senior NCO Symposium held July 25-28 at Redstone Arsenal, Ala., that I recently participated in. It was a great conference and an important one for our branch.

and maintenance procedures," Lunn said.

"We get a chance to get feedback from the senior field aviation NCOs on doctrine, training, manning, and equipment as it applies to Aviation transformation in order to effectively transform the Aviation units in accordance with senior aviation officer

Left: CSM Buford Thomas, Aviation Branch CSM, provides various updates on changes occurring within the branch and at the home of Army Aviation.

Below: CSM Gregory Lunn, AMCOM CSM and co-host of the Senior NCO Symposium, welcomes attendees from around the world to the 2nd annual event.



ARMY PHOTOS BY CHARLES POLLARD

We had 38 senior NCOs arrive from Afghanistan and Iraq, from stateside and elsewhere throughout the world representing aviation war fighting, airborne, air assault, attack and recon, special operation forces, logistics, and human resource units.

This second annual event was co-sponsored by both AMCOM and the Aviation WarFighting Center at Fort Rucker, and I wanted this month to share some highlights from this gathering.

CSM Lunn in his welcoming remarks at the electronic meeting system facility at the Sparkman Center framed the purpose of the symposium.

"Our focus is ensuring that the aviation brigade Command Sergeants Major are brought up to date on the latest Aviation branch information that deals with doctrine and training and personnel, as well as the latest Aviation and Missile Command information on equipment, aircraft systems

directives," Lunn added.

The symposium objective was to impart an understanding of Army aviation transformation and what it means to the Aviation enlisted Soldiers, identify issues with transformation and working through them, and understanding the logistical changes resulting from transformation.

The first day I gave an overview on Aviation transformation, possible base realignment and closure commission impacts, NCO education system changes, unmanned aerial vehicle initiatives, AAAA update and other changes at Fort Rucker.

Then we had updates from CSM Clark Gay on Air Traffic Services Command transformation issues and changes. MSG Wayne Fausz, enlisted training NCOIC with Task Force Aviation, spoke on enlisted training transformation updates. SGM J. T. Luckie with the Aviation Proponency Office presented recent Aviation

enlisted personnel changes.

SFC Mobley with the Human Resources Command's Aviation Assignment Branch spoke about aviation enlisted MOS assignments. And finally, SGM Bobby Reynolds with the directorate of Training and Doctrine gave updates on changes to Aviation enlisted training.

The second day covered topics from AMCOM, led by COL Shelley Yarborough, AMCOM deputy project manager for Aviation Systems Project Office, and included presentations on various updates, actions and initiatives from the program managers for Aviation Systems, Scout-Attack, Aviation Mission Equipment, Fixed Wing, Air Traffic Control, and Aviation Ground Support Equipment.

Then COL Cory Mahanna, PM for Utility Helicopters Office, gave a briefing on current and future program efforts with the utility helicopter fleets. CW4 Hank Rexing with PM Cargo Helicopters wrapped up the day with



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briefings on cargo helicopter actions.

The third day opened with an AMCOM "Team Redstone Transforming to Meet the Warfighter's Needs" presentation again by CSM Lunn. MAJ Shane McWhorter, with Army's Logistics Support Activity, spoke about the Army Oil Analysis Program. He was followed by SGM Larry Lovell, the Corpus Christi Army Depot Sergeant Major, who discussed how CCAD supports the warfighter. SGM Daniel Hernandez with the TRADOC Systems Manager for Recon and Attack, gave a presentation of Aviation Enlisted University, recon and attack changes, and updates of TSM-Recon/Attack.

The final portion of the third day also featured tours of Redstone's equipment items and systems, such as Prototype Integration Facility, Tools Layout, and a UAV demonstration.

"This has been an extraordinary week," Lunn said, "I believe we have met the intent that we set out for, and then some."

This is the second year for a symposium specifically for senior aviation NCOs, which compliments the conference Fort Rucker has been holding for commanders and senior NCOs in January-February timeframe for the past 20 years.

Each participant received a disk of the briefings, which were also mailed to those who could not attend.

Our intent, which we met, was to have the senior Aviation enlisted leadership focusing on the big items that directly impact on fighting the global war on terrorism and those which impact Army transformation, specifically Army Aviation transformation.

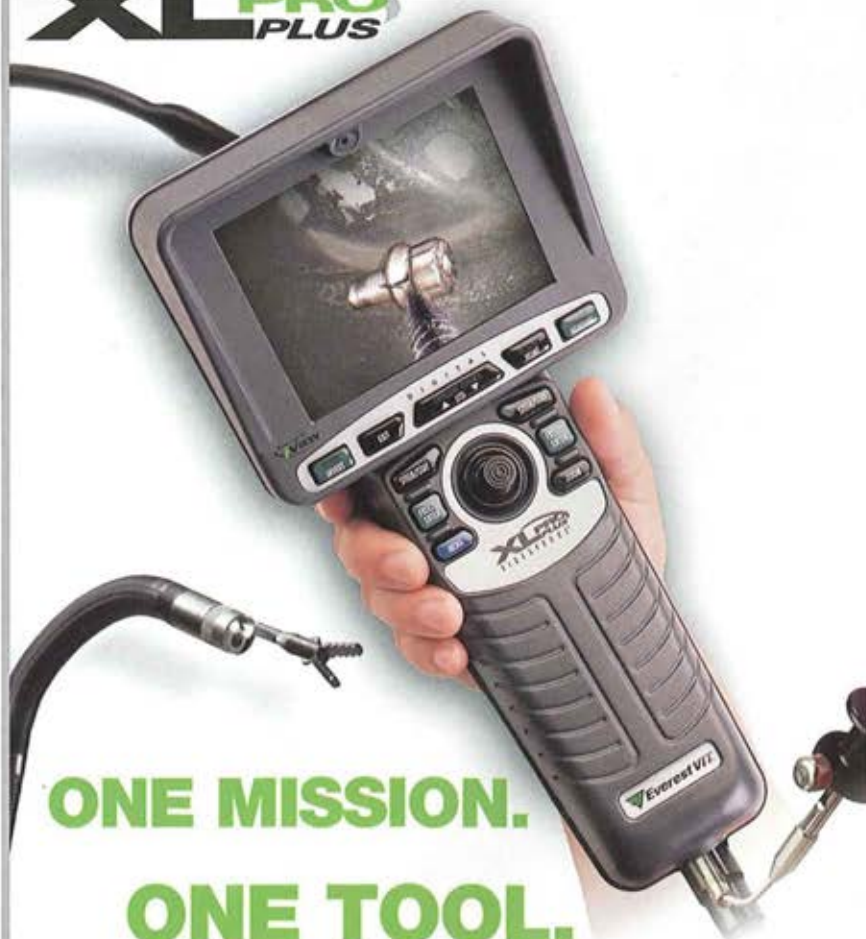
CSM Lunn and I have made it a point to ensure the aviation branch, the senior enlisted aviation NCOs, understand where aviation is going, as well as ensuring we equip them for the future aviation systems, aviation doctrine and warfighting techniques.

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*CSM Buford Thomas, Jr. is the Aviation Branch Command Sergeant Major at the U.S. Army Aviation Center, Fort Rucker, Ala.*

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ARMY PHOTO BY SSG LANCE SMITH

# Testing to Enhance Army Aviation Force Protection

By Rick Ostlund

In threat environments characterized by increasingly lethal and adaptive enemy forces, the successful execution of Army aviation missions is heavily dependent upon aircrew proficiency and the capabilities of aviation combat equipment.

As Army Acquisition professionals in various program, project and product management offices strive to develop and field materiel solutions to enable warfighting success, the Army flight test community is decisively engaged to assess equipment performance characteristics and system safety, and to assist in the development of tactics, techniques and procedures for combat aircrews.

## Army Flight Testing

The Army Test and Evaluation Command (ATEC) is charged with overall management of the Army's test and evaluation programs and has responsibility for both developmental and operational testing.

The Aviation Technical Test Center (ATTC) at Fort Rucker, Ala., a subordinate organization of ATEC's Developmental Test Command, plans and conducts developmental testing of aircraft and aviation systems.

ATTC's experimental test pilots and flight test engineers assess not only aircraft performance and handling qualities, but also the performance of various aircraft systems, as well as the human factors associated with operat-

Above: LTC Kevin Stoddard (right), the PM for Crew Served Weapons, provides instructions to a 42nd Avn. Bde. Task Force Griffin crewmember firing the M240H machinegun off of a CH-47 helicopter ramp in Afghanistan on Aug. 22. The ATTC helped with the live-fire flight-testing of the M240H before fielding to aviation units.

ing those systems.

ATTC's test findings and recommendations are essential to airworthiness, system safety and materiel release decision authorities.

At any given time, ATTC has several dozen flight test programs in the various stages of planning, execution, and reporting of results. Two recent tests exemplify the test center's contributions to enhanced force protection.

## Countermeasures

The suite of integrated infrared countermeasures (SIIR-CM) system is a compilation of passive and active subsystems that can be installed on various fixed and rotary-wing aircraft in a block manner.

Since 1997, ATTC has supported system development by providing the materiel developer with assistance in integrating SIIRCM components onto Army aircraft, development of test techniques for the emerging technologies, handling qualities assessments of modified aircraft, and assessments of system performance.

Most recently, in support of the program director for Aircraft Survivability Equipment (PD-ASE) and various platform project managers, ATTC tested the integration of the Improved Countermeasure Dispenser (ICMD) with the Common Missile Warning System (CMWS).

The CMWS detects incoming missiles and automati-





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# Aviation Force Protection

cally commands the ICMD to dispense countermeasures.

To date, ATTC has executed testing on numerous platforms, including the AH-64D, CH-47D, C-12R/U, RC-12K, UH-60A/L and the HH-60L. Developmental testing included limited handling qualities flight testing, system performance testing, and flare/chaff safe separation assessments.

In conjunction with our sister developmental test organization, the Redstone Technical Test Center, ATTC also supports CMWS electro-magnetic environmental effects (E3) testing at Redstone Arsenal, Ala.

As the spectrum of threat capabilities becomes better defined, ATTC continues to provide flight test support for CMWS software upgrades.

In addition to ICMD and CMWS, SIIRCM's Advanced Threat Infrared Countermeasures (ATIRCM) subsystem also includes a laser jammer in place of the legacy infrared jammer.

ATTC is now assisting PD-ASE with the integration of ATIRCM onto various platforms, beginning with the UH-60L and CH-47D.

These integration efforts are proceeding apace, to be followed by an accelerated flight test program. Thus, these invaluable force protection technologies will be rapidly fielded to deployed and deploying units to further enable their mission success.

## M240H Aviation Machine Gun

Even in the era of interconnected threat sensors and automatic countermeasures, there remains an incontrovertible requirement for door- and ramp-mounted threat suppression systems in the Chinook and Black Hawk helicopters.

Seeking to improve upon the reliability of the legacy M60D machine gun, the Utility and Cargo Helicopter Project Management Offices and the Product Manager for Crew Served Weapons initiated a search for a new machine gun for helicopter self defense. The M240 machine gun emerged as the leading candidate system.

Based upon the 1950s vintage MAG 58, the Army first adopted M240 series guns for use in armored vehicles in the late 1970s. The M240B has been in service with Infantry forces since the late 1990s.

The M240H aircraft variant includes specialized accessories for aircraft use:

- Spade grips with a butterfly trigger
- A new flash suppressor
- Forward folding bipod
- Forward rails

- An extended charging handle

- An egress kit

Additionally, the AN/PEQ-2A laser designator is approved for use with the M240H.

To support the M240H rapid fielding initiative, ATTC initiated live-fire flight-testing in spring 2004 at Fort Rucker's Molinelli Aerial Gunnery Range Complex.

After several thousand rounds were fired, test data revealed several opportunities for system improvements, which the materiel developer immediately pursued. ATTC confirmed that system reliability was greatly improved over that of the legacy M60D.

The subsequent M240H First Article Test validated the successful implementation of system modifications and confirmed system safety for fielding. Following materiel release, the M240H was quickly fielded and is now protecting CH-47 and UH-60 aircrews in Iraq and Afghanistan.

ATTC continues to provide test support to the project and product managers as they pursue additional

improvements to the M240H and other force protection systems on Army aircraft.

## Leading Edge

ATTC's highly-experienced flight test workforce and fleet of test-bed aircraft facilitate responsive support to Army Aviation developmental testing requirements.

Through the rapid planning and execution of flight test programs, ATTC routinely provides acquisition program managers, airworthiness officials and system safety decision authorities with the critical test data they

require to ensure that Aviation warfighters quickly receive safe, effective combat equipment.

ATTC's close relationship with the Aviation branch leadership also facilitates timely modifications to tactics, techniques and procedures as required to maximize combat readiness.

Through comprehensive qualification testing of new technologies and refinements to existing technologies, the flight test professionals at ATTC are proud to serve at the leading edge of Army Aviation.



*Rick Ostlund is a program coordinator with the U.S. Army Aviation Technical Test Center at Cairns Army Airfield, Fort Rucker, Ala.*

*Ostlund wishes to thank William Chancellor, an engineer with ATTC, and the ATTC public affairs office for their help with producing this article.*



A 101st Avn. Bde. UH-60 crewchief test fires his new M240H machinegun in Iraq in May. The test findings and recommendations from ATTC are essential to airworthiness and system safety for aviation countermeasures and weapon systems.

ARMY PHOTO BY LTC KEVIN STODOLAR





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# Air Warrior

## Protecting the Aviation Warfighter

By LTC Michael D. Wills

**F**ielding three to four times faster than previously planned, Air Warrior is making a significant difference on the battlefield today. Already credited with saving the lives of several crewmembers, Air Warrior is a combat multiplier that continues to be improved based on user feedback from Iraq and Afghanistan. By the end of 2005, over 6,500 systems will be in the field.

Today's system is being fielded in the new universal camouflage (UC) pattern.

The system is comprised of the personal survival gear carrier, body armor,

modular holster, survival knife, micro-climate cooling, the modular integrated helmet display subsystem, over-water items and the electronic data manager.

### SPECIAL FOCUS: PROTECTING THE FORCE

#### New PSGC

The Personal Survival Gear Carrier is an integral part of the Air Warrior system and is a direct replacement for the aircrew integrated recovery survival armor vest and equipment or AIR-SAVE. The PSGC is designed to ensure easy access to all survival items. Located in the left pocket are all of the required medical items. Attached with elastic and tied in, all items are positioned for easy identification and access. After opening an item from the shrink-wrap packaging, a zippered pouch is provided on the back of the medical platform for stowage and future use.

All signaling devices, to include the strobe, flares and mirror, are stowed in the right hand pocket with the lensatic compass. A pocket on the left side provides stowage for either a PRC90, PRC112, or CSEL radio. A small pocket is also provided for stowage of a flashlight that is fielded with the system and is sized to accommodate the Phantom light.

The ammo pocket on the left side was originally designed for stowage

of three M9 magazines; these pockets have been enlarged to accommodate stowage of two additional M4 magazines. Based on user feedback, a significant number of changes have been adopted during the conversion to the new UC pattern.

Other updates include, enlarging pocket sizes to reduce zipper breakage, lining pockets in Cordura (a more durable fabric) to reduce wear, and redesigning the extraction harness to reduce chaffing in the neck area. Modular lightweight load-carrying equipment (MOLLE) straps have also been added to the exterior of the PSGC to allow additional tailorability and stowage of other mission items.

#### Body Armor

The Air Warrior flexible body armor and the 7.62 mm armor piercing multiple hit plates have performed flawlessly in combat. Improvements include straps on the shoulders to ensure proper retention and modifications to the hook portion of the Velcro to reduce fabric wear to the PSGC.

The new modular holster provides more flexibility to the crewmember than its predecessor. The holster, now in the UC pattern, can be worn as a shoulder or thigh holster, or can be attached via MOLLE straps on the exterior of the PSGC.

#### Body Armor Overlay


The BAO system fielded to crewmembers assigned to the 2nd Squadron, 17th Cavalry Regt. is PM Air Warriors first attempt at fielding a system that better accommodates the limited crew space of the OH-58D Kiowa Warrior. The BAO was developed and tested, produced and fielded within two months. Our interface with the 2-17 CAV during the BAO development was

The Air Warrior system is now produced in the new universal camouflage pattern. Over 6,500 systems will be fielded by the end of 2005.



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critical to program success.

A variety of pockets are attached to a platform that integrates with the existing Air Warrior body armor. MOLLE straps on the platform and a belt like configuration permits attachment of pockets on the front and both the left and right sides of the crewmember. The tailorability of the BAO permits increased freedom of movement in the aircraft. An extraction harness is also provided as part of the ensemble and efforts are underway to integrate over-water components to increase system versatility.

### Facial Shields

An increased need for the Air Warrior maxillofacial shield has also been experienced. Providing a limited degree of ballistic protection, the maxillofacial shield also provides crew protection from blowing dust and dirt, provides improved speech intelligibility for door gunners and crewmembers in the back of the aircraft, and protection during missions in cold environments. Air Warrior is providing maxillofacial shields during unit fieldings at the unit's request.

### Survival Knife

The Aircrew Survival Evasion Knife or ASEK, previously designed for wear only on the calf can now be mounted to various locations on the PSGC. A strap cutter is also provided to ensure rapid egress from the aircraft when a crewmember is unable to release the aircraft seat harnesses.

### Microclimate Cooling System

User feedback from the field indicates that the microclimate cooling system is making a significant difference in the fight and continues to provide exceptional results. The MCS greatly reduces fatigue in high ambient temperatures, allowing increased mission duration, alertness and safety. Improvements critical to the reliability of the MCS are also being implemented based on user feedback. A new generation liquid quick-disconnect is being fielded that will reduce failures. Current tubing is being replaced with a nylon-reinforced tubing.

### Water Survival

Over-water components are also fielded as part of the Air Warrior sys-



A redesigned flotation collar reduces interference with crewmember helmets, providing full mobility and less fatigue.

COURTESY ARMY PHOTO

### Electronic Data Manager

The PM Air Warrior has also accelerated the development, testing and fielding of the EDM to support units deployed to OIF and OEF. Originally targeting the AH-64A, the EDM is now installed on UH-60, CH-47, AH-64D and the OH-58D control display system 2 aircraft. The primary goal of the EDM is to provide a paperless cockpit with moving map situational awareness. Performance planning calculations, weight and balance, approach plates for IFR flights, and a moving map display are resident on the EDM. Pre-mission planning information developed on the aviation mission planning system (AMPS) can be downloaded onto the EDM.

The EDM also provides the unit the capability to tailor mission packages to support operations. Tools for developing communication cards, LZ/PZ drawings, route recon cards, and other forms are available to the user. All unit EDMs can then be



COURTESY ARMY PHOTO

tem to those units that have an over water mission. The new Survival Egress Air (SEA) provides an integrated source of emergency air to crewmembers that ditch in the water, allowing them time to safely egress the aircraft. SEA is fielded with all the necessary support equipment to ensure availability.

The single place life raft is physically attached to the crewmember in the over-water gear carrier that is integrated with the PSGC. The raft deploys by the pull of a handle and is tethered to the crewmember. A new profile flotation collar reduces interference issues currently experienced with the HGU-56/P helmet, providing full mobility to the crewmember. All of these components are being fielded in the new UC pattern.

The electronic data manager or EDM replaces the old kneeboard and provides a paperless cockpit with a moving map, mission planning details, situational awareness, performance planning and weight and balance calculations, and approach plates for instrument flights.

loaded with a memory stick through the universal serial bus or USB port, ensuring all crews have the same common operating picture and flight information.

Falcon View is also resident on the EDM. Although AMPS is primarily used for mission planning, Falcon View gives crewmembers the ability to make mission changes while in flight. Unique to the EDM is Interactive Situational Awareness Software (ISAS) that serves as the





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graphic user interface to the aviator. This touch screen tool provides user interface to all EDM features making the system usable with a gloved hand while flying during day and night operations.

Most important to current operations is the EDM interface to Blue Force Tracking - Aviation. The EDM situational awareness (SA) is based on the Force XXI Battle Command, Brigade and Below (FBCB2) system architecture with a unique graphical user interface critical to aviation operations. Prior to EDM integration, FBCB2 SA data was displayed on a MILTOPE portable computer in the back of a UH-60 or CH-47 aircraft. Both the AH-64 and OH-58D had BFT installed, but no display to depict SA. Today all rotation aircraft for OIF and OEF 05-07 are equipped with a single EDM that brings SA into the cockpit where it is needed.

The ability to send and receive messages is also provided with the EDM. Free text messages as well as a number of programmed or canned messages are available. Message recipients are available through a series of pull down menus to reduce overall pilot workload.

## Wireless Intercom

Current wired intercom systems have inherent safety hazards and significant operational limitations. A new aircraft wireless intercom system (AWIS) is being developed and is currently being provided in limited quantities for operational assessments.

The first generation systems in use in Iraq allow personnel not connected to the aircraft intercom system to communicate. The HGU-56/P helmet cord is plugged into a mobile equipment (ME) device. Crewmembers or passengers are able to communicate with others that have MEs tuned to the same channel.

Next year's efforts will focus on integrating AWIS with the aircraft intercom system, allowing non-secure communications between all crewmembers and passengers, but will not be able to monitor secure radio transmissions. This configuration would provide a significant benefit, especially with the medical



evacuation fleet. Medics attending to a patient will be able to maintain communications with the flight crew versus having to disconnect from the aircraft. The end-state for the AWIS is an encrypted system fully integrated with all aircraft communications systems.

## Summary

PM Air Warrior continues to support the warfighter and is making a significant difference in combat. Saving lives, reducing fatigue and improving overall crewmember performance are proven results of the Air Warrior system. System improvements will continue to be made based on user feedback. As technol-

The electronic data manager features easy access menu functions making the system usable with a gloved hand while flying during day and night operations.

ogy evolves so will Air Warrior, living through an evolutionary development that keeps pace with increased requirements on the battlefield today, tomorrow and into the future.



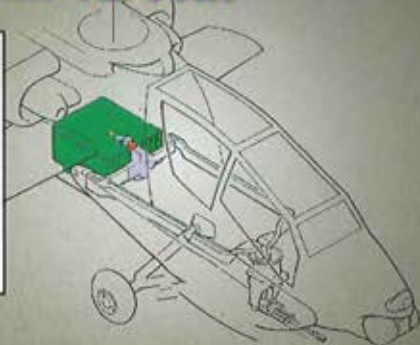
LTC Michael D. Wills is the product manager for Air Warrior with the Program Executive Office for Soldier at Redstone Arsenal, Ala.



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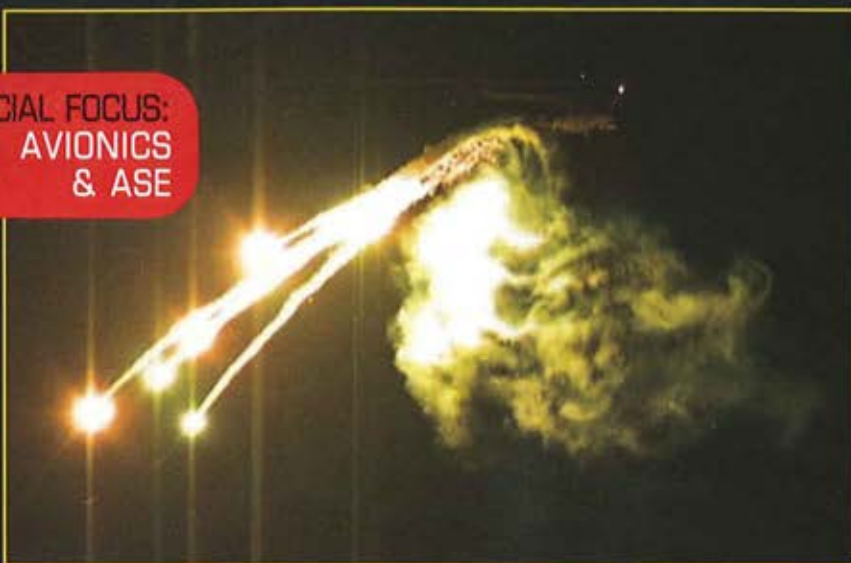
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# Aircraft Survivability Equipment Today

By Raymond J. Pietruszka

**A**ircraft protection, like other force protection measures is "urgent"—these were the forceful and direct words the former Acting Secretary of the Army Les Brownlee used in November 2003 to set the stage for immediate action. Since that time the Aircraft Survivability Equipment (ASE) acquisition community as a whole has worked diligently to get the latest capabilities fielded as soon as possible.

The AN/AAR-57 common missile warning system (CMWS) has been flying in Iraq and Afghanistan since March 2004. Upgraded AN/ALQ-144C infrared (IR) jammers, and the AN/ALQ-156 missile warning system with the ALE-47 sequencer, are being installed on aircraft without the CMWS.

New state-of-the-art flares provided by the Program Executive Office (PEO) for Ammunition, known as Army infrared countermeasures munitions (Aircmm), are defeating the enemy man-portable air defense systems, or MANPADs, using heat-seeking surface to air missiles. ASE is doing its part to protect our aircrews and the Soldiers who ride on Army aircraft.

## Threats to ASE

It has not always been this way. Just a few short years ago, all ASE systems were either canceled or on life support. The Global War on Terrorism (GWOT) changed the world and forced a re-evaluation of

force protection measures as the Army actively engaged in combat on non-symmetric battlefields. We have painfully relearned there is no such thing as secure airspace and all of our aircraft must be protected — all the time.

Today ASE is funded. The Project Managers (PMs) are working hard to field systems that are ready, as they work to develop the next generation of capabilities.

The focus today is support to the GWOT with priority to deployed aircraft in Iraq and Afghanistan. In theater the primary threats are MANPADs, rocket-propelled grenades and small arms fire.

## Countering the Current Threats

The AN/ALQ-144C IR jammer, the AN/AAR-57 CMWS with the Aircmm, and the AN/ALQ-156 with the Aircmm provide protection from the MANPAD threats.

The aircraft PMs have upgraded aircraft ballistic protection to miti-



Electro-optic missile sensors and the electronic control unit are components of the AN/AAR-57 common missile warning system (CMWS). COURTESY PHOTO

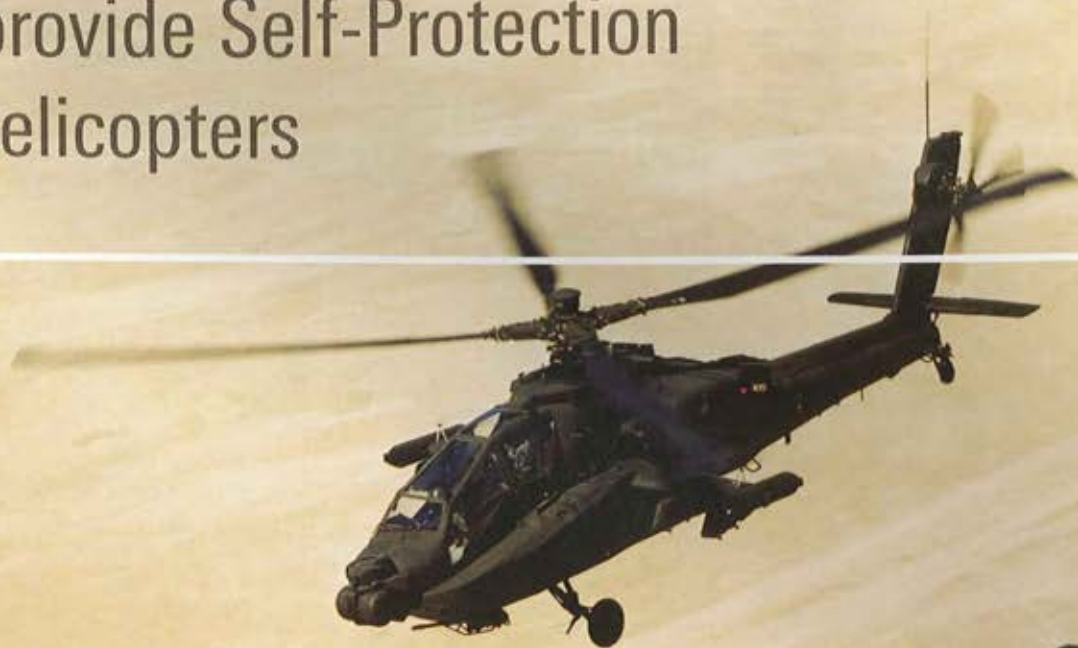
gate ground fire effects, while the Air Warrior ensemble adds an additional degree of individual protection to the crews with ballistic body armor.

The CMWS is mandated for every Army rotary and fixed-wing aircraft in theater as soon as available. This mandate will be met. The product manager for Infrared Countermeasures (PM-IRCM) is moving in high gear to ensure every aircraft has an installation kit, and that it is capable of using the CMWS as soon as it arrives in theater.

As work proceeds to equip 100 percent of the Army's fleet with CMWS installation kits on every airframe, the end state is having full protection in theaters at a specified level and with additional CMWS for pre-deployment training. All aircraft in the Army will be A-Kitted for the



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## Survivability Equipment

CMWS and enough B-Kits will be procured to equip half of the force at any given time. This is fully funded and is being executed as production and installation schedules allow.

### Radar and Laser Warnings

Protection against the radar guided missile threat is another part of improving overall aircraft survivability. The Army has directed that the AN/APR-39 radar-warning receiver (RWR) be upgraded now to increase the Army's fleet RWR capability as the development of radar-jamming capability continues. This upgrade will provide improved voice interface and reduce threat misidentifications, a common problem on the current system. Units can expect to see this funded capability in a couple of years.

The AN/AVR-2B laser-warning system on aircraft provides pilots with a means of detection when laser targeting systems, range finders and laser-guidance painting systems are being employed against them. Now in production, the improved AN/AVR-2B has expanded band

The AN/AVR-2B(V) laser detection set mounted on an MH-60 special operations aircraft.

ARMY PHOTO BY BEN HALL



The CMWS Army infrared countermeasures munitions dispensers installed on the tail boom (highlighted area) of a UH-60 Black Hawk in Afghanistan.

coverage and is more accurate in direction finding. The aircraft equipped with this system will know when they are being targeted, before their aircraft is fired upon, to take countermeasure actions.

### Countermeasure Evolution

The ASE team is also working on the next generation of systems that include the funded Advanced Threat IR Countermeasure (ATIRCM) system and an IR jammer that uses lasers. When fielded, it will replace the AN/ALQ-144C and reduce Army dependence on flares to defeat IR seeking missiles.

The next generation RWR and radar jammer, such as the AN/ALQ-211, are being vetted through the acquisition process. These capabilities, integrated together with the

upcoming common glass cockpit, will provide a massive improvement to pilots and aircrew with a full-spectrum threat view and improved situational awareness.

### One Team Effort

These accomplishments are possible because of the combining efforts of the entire dedicated Aviation Acquisition community, including the Army's Aviation and Missile Command and Communications Electronics Command, along with the PEO for Aviation, the PEO for Intelligence, Electronic Warfare and Sensors; the PEO for Ammunition; the Program Manager for Soldiers, also the Army Test and Evaluation Command and the Aviation Technical Test Center, and the logistic assistance representatives and their contractors who have melded together into one team to support our most precious asset – our Soldiers!

Through the efforts of this team, the ASE systems are on the fast track and will help to save lives. The CMWS was initially fielded to three battalions in an 11-month period from a system on life-support. This year in 2005 we will see over 20 battalions outfitted with A-Kits for the CMWS. In addition, the AN/ALQ-144 IR jammers on aircraft have seen a complete theater-wide upgrade to the (C) model in less than two years.

The end result is that aircraft survivability equipment is protecting lives, giving pilots advanced threat warnings, and bringing back safely both aircraft and crews from operational missions.



*Raymond Pietruszka is the deputy program director for Aircraft Survivability Equipment with the Program Executive Office for Intelligence, Electronic Warfare & Sensors, Redstone Arsenal, Ala.*



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# TRANSFORMATION



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## And the U.S. Army Combat Readiness Center

By BG Joseph A. Smith and LTC Richard J. Koucheravy

### SPECIAL FOCUS: SAFETY

Soldiers in today's Army are serving during a dynamic time. We are a nation at war, fighting a hardened and determined enemy in two active campaigns. At the same time, our Army is executing the single most meaningful and far-reaching change of force structure and doctrine in our history as we undergo *Transformation*. The U.S. Army Combat Readiness Center (USA-CRC) stands at the forefront of the Army's transformation.

Formerly known as the Army Safety Center, the CRC has transformed as a result of a January 31, 2005 message from the Secretary of the Army and Chief of Staff. The CRC is now the center of gravity for all Army losses and the central repository for all loss-related information.

This means that the CRC gathers data on all losses—accidental, combat, medical and criminal. The Army leadership directed that "the CRC will be the Army's focal point for analyzing accident, serious incident,

and combat loss reports, identifying lessons learned and tactics, techniques and procedures to mitigate and prevent future losses."

The CRC will "connect the dots" among all Army losses and provide distribution of information (48 hours from the incident) and knowledge (6 weeks from the incident) to keep future losses to the irreducible minimum.

In short, the new mission of the CRC is to enhance combat readiness and preserve combat power "one boot print at a time." The new mission focuses the CRC in a Soldier-centric manner, placing the Soldier at the center of all that the CRC does to prevent combat losses.

This transformation of the CRC does not change the essential roles and missions of our military and civilian safety professionals. Their capabilities and access to tools and knowledge-sharing will expand to benefit commanders.

### Advancing CRM

The CRC's commanding general remains dual-hatted as also the director of Army Safety and retains the

Above: More than two-thirds of the Army's accidental fatalities are historically "behind the wheel." The Driving Task Force deals solely with issues related to driving both military and privately owned vehicles.

same responsibilities for safety as before the CRC was established. The expanded mission now directs that the CG also "advance the principles, understanding and practice of composite risk management or CRM."

Central to the work of our commanders and safety professionals is use of CRM as the central process for answering the critical question, "What can I do to stay in the fight?" CRM answers that question and informs the commander how to mitigate environmental hazards, enemy activity, materiel shortcomings, and human error in order to safely conduct the mission.

Soldiers serving in today's Army are doing dangerous and difficult work to accomplish vital tasks. CRM is not intended to keep Soldiers from accomplishing those difficult tasks or from operating "on the edge," but it





DEPARTMENT OF DEFENSE PHOTO

CRC's Air Task Force is working with the Army Aviation Center on the development and fielding of Aircrew Coordination Training-Enhanced (ACTE), the successor to the ACT program.

is intended to ensure that Soldiers are aware of all risks and that they take steps beforehand to mitigate those risks identified.

CRM can be seen as a tool that enhances, rather than hinders, mission accomplishment by preserving combat power and meeting mission hazards in a better informed way.

### Structuring for Success

The CRC is also transforming its organizational structure to accomplish its expanded mission. Most of the CRC's traditional functions remain the same, but its expanded mission to track all losses and "connect the dots" dictates that the CRC change the way it does business.

In order to do so, the CRC has transformed from a traditional Army staff structure to a matrix-based organization by creating three task forces (TFs) in order to best leverage the entire CRC staff. These three TFs, each led by an experienced former battalion commander, and assisted by a Department of the Army civilian loss prevention manager, were cre-

ated to deal with losses in three categories: *air, ground and driving.*

The TFs are chartered to identify issues, coordinate assessments, propose courses of action, and develop initiatives or programs to influence change across the Army and improve combat readiness. The TFs provide a conduit for output and action by the CRC.

### Air Task Force

The Air TF deals with Army aviation losses, to include unmanned aerial vehicles. Our aviation losses stem mostly from the following five trends:


- Enemy actions
- Poor crew coordination
- Inadequate pre-mission planning
- Failure to respond properly to inadvertent instrument meteorological conditions
- Failures in standards and discipline in the cockpit

As a result, the Air TF is working on a number of vital programs to enhance aviation readiness.

Among these initiatives are to share

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## TRANSFORMATION

lessons and practices learned from the Army's analysis of combat losses in Operations Enduring Freedom and Iraqi Freedom; to assist the Army Aviation Center with the development and fielding of Aircrew Coordination Training-Enhanced (ACTE), the successor to the Aircrew Coordination Training Program; to enhance and streamline the Army's automated pre-mission planning tools and doctrine; and to assist with the development of Army Military Flight Operations Quality Assurance (MFOQA) to develop and implement methods to collect automated data from aircraft, leading to improvements in the areas of flight operations, training, maintenance and safety.

### Ground Task Force

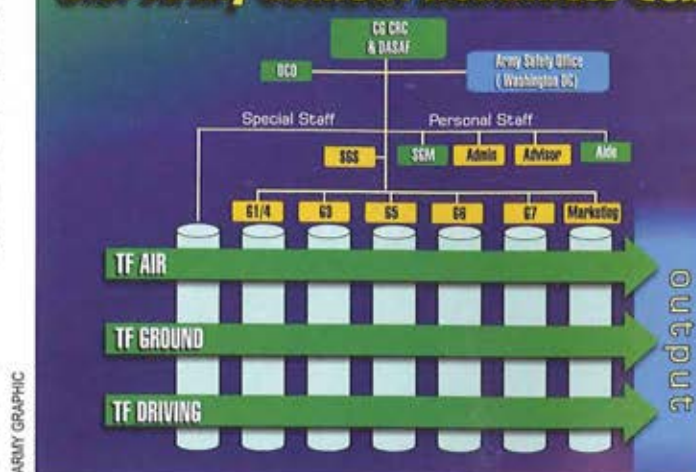
Similarly, the Ground TF deals with issues related to the loss of Soldiers and ground equipment. Our loss trends in this area are related to improvised explosive devices (IEDs) in combat, inadequately executed troop-leading procedures, and failure to follow standards (small convoys, not wearing seatbelts, excessive driving speeds, and negligent discharges).

To help combat these trends, the Ground TF is working across the Army to leverage lessons learned from our joint and Army IED TFs; streamlining the development and fielding of wheeled vehicle upgrades; execution of "black box" testing for tactical vehicles (to provide warning to vehicle crews for potential rollover); and refinement of our Safety Officer and Additional Duty Safety Officer training programs to better teach and implement CRM.

### Driving Task Force

Because more than two-thirds of our accidental fatalities are historically "behind the wheel," the Driving TF deals solely with issues related to driving—whether military vehicles or privately owned vehicles (POV) - as a life skill. Arguably working the most critical of the three

## U.S. Army Combat Readiness Center



ongoing efforts, the Driving TF works to mitigate risks associated with driving skills and experience.

Among this TF's ongoing efforts are strategy development to make driving a life skill for the Army; fielding of a standardized Army Traffic Safety Training Program (ATSTP); the creation of Army Driving Centers of Excellence; maximizing Army-wide use of the Center's online ASMIS (Army Safety Management Information System) risk management tool; and work to develop and sponsor at the installation level Motorcycle Mentorship Programs (MMPs) aimed at partnering experienced senior Soldier motorcycle operators with more junior Soldiers in order to share lessons and provide positive role models.

### Working Smarter

Army transformation is aimed at modifying force structure and doctrine in order to meet the demands of modern

## Twins complete UH-60 Black Hawk course

Story and photo by Tara Neal

The arrival of twin 2LTs Jennifer and Amanda Fortenberry not only surprised Co. B, 1st Bn., 145th Avn. Regt., but also surprised the girls themselves.

Although the sister lieutenants attended separate colleges and declared different majors, they both branched aviation and were thrilled by their acceptance.

"My sister found out first, which made me nervous," Jennifer said, "but I found out a couple days later, and we were both really excited."

The Fortenberrys started flight school together in the same class in 2004. Shortly after, Amanda was delayed by surgery on her wisdom teeth.

"That made me a little nervous,"



Twins Jennifer and Amanda Fortenberry, both 2LTs, attended the Flight School XXI UH-60 track at Fort Rucker, Ala.

Jennifer said, "because my sister is already a fixed wing pilot who studied aviation for four years, and I was planning on having her there to help me, but I ended up going first."

Despite the change in plans, both sisters were assigned to their aircraft of choice.

"We like to harass each other if one does better than the other on a test or check ride," Jennifer said, "but we do give each other a lot of moral support and try to help each other out as much as possible."

While a "heads-up" often prevents any confusion between the Fortenberrys, they have had their share of mix-ups.

During initial entry rotary wing-training, Jennifer's cross-country flight stopped at a stagefield where Amanda was flying.

"I went into the schoolhouse to



warfare on the rapidly changing battlefield of today and tomorrow. The CRC stands at the forefront of that effort and has expanded its mission to encompass all losses.

The CRC expanded the Army's doctrinal view of risk management to incorporate all types of hazards through the use of CRM. As a result, the CRC changed its structure from that of a traditional Army staff to a matrix-based organization in order to more rapidly respond to trends and assist the Army with implementing solutions. By rapidly implementing these changes, the CRC is poised to help the Army accomplish its mission while maximizing combat power.

### Bottom Line

Most importantly, the CRC stands by to help the Army reduce losses by "connecting the dots" between those agencies and organizations responsible for taking action to preserve combat power. The CRC will not own those "dots," but will serve to coordinate programs and develop fixes to reduce losses.

The CRC will also serve as a knowledge center for loss. To do so, the CRC will take input from the field and provide products and information back to the field to assist with loss reduction and risk mitigation. It is only by providing comprehensive knowledge of losses to Soldiers in the field and helping them accomplish effective CRM that we can together preserve combat power and enable our world-class troops to accomplish their mission.



*BG Joseph A. Smith is the commanding general of the U.S. Army Combat Readiness Center and the director of Army Safety at Fort Rucker, Ala. LTC Richard J. Koucheravy is the chief of the Air Task Force at the USACRC.*

use the restroom and my sister's instructor pilot looked at me with a bewildered look," Jennifer said. "I realized that my sister was supposed to go on her solo flight, so I looked at him and said, 'It's OK, sir, the frictions are still on' and walked into the restroom."

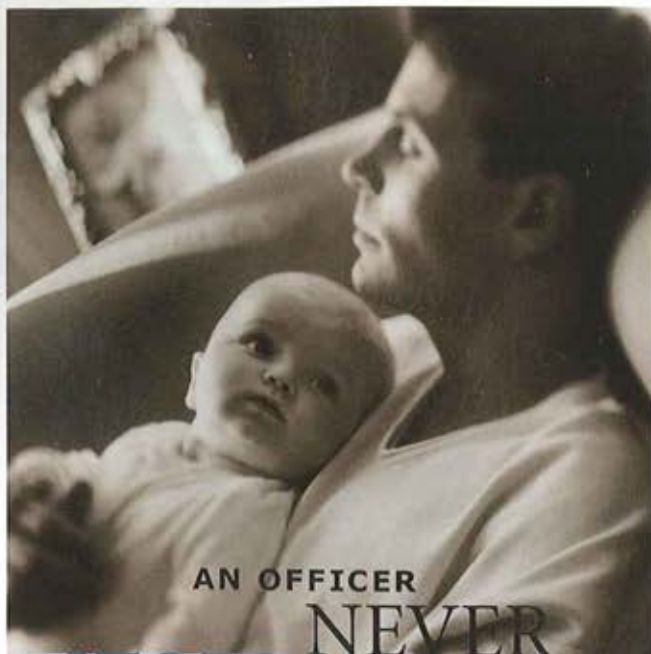
The Fortenberrys recently completed the Flight School XXI UH-60 Black Hawk helicopter course. Their love for flight may be the genetic link that brought their paths together, but they are not the only family members who share this interest.

"Our father was on the original Army Golden Knights parachute team," Jennifer said. "He then became an Army aviator flying the UH-1 Iroquois in Vietnam."

Jennifer graduated July 28 and is assigned to the 101st Airborne Division at Fort Campbell, Ky., Amanda graduated Sept. 8 and is stationed at Hunter Army Airfield in Savannah, Ga.



*Tara Neal is a staff writer for the Army Flier newspaper at Fort Rucker, Ala. This article is edited and reprinted courtesy of the Fort Rucker Public Affairs Office.*



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# Aviation Battalions Transition to Modularity, Prepare For Deployment

Story and photos by SFC Reginald Rogers

**Editor's note:** This is the second in a series of articles from the 4th Inf. Div.'s Combat Aviation Brigade on their transformation into a multifunctional aviation brigade. The series helps to provide an in depth look at the change from legacy brigades to the CAB. In this article SFC Rogers addresses battalion transformation.

**T**he 4th Infantry Division's Combat Aviation Brigade has made a successful transition to becoming a multifunctional aviation brigade.

Three of the "Iron Eagles" brigade's five battalions are tasked with providing the division's attack and air assault capabilities. For each of them, the modularity process has presented both challenges and benefits.

The 1st Bn. "Dragons", 4th Aviation Regt. brings 24 AH-64D Longbow Apaches to the fight in handling the division's attack and close combat support missions. Modularity has dictated that 1-4 Avn. will not perform these missions alone. The newly flagged 4th Bn. "Gamblers", 4th Avn. Regt. also lines up with an additional 24 Longbows.

According to MAJ Dave Rogers, 1-4 Avn. battalion S3, his unit has a noticeable increase in the amount of assigned aircraft, but the biggest benefit may be felt by the division's ground troops.

"This division now has 48 Longbows," he explained. "In the old construct, a heavy division had only 18 Longbows. We now have the most firepower you could come up with in an attack helicopter construct. So the aviation brigade is very capable and that is one of the biggest differences in the modularity transition."

The brigade organizes its battalions into aviation task forces, mixing both attack and lift assets. These task forces provide full spectrum aviation operations to the ground brigade combat teams (BCT), which feature infantry, armor, artillery and combat engineer Soldiers.

Rogers pointed out that an Avn TF consists of one attack company and one assault company. Handling the



1LT Greg Chappel, a pilot with Co. A, 4th Bn., 4th Avn. Regt., conducts a post-flight check of his AH-64D following gunnery training. His unit was reflagged in June after transforming from an air cavalry squadron.

TF mission is now a combined effort.

"The assault company that is attached to us will do some recon missions," Rogers said. "They will not perform traditional attack missions, but they can perform recon missions. We have to get used to that and I have to get that assault company used to performing armed reconnaissance."

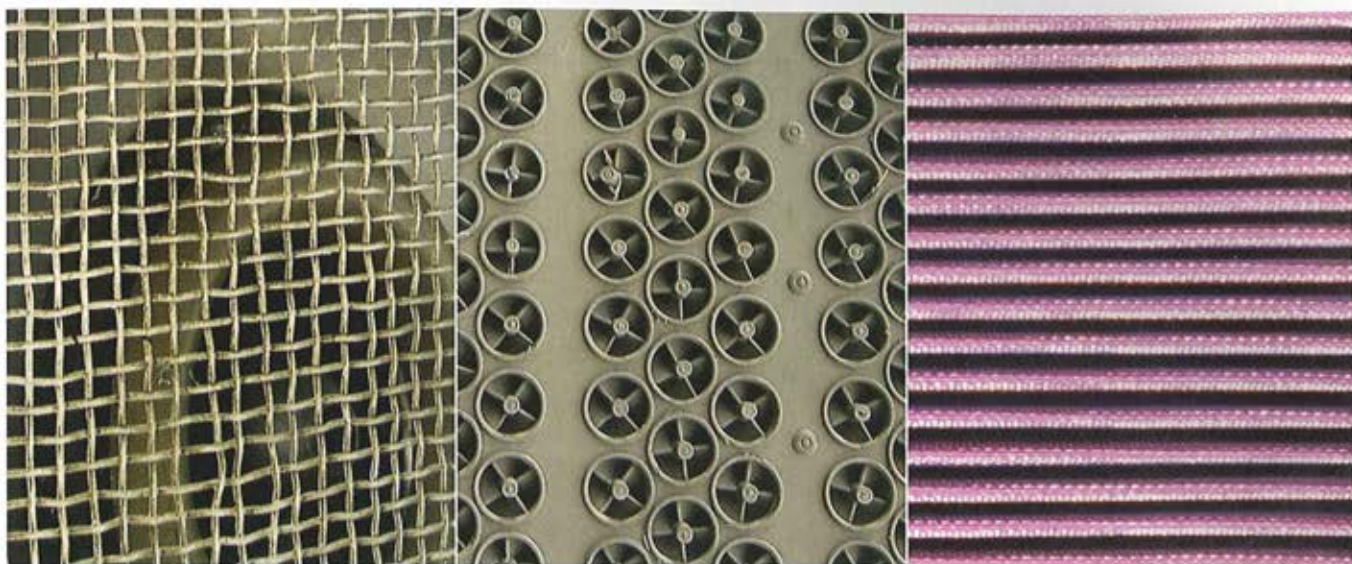
## Cavalry to Assault

For 4-4 Avn., the modularity transition went a bit smoother as it transformed from 1st Squadron, 6th Cavalry Regt. in Korea to the 4th Inf. Div. While 1-4 Avn. was resetting its equipment following its return from Iraq, the 4-4 Avn. arrived in Texas and fell in on its 24 AH-64D Longbows.

The modular shift required the battalion to reorganize and build the unit "from the ground up," according to MAJ Ken Kliethermes, 4-4 Avn. S3. That process included having its members attend the six-month unit fielding training program, which it completed in late May. The 1-6 Cav. was re-flagged to 4-4 Avn. in June, but the transi-



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## Transition to Modularity

tion was not without obstacles.

The addition of 400 more Soldiers required the 4-4 Avn. to reorganize its units to accommodate its new logistical and administrative assets.

The battalion divided its Headquarters and Headquarters Troop (HHT) to create what is now Company E, the forward support that is responsible for unit maintenance, but according to Kliethermes, the unit had to also overcome materiel shortages.

"There's really no doctrine that says how the new modular units will actually work and set up or what their prescribed load list (PLL) consists of," he explained. "So we had to get a lot of that from the support battalions and

have to be more modular, we have to be able to branch out into sequels and to be able to provide air support for a lot of units," Kliethermes said. "By doing this the concept is that we can provide more support to a variety of different units."

## Adding More Lift

The 3rd Bn., 4th Avn. Regt. is also new to the Iron Eagles. The battalion, nicknamed the "Comanches," originated to meet the Army's requirement to provide air assault capabilities to its heavy divisions.

The unit is responsible for the operation of 20 UH-60L and 10 UH-60A Black Hawks. Some of the aircraft were received from the brigade's 2nd Bn., which is the general support aviation battalion (GSAB). Its remaining aircraft



SSG Gernel Domingo shows SPC Timothy Johnson, both with 1st Bn., 4th Avn. Regt., how to calibrate the altimeter and speed indicator on an AH-64D Longbow Apache aircraft. Their unit has benefited from additional support personnel and equipment in the "Iron Eagles" transition to a combat aviation brigade.

build our own PLL and in-stock for the direct support level type maintenance."

The lack of some necessary vehicles has presented another hurdle for the battalion, which has recently acquired new digital equipment.

"We're trying to get these vehicles to allow us to move all our equipment," Kliethermes said. "We have so much more digital equipment now so we need the extra vehicles to transport it all."

He pointed out that the unit's new digital equipment includes a variety of different systems, such as the Force XXI Battle Command, Brigade and Below (FBCB2), Mission Control Station (MCS) and the All Source Analysis System-Light (ASAS-L) in the new M1113 Heavy Humvee. He said his unit is currently training on the new equipment, which it received nearly two months ago.

Aircraft upgrades include the Blue Force Tracker and various other versions of software necessary for the Longbows.

"Based on the enemy that we're fighting today, we

came from various locations throughout the U.S., including one from Honduras.

The 3-4 Avn. also restructured its personnel to accommodate new logistical assets. The move included creating a forward support company.

"Before we had a standard HHC to handle the necessary logistics that came with running a battalion," explained CPT Robert "Buck" Anderson, assistant battalion S3. "Now, we have a forward support company that provides us with all the logistics and they have the officers that are part of the logistics branch."

He said elements of 3-4 Avn. would also perform as part of the Avn TF that supports the brigade combat teams (BCT).

"We will work directly with the BCT," Anderson said. "Our staff coordinates for the full spectrum of operations, from close combat attack to battlefield lift missions. Actually what it does for us is it gives the staff, the pilots and all of the commanders an opportunity to work with our attack brethren."

He echoed Rogers in saying that there was a common



belief that pilots assigned to a specific job performed only that job without learning to do other duties. Now, he said, that has changed.

"There was really a stigma that lift people did lifts, attack did attack missions, heavy lift did heavy lift, and MEDEVAC did medical evacuations," he said. "So we had a group of four or five different officers, all Army aviators, but they knew little about what the other did. Now, (modularity) is giving each aviation battalion a much broader look, feel and education. We are able to become experts in all aspects of aviation."

## BAE Teams & Mentoring

Anderson pointed out that modularity has provided the ground brigades with a BAE, or brigade aviation element, which consists of a major, a captain, a tactical operations warrant officer, an NCO and two Soldiers. This team works together to act as a direct link between the BCTs and the aviation brigade.

"The ground BCT uses them to plan all aviation operations," Anderson said. "These are Army aviators and they talk back and forth to the aviation brigade and explain the needs of the ground brigades. They also talk to the ground brigades and tell them how the aviation brigade can help them accomplish their mission."

Because the team consists of Army aviators, there's no breakdown in the communication process, he said. It is this asset that allows them to do more integration and pass

on a much better product to the supporting task force.

Anderson said the biggest challenge his battalion has had to overcome was inexperience in its key positions. The unit, which was part of the 1st Sqdn., 10th Cav. Regt. before November 2004, features a lot of young Soldiers.

"The majority of our personnel are Soldiers right out of AIT (advanced individual training)," Anderson said. "The majority of our staff officers are lieutenants out of flight school. Part of that is good because they bring a lot of fresh air. But part of it is bad because they don't have the experience to actually lead and mentor. It was a challenge, but we have met it and the Soldiers are performing well."

He said the task of finding proper mentorship should also serve as a lesson learned for other units who are beginning the modular transition.

"You have to identify those NCOs and officers that have the leadership skills and valuable knowledge and experience and keep them in positions where they can continue to lead," Anderson said. "You should also take some of that institutional knowledge from the other established battalions and slide that knowledge over to the brand new battalions right away as they stand them up."

The Combat Aviation Brigade continues to train in preparation for its upcoming deployment back to Iraq.



*SFC Reginald Rogers is the public affairs officer for the 4th Infantry Division's Combat Aviation Brigade at Fort Hood, Texas.*

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# Fort Rucker Celebrates 50 Years

PHOTOS COURTESY U.S. ARMY AVIATION MUSEUM



Building 114 was built at the beginning of World War II at Camp Rucker. Today it still serves as the headquarters for the Army Aviation Center and Fort Rucker's command group.

## Transitioning for Fifty More

By Ashley Innes



An aerial view of Fort Rucker's main post looking northwest from the Daleville city entrance gate. Circa 1950s.

**Editor's note:** ARMY AVIATION magazine congratulates Fort Rucker, Ala. on its golden anniversary as a permanent Army installation and as a national treasure. Best wishes and thanks to all the people who serve, work and support the Soldiers training at the home of Army Aviation.

For 50 years, Fort Rucker has functioned as an intricate landmark, welcoming American Soldiers to the South. Nestled in pockets of Alabama wiregrass, the installation, spanning 64,500 acres, currently supports a population of 14,500 service members, military dependents and government and contract workers.

Today's Soldiers know Fort Rucker as the Army's Aviation Warfighting Center. However, 50 years ago, the installation existed as a legacy of World War II.

To meet the needs of a global shooting war, the post, then known as Camp Rucker, was established in 1942 as a training ground for deploying Soldiers. When World War II ended, the need for a short-term training base diminished, leaving a string of newly constructed buildings empty and unused.

Although this need was revived for a time during the Korean War, the Army did not plan to maintain Camp Rucker as a permanent post.

The Korean War introduced the wider use of the helicopter for aerial medical evacuation and troop transport. Soon other branches and installations became interested in the development of aviation activities, including combat applications.

Unlike fixed-wing aircraft, the helicopter offered a combination of air mobility, precise insertion into or extraction from confined areas, and the possibility of a lingering, on-station presence.

The Air Training Department of the Artillery School at Fort Sill, Okla., continued to train pilots and mechanics and distribute them out to all branches of the Army. But the growing interest in aviation development created the problem of finding adequate space for a training ground.



By 1954, the Army had committed itself to developing a combat helicopter force. Over the next several years, military officials searched for a location to build their fighting force.

With the help and open-mindedness of key citizens and civic leaders in the Wiregrass, Camp Rucker became the new home of Army aviation. On Oct. 13, 1955, the Army recognized Camp Rucker as a permanent training installation, designating it Fort Rucker.

The installation is now in its fiftieth year, and a period of transformation has once again emerged.

As the Soldiers of the 21st century continue to fight in Operations Iraqi Freedom and Enduring Freedom, unit commanders have identified a need for a better-prepared and ready aviator in the field.

A new concept known as Flight School XXI concluded its testing stages and is now the backbone of flight training for students.

"The design of Flight School XXI functions to better meet the needs of the warfighting commanders in the field and to provide a more highly trained aviator," said COL Daniel Stewart, 110th Aviation Brigade Commander.

The intent of the system is to give an aviator more time in his or her advanced "go-to-war" aircraft.

Students begin initial entry rotary wing training and learn basic warfighting skills using the TH-67 Creek. They then progress to a course for a specific aircraft — the UH-60 Black Hawk, CH-47 Chinook, OH-58D Kiowa Warrior or the AH-64D Apache — and spend the recommended number of hours training in the selected aircraft.

More time in an advanced helicopter, coupled with extra hours spent in an aircraft simulator, produces an aviator who is ready to handle immediate combat situations. As aviators arrive to their first units, commanders can quickly recruit them for collective unit training and

missions, rather than spend more hours preparing them for combat.

"The feedback we are getting from the field is very positive," Stewart said. "Commanders are noting that as a result of Flight School XXI, the aviators arriving in units today are more capable of employing the weapons systems they are flying, and they are spending less time on individual training."

The first full class of Flight School XXI began Oct. 24, with new classes beginning every two weeks thereafter. Each class has a maximum capacity of 52 students.

In addition to the organization and inception of Flight School XXI, Fort Rucker has now become the Army's Center of Excellence for Unmanned Aerial Vehicles. Moreover, Fort Rucker is tasked to receive a fleet of new, upgraded models of its aircraft inventory.

These are only a few of the changes involved in the current transformation of Army aviation. Members of the Fort Rucker command group refer to the change as "all-encompassing."

"Transformation is many things. We are transforming new hardware; we are reorganizing units in the field, and we are reorganizing how we do the training here at Fort Rucker," Stewart said. "We've never had this many new programs going on in Army aviation at one time."

On October 21 and 22, the surrounding Wiregrass communities participated in two days of celebration of Fort Rucker's golden anniversary. The events commemorated the installation's transition from camp to fort, honored its relationship with local communities, and officially welcomed services and capabilities for the future.



Ashley Innes is a staff writer for the Army Flier newspaper in the Army Aviation Center Public Affairs Office, Fort Rucker, Ala.

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Rucker as a  
permanent training  
installation,  
designating it  
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A CH-47 Chinook uses a water basket in efforts to douse two house fires in New Orleans Sept. 6, in Hurricane Katrina's aftermath.

# Army Guard Aviators Ramped UP

## To Meet Katrina's Challenges

By MSG Robert Haskell

*Editor's note: We thank Bob Haskell and the National Guard Bureau for assistance and quick efforts to provide us this story for the October issue. We are all saddened by the devastation, but very proud of the actions, sacrifices and support the Army Aviation community is providing to help their fellow citizens.*

**W**ho knows who really said it first? "Kick the tires and light the fires." It didn't matter after Hurricane Katrina dealt their homeland a devastating blow on Aug. 29. Army National Guard aviators, along with a lot of other people who fly, kicked a lot of tires and lit lots of fires to help their stricken people.

The dark helmets that fit around their heads, the sun shades that hide their faces, the goggles that let them see at night are the 21st century accouterments that make many of them seem a bit impersonal, like strange knights sent from afar to slay the dragon that is terrifying the kingdom.

Not so. The pilots and the crew chiefs took it very personally because Katrina's thousands and thousands of homeless, hungry, thirsty, elderly and sick victims were Americans, and this is how they could help.

"I was just thinking about the community, New Orleans, my home," said SSG Eugene Bordelon, a UH-60 crew chief in the Louisiana ARNG's 1st Bn., 244th Avn. Regt. "I was taking care of the people who are from here and other people who have moved here."

CW2 Jacob Dreher, one of that outfit's

ARMY PHOTO BY MSG SCOTT REED





Mississippi ARNG helicopters and troops at the National Guard Combat Readiness Training Center in Gulfport buzz with activity airlifting Hurricane Katrina relief supplies around the region.

Black Hawk pilots, said he flew as long as he could, and carried hundreds of people from rooftops and levees and interstate overpasses to safety, during the days after the hurricane and flood.

He would go home, sleep a few hours, and fly again, explained Dreher who helped rescue patients from the roof of the flooded Lindy Boggs Medical Center. He was lucky. Some of the aviation people had lost their homes. Yet they still worked.

"We were flying an incredible amount of hours," Dreher said. "But how can you sleep at your house knowing that people are sleeping on the sidewalk that night?"

That battalion had returned from a year of duty in Iraq last February.

"It's different when you're helping someone who you don't know from another country and when you're helping people in your own town," Dreher added. "It's a different situation knowing that these are people you live with. When we first started, I couldn't think about anything else that was going on. I had to go get them."

So did a lot of aviation people, in many different ways. The skies over New Orleans and over Gulfport and Biloxi, Miss., and many other places were alive, from daybreak until dark, and sometimes afterwards, with every kind of aircraft in the Army's inventory that could haul people and cargo.

**A Texas ARNG UH-60 prepares to drop a 7,500 pound sandbag on a breached levee in New Orleans.**

It was the largest response to a domestic emergency ever mounted by ARNG aviation, said COL Paul Kelly, chief of the Army Guard's Aviation, Standardization and Safety Division. The Emergency Management Assistance Compact made it possible for ARNG aviators and other troops to serve in other states. Aviation assets were far more limited four years ago, after 9-11, because of the restrictions placed on domestic

flight operations, he explained.

"I have to say that all players from each of the services at the scene contributed to the unprecedented success in the delivery of emergency services and support," Kelly added. "I don't think this nation has seen this level of interoperability among so many different players and cooperation on a single task since the last major war."

The active Army, Coast Guard, Navy, Marines and Air Force all got a piece of the action.

Army Guard Black Hawks, Sherpas, Chinooks, Hurons, Hueys, and Kiowas from many places, including Georgia, Wisconsin, Wyoming, New York, Indiana, the District of Columbia, Connecticut, Colorado and Texas, as well as from Louisiana and Mississippi, descended on the Gulf Coast region afflicted by the worst natural disaster in this country's history.

"Four hours after Katrina passed we had four Black Hawks in New Orleans flying rescue missions, and during the first day we rescued and transported more than 325 patients and passengers," said Army Guard COL Barry Keeling, the air boss for military aviation operations in Louisiana.

By Sunday, Sept. 18, 20 days after the storm, ARNG aircraft had flown 7,007 sorties, carried 36,671 personnel and hauled 2,218 tons of equip-



ARMY PHOTO BY ALAN DOOLEY



# Army Guard Aviators

ment, according to NG Bureau tallies. They were directly involved in saving or rescuing more than 13,000 citizens. They had logged 4,878 hours.

At the peak of the operation, by the end of September's first full week, 81 ARNG helicopters and seven fixed-wing aircraft were operating in Louisiana, and 65 helicopters and three fixed-wing planes were providing support in Mississippi.

The UH-60s led the way. Twenty-two of them recorded 1,714 hours in Louisiana and 17 UH-60s in Mississippi flew 668 hours.

But the pace was fast for everyone for 11 days after the storm. ARNG aircraft totaled 380 hours on Aug. 30. Beginning Sept. 1, the helicopters and airplanes averaged 388.5 hours of flight time for eight days. They flew 482 hours on Sept. 4, the busiest single day.

The fixed-wing operation was based at Alexandria's municipal airport in the central Louisiana city, explained CPT Jorge Bocanegra, the operations officer there. Twin-engine C-12 Huron and C-23 Sherpa airplanes were flying passengers and cargo to Naval Air Station New Orleans in Belle Chasse, Baton Rouge and to Gulfport and Biloxi, Miss.

"Everyone funnels through here," said Bocanegra. "We started the Saturday after the storm. It's been running strong since then. We're here until they tell us to go home."

The aircrews pulled out the passenger seats in many of the aircraft to cram as many stranded people as possible inside during search and rescue missions. "Some people were practically sitting in my lap," Dreher recalled. "We put them in there and got them out, as many as we could."

Two of the UH-60s airlifted 3,000 sandbags to help repair a 100-meter breach in the 17th Street Canal levee where Lake Pontchartrain was pouring into New Orleans, reported Louisiana ARNG LTC Garrett Jensen.

Two of the Chinooks were dispatched with 2,000-gallon Bambi Buckets to dump water on burning structures — just as those aircraft do on western wildfires when civilian firefighters need their help. The Chinooks and civilian Fire Hawks extinguished 25 fires in New Orleans during the 10 days after Katrina,



ARNG MAJ Pete Derouin pulled away from his job as commander of the Fort Hood Regional Flight Center in Texas to fly C-12 Hurons around the Gulf Coast region afflicted by Hurricane Katrina.



Talking to two people at once and balancing her flight schedule is part of the drill for ARNG SFC Theresa Lambert, the operations NCO for military fixed-wing aircraft flying in and out of Alexandria, La., for Joint Task Force Katrina.



MAJ Timothy A. Doherty, 148th Med. Co. (Air Ambulance), Georgia ARNG, helps a flood water stranded man Sept. 6 up onto a school building roof near downtown New Orleans.

Jensen added.

Meanwhile, helicopters flew Meals Ready to Eat and water to people who had to wait to be evacuated from such places as the Louisiana Superdome and to an I-10 intersection a few miles west of the Dome, where other victims had been carried to safety.

They also helped to fly several thousand people out of the New Orleans convention center.

Jensen was in a good position to know what was going on. He was the flight ops officer and headed a multi-service team that directed Task Force Eagle's "Eagle Base," which was at the Superdome for 10 long days after the storm.

Why the Superdome? Katrina had destroyed the Louisiana Guard's aviation flight facility at the Lakefront Airport.

"Eagle Base was the center of gravity for rotary-wing disaster relief operations in New Orleans," Jensen wrote in a detailed report. "The Eagle Base team directed the efforts of 150 rotary-wing helicopters from every branch of the service, to include Army National Guard, Regular Army, Coast Guard, Navy, Air Force, Marine Corps, civilian MEDEVAC and law enforcement," Jensen stated.

They carried on in spite of limited communications. "Mission requests were received via fax, cell phone, 800 megahertz radios, satellite phones, commercial phone lines, air crew spot reports and runners," Jensen said.

Eagle Base was shut down at the Superdome on Sept. 8. The Guard people joined the rest of Task Force Eagle in Belle Chasse.

"This unprecedented historic joint service effort played a vital role in assisting the rescue of 60,000 displaced civilians from New Orleans," Jensen said. "As I write this, one of my team still has no word regarding the safety of his mother and sister. Many of us had extensive damage to our homes and lost our automobiles. These were remarkable Soldiers, Marines, Airmen and Sailors."



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



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# Hero CW3 Earns Distinguished Flying Cross



ARMY PHOTO BY PFC KYNDAL BREWER

**A** 25th Infantry Division UH-60 Black Hawk helicopter pilot was awarded the Distinguished Flying Cross September 9 at Wheeler Army Airfield, Hawaii, for his bravery in Afghanistan.

CW3 Joseph B. Roland with the 2nd Bn., 25th Avn. Regt. stood in formation for the special tribute.

"Joe Roland is being presented with this award for his tremendous heroic work, tremendous air-manship and tremendous flying," said LTC Frank W.

Tate, 2-25th Avn. commander.

On May 30, 2004, Roland was serving as a UH-60 pilot in command during Operation Eagle Fire in support of OEF when he distinguished himself while reacting to enemy contact.

"Those actions involved him flying a damaged aircraft in a combat zone to save a friendly sniper team that was on the ground who was facing sure destruction," Tate said. "The enemy position was destroyed by the door gunners on this aircraft, and they were able to extract that team and get them out of there."

Roland shared his credit with the other members of his crew: LTC Steven K. Brown, pilot; SPC Joel A. Morales and PFC Israel Pachecho Jr., both crew chiefs.

"It was a proud day for me," Roland said. "The crew chiefs that day ... I can't say enough about. This is what it's all about for me; it isn't what I did that day, but it's the brotherhood of all of the Soldiers," he explained. "I would have done the same thing for every one of them."

"Joe Roland exemplifies what all of us as aviators want to be, another great aviator, another great hero," Tate added.

Pictured left Tate pins the DFC medal on Roland.

— PFC Kyndal Brewer  
25th Inf. Div. Public Affairs Office

# Last 25th ID Cavalry Unit Inactivates

**I**n a small, quiet ceremony on Sept. 9 at Wheeler Army Airfield, Hawaii, the 25th Infantry Division (Light) bid farewell to Troop A, 3rd Squadron, 4th Cavalry Regiment. The unit was the Army's last remaining ground troop in an air cavalry squadron.

The ceremony marked the end of an era that began in 1986 with the activation of the 5th Sqdn., 9th Cav. Regt., as the division's primary reconnaissance formation. The 5-9th Cav. was comprised of one light ground cavalry troop and two air recon troops, and was later renamed 3-4th Cav. in 1997.

CPT Scott Virgil, the outgoing troop commander, thanked his Soldiers for their dedication and professionalism in peacetime and in combat. He also thanked the squadron's pilots for their meticulous precision in their work and reminded them that this is not a final goodbye but a new beginning.

Troop A will case its colors tem-



ARMY PHOTO BY SFC JOSEPH MESSIER

porarily, but will reactivate as part of the 3rd Brigade Combat Team's newly reformed 3rd Sqdn., 4th Cav. Regt., removing the aviation assets and mixing cavalrymen with infantrymen and a myriad of other combat arms Soldiers.

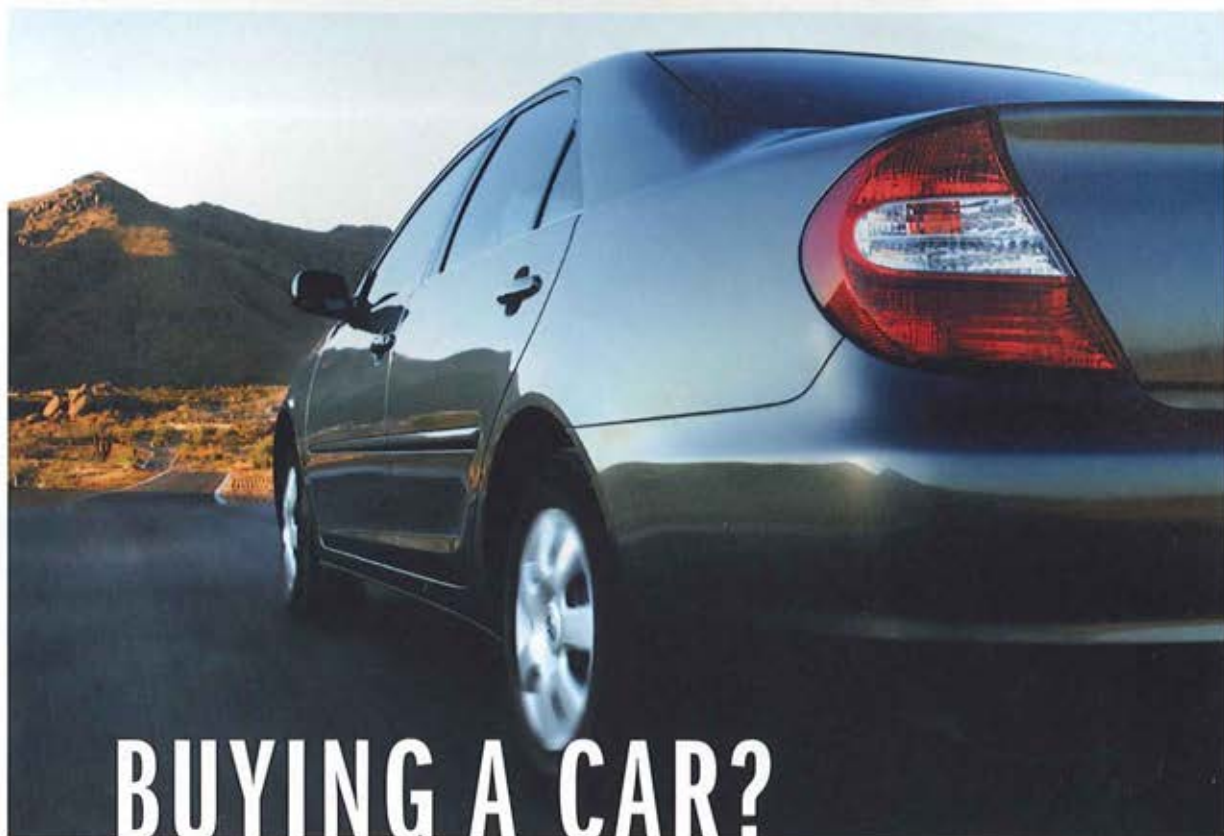
The air recon troops will reform as

part of the 6th Sqdn., 17th Cav. Regt.

Pictured above Virgil holds his unit guidon as 1SG Paul Correale cases the Troop A guidon for the last time.

— SFC Joseph Messier  
Platoon Sergeant, 3rd Sqdn., 4th Cav.





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SSG Brian Ogle helps a FEMA search team carry their boat onto a Co. B, 5th Bn., 159th Avn. Regt. CH-47D helicopter near the devastated town of Empire, La., while SSG Rodney Thomas (back to camera) makes sure the loading goes safely.

# Army Reserve Chinooks Lift Evacuees And Spirits In New Orleans

By Charles L. Prichard

**Editor's note:** We thank BG Matt Matia, deputy commanding general for Mobilization and Training with the Combined Arms Support Command, Fort Lee, Va. for assistance and quick response in providing this story on USAR Aviation support to Joint Task Force Katrina for the October issue.

As CW4 Jim Adkins settled his CH-47D Chinook helicopter into a hover over what Hurricane Katrina left of the coastal village of Empire, La., he saw something inspiring. Amongst the overturned shrimp boats and piles of splintered lumber that used to be houses stood the only structure that was still recognizable as a building: a small wooden church.

"Everything else was pretty much demolished. But right there in the middle of all that debris was this church. It had a few shingles missing off the roof but, other than that, it looked like it was in pretty good shape," Adkins said, as he recalled the incident.


That inspirational feeling didn't last very long. When

Adkins maneuvered the helicopter for a landing, he took a second look at the church. "I saw this empty foundation of a building. It was about 50 yards from the church. It took me a second or two to figure out that it actually was the foundation of the church and that the storm had picked up and moved the whole building. That's when I thought to myself 'Well, that's it. Every last thing in this town has been destroyed,'" Adkins said.

He and the other members of Co. B, 5th Bn., 159th Avn. Regt., will have many similar stories to tell when they finish their current tour of duty. For now, though, the 46 members of the first Army Reserve unit called up to support the Hurricane Katrina relief efforts are too busy to talk at length about their experiences. The unit's 12 pilots keep its five Chinooks in the air over New Orleans and the surrounding area from sunrise to sunset performing a variety of missions.

"We came down here to work hard and that's what we are doing," said MAJ Michael Buford, Co. B commander, which is headquartered at Fort Eustis, Va. "The days are





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long but my guys understand the importance of this mission and they are giving it their all."

The unit's statistics back up Buford's assessment. In a typical month back home the unit's aircraft log about 90 hours in the air. In their first seven days since reporting to New Orleans Naval Air Station for the post-hurricane operations, the helicopters spent 138 hours in the air hauling people and cargo into and out of the disaster area.

They carried approximately 1,400 Soldiers and rescue workers; 115,000 pounds of internal cargo consisting of mostly food and water, and 1,718,000 pounds of external cargo, mostly large sandbags dropped to seal the breaches along the city's protective canal system. The crews also transported 128 residents and several pets that were rescued from the floodwaters.

"We picked up one grandmother in a wheelchair who had been up in her attic since the storm came through. She was a tough lady but she was glad we came along and got her out. That's what we came here for - to help people," said CW3 Glenn Coffin, another pilot.

Because Buford anticipated that the unit might get called out to help with hurricane recovery and prepared members for a short-notice departure, Co. B was able to load up and get to the scene quickly. They arrived at the NAS at about 10 p.m. on Sept. 5. They started flying missions the next day at 7:30 a.m. By the end of that first day



Rescued New Orleans residents and a pet dog are lifted from the flood area to a refugee support center.

they had rescued 93 people.

The most dramatic pick up of the first day demonstrated the fluid nature of the unit's mission. After dropping off a rescue team, a Co. B helicopter was heading to another mission when an urgent call came over the radio for an evacuation from a New Orleans neighborhood being swamped by rising floodwater. They were near the area so the crew responded. Despite no radio communication with the rescue crew on the ground, the pilots were able to avoid obstacles and land the Chinook on a highway overpass that was not submerged. The rescue team brought out 26 residents using Marine amphibious vehicles. The aircrew loaded them onto the aircraft and



A Co. B CH-47D links up with two Marine amphibious vehicles on a highway overpass to transport more rescued civilians.

flew them safely to the New Orleans International Airport.

"It's hard to do something like this and not feel good about it," said LTC Vincent Mercandante, 5th Bn. commander. "We don't get a lot of interaction with the people because we generally pick them up and drop them off pretty quickly. But their handshakes, 'thumbs up' and big smiles let us know that they appreciate what we do."

That spirit of doing something to help others saturates the unit ranks. "This aircraft can provide a lot of help to the

people who need it most; but it can't help them if it doesn't fly. That's why I believe that what I am doing is imperative to the mission," said SGT Isaac White, an aircraft mechanic.

To keep the helicopters flying, the maintenance crew works long hours, often well into the night.

"I thought that on my first trip to New Orleans I'd be staying out late on Bourbon Street. Well, I got it half right. I am staying up late," chuckled PFC Collin Roux, another mechanic.

The company is prepared to stay as long as needed, Buford said. "We have a unique capability that is tailor-made for this mission. In situations like this, where you need to move lots of people and cargo, the Chinook is perfectly suited. We'll keep flying until somebody tells us to go home."

Charles "Chuck" Prichard is a public affairs officer with U.S. Army Reserve Command, Fort McPherson, Ga.



A CH-47 Chinook picks up three large sandbags from a staging area along the shore of Lake Ponchartrain to help repair damaged levees around New Orleans.



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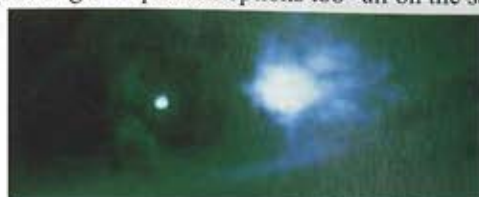


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## Bell-Boeing Team Gets JHL Contract

The Army awarded Sept. 15 a \$3.45 million contract to the team of **Bell Helicopter** and **The Boeing Company** to perform conceptual design and analysis of its Quad Tilt-Rotor (QTR) aircraft for the Joint Heavy Lift (JHL) program. Bell Boeing's QTR is an application of its tiltrotor technology used in the V-22 Osprey. The QTR is a tandem-wing cargo aircraft with four turbo-shaft engines mounted on four tilting wingtip

nacelles to power the propellers through interconnected transmissions. The QTR design will be sized, refined and analyzed over the next 18 months to determine program requirements and feasibility of further development.

ARTIST CONCEPT BY BILL DALE / BELL



## First Arrowhead Systems Delivered to Army

**Lockheed Martin** delivered Sept. 14 the first eight Arrowhead systems for the Army's modernized target acquisition and designation sight/pilot night vision sensor (M-TADS/PNVS) program at Fort Hood, Texas. The systems were integrated onto AH-64D helicopters and its newly designed forward looking infrared sensors and avionics use leading-edge image processing to give pilots the best possible resolution to avoid obstacles such as wires and tree limbs during low-level flight in day, night and adverse-weather environments. Its quick-access "remove-and-replace" modules reduce maintenance to two levels and saves nearly \$1 billion in operation and support costs over the 20-year system life.

## Longbow Fire Control Radar

The **Longbow Limited Liability Company**, a Lockheed Martin — Northrop Grumman Corp. joint venture, was awarded a \$17.6 M contract to begin work on the fire control radar electronics unit (REU) for the Army's AH-64D Longbow Block III modernization effort. The REU leverages technology developed for the RAH-66 Comanche program and improves power ratios, provides built-in processor expansion growth, and can be retrofitted on Block II aircraft. It also has integration potential for Level IV UAS control and a tactical common data link.

## First Flight of New Multi-Mission Hunter UAS

**Northrop Grumman** has advanced the Army's goal of modernizing its fleet of RQ-5A Hunter unmanned systems by conducting the first engineering flight of a new MQ-5B multi-mission Hunter variant. The upgraded UAS, which features extended range, endurance and weapon capabilities, flew its first flight July 8 from Libby Air Field, Fort Huachuca, Ariz. Here the MQ-5B lifts off on its maiden test flight.



COURTESY NORTHROP GRUMMAN

## CONTRACTS

**McDonnell Douglas Helicopter Co.**, Mesa, Ariz., was awarded Sept. 23 a \$5.9M contract for AH-64D Longbow aircraft. Work should be completed by Oct. 31, 2007.

**Lord Corp.**, Erie, Pa., was awarded Sept. 21 a \$6.3M contract for rod end bearings for the UH-60 helicopter. Work should be completed by Sept. 30, 2007.

**Pall Aerospace Corp.**, New Port Richey, Fla., was awarded Sept. 14 a \$5.6M contract for CH-47 engine air particle separators. Work should be completed by Dec. 31, 2010.

**DynCorp International L.L.C.**, Fort Worth, Texas, was awarded Sept. 14 a \$30.8M contract to upgrade 29 C-12R1 aircraft to the C-12V configuration. Work will be performed in Greenville, S.C., and should be completed by Sept. 30, 2008.

**Rockwell Collins Inc.**, Cedar Rapids, Iowa, was awarded Sept. 1 a \$5.7M contract for the Common Avionics Architecture System. Work should be completed by April 26, 2008.

**Burns & McDonnell Engineering**, Kansas City, Mo., was awarded Aug. 31 a \$6M contract for construction of a National Guard air traffic control training complex in St. Joseph, Mo. Work should be completed by Sept. 30, 2006.

**The Boeing Co.**, Ridley Park, Pa., was awarded Aug. 25 a \$53.3M contract for two CH-47F helicopters. Delivery is expected to be by Sept. 30, 2008.

**Robertson Aviation L.L.C.\***, Tempe, Ariz., was awarded Aug. 23 a \$5.4M contract for AH-64 A kits, Combo-Pak B kits, storage cradles, Apache magazine and auxiliary tank transfer systems, aviation intermediate maintenance spares, and aviation unit maintenance spares. Work to be completed by Sept. 30, 2008.

**Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded Aug. 23 an \$18.8M contract for fly-by-wire flight control system detail designs to the UH-60M helicopter upgrade. Work should be completed by Dec. 31, 2006.

**BAE Systems, Communications, Navigation, Identification & Reconnaissance**, Wayne, N.J., was awarded a \$9.7M contract for the acquisition of 223 computer displays for Doppler global positioning system navigation systems in UH-60 and CH-47 helicopters. The work will be performed in Wayne and should be completed by July 31, 2007.

Companies can send their Army Aviation related information to [editor@quad-a.org](mailto:editor@quad-a.org) or call (334) 347-2010.

(From various sources. An \* by a company name indicates a small business contract)

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# POTM

## People on the Move

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 via e-mail to: [editor@quad-a.org](mailto:editor@quad-a.org).

### Retirement of Command

**BG Stephen M. Seay**, Program Executive Officer for Simulation, Training and Instrumentation, Orlando, Fla. was placed on the retired list effective Sept. 1 after culminating more than 33 years of service.

Fiscal Year 2005 CW4 Selection Board results (Aviation and Technician) and sequence numbers released Sept. 8. Congratulations to the following 147 senior Aviation warrant officers.

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- 6 Abate, Louis J. III
- 87 Adams, Curtis P. \*
- 36 Adcock, John S.
- 97 Albert, Quinn R.
- 15 Alderman, William M.
- 21 Allbritten, Jeffrey
- 85 Allen, Bryan E.
- 78 Andrews, Adrian J.
- 121 Arnold, Richard E.
- \*142 Ayers, Richard B.
- 128 Bailey, Philip D.
- 84 Barnett, Gene P.
- 17 Baruzzini, Murray B.
- 82 Benson, Rodney L.
- 7 Bissette, Frank R.
- 27 Black, Stephen F.
- 88 Boulineau, William
- 94 Brigman, Alexander
- 40 Burke, Michael D.
- 59 Carrabba, Salvatore
- 112 Carson, Michael T. \*
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- 90 Coakley, Patrick J. \*
- 30 Conway, John L.
- 16 Cowden, Danny J.
- 2 Craig, David S.
- 29 Cummings, Donald G.
- \*139 Cuyler, Robert W.
- 32 Delao, Christopher \*
- 91 Doak, Gary R.
- 122 Doyle, Mark A.
- 10 Dressel, Eric S.
- 103 Dupasquier, James R.
- 47 Elsholz, Barry W.

- 117 Erickson, Brian E. \*
- 46 Erickson, Chad K.
- 118 Estep, Donald O.
- 52 Fischer, Mark R.
- 55 Fivecoat, David E. \*
- 96 Franklin, William A.
- 124 Frasier, Hoyt B.
- 14 Frey, Robert C. \*
- 25 Galendez, James G.
- 62 Garrard, Patrick A.
- 68 Glidden, Nathaniel
- 49 Goodwin, Mark H.
- 48 Grady, John S.
- 79 Griffith, James R.
- 98 Gross, Thomas F. \*
- 11 Gunnett, William L.
- 19 Harvey, Matthew D.
- 41 Hasson, Scott W.
- 24 Helus, Donald J.
- 77 Hill, Joseph B.
- 75 Hill, Kyle C.
- 26 Hill, Terry R.
- 18 Hunt, Mark D. \*
- 58 Huot, Raymond E.
- \*138 Hutcheson, Robert S.
- 100 Jackson, Robert S.
- 65 Jester, Douglas L.
- 109 Johnson, Kevin L.
- 39 Johnson, Robert M. \*
- 42 Jones, Dana E. \*
- 126 Jones, Karl E. \*
- 44 Jorstad, Roby D.
- \*140 Kassel, Jerald J.
- 57 Keller, Floyd J.
- 76 Kelso, Mark G.
- 35 King, Neal T.
- 50 Kirby, Daniel W.
- 134 Koch, Ronald J. \*
- 60 Kraft, Stewart E.
- \*141 Lavoy, Lee C. \*
- 130 Lusker, Christopher
- 3 Mackenzie, David A.
- \*137 Malvarose, Richard
- 133 Markle, Tyler R.
- 28 Marshall, Raymond R.
- 1 Mason, Bradley L. \*
- 70 Mata, Mark P.
- 45 Maupin, Ben A.
- 56 McCormick, James T.
- 20 McDougall, Randy S.
- 83 McElmurry, Todd A.
- 120 McKenzie, Karl S.
- 129 Miller, Douglas W.
- 111 Moore, Tony L. \*
- 33 Mullen, Lance D.



ARMY PHOTO BY SGT MATT ROE

### Nominations

Secretary of Defense Donald H. Rumsfeld announced Aug. 31 that President Bush has nominated two aviation colonels for promotion to brigadier general. The nominations of **COL William H. Forrester, Jr.**, assistant division commander for support, 2nd Inf. Div., Camp Red Cloud, Korea; and **COL William T. Wolf**, deputy commander of the Army Aviation Center, Fort Rucker, Ala. are pending Senate confirmation. Pictured is Wolf, during his welcoming Honor Eagle ceremony Aug. 25 on Howze Field at Fort Rucker.

- 115 Mynatt, David A.
- 23 Nguyen, Dat T.
- 61 Nicholson, Scott E.
- 106 Norris, Rusty A.
- 31 Nunes, Terence Jose
- 71 Offutt, Timothy Sha
- 104 Oneal, Thomas Josep
- 107 Osborn, Robert Lore
- 5 Parowski, Edmund Ka
- 37 Parra, Adam Miguel
- 66 Patton, Mark Edward \*
- 116 Payton, Richard Irv
- 67 Pegram, Randy Todd
- 113 Peterson, Cristopher
- 51 Petrie, Charles D.
- 4 Quincey, Dennis E.
- 102 Rector, Ronald S.
- 123 Risher, Michael W.
- 125 Rondeau, Peter W. \*
- 132 Roy, Rodney K.
- 108 Rutledge, Kim D. \*
- 135 Saunders, David A.
- 13 Scherzberg, Michael
- 8 Schultz, Kurt E.
- 93 Sebastian, Chris
- 95 Sepanek, Jeffrey E.
- 38 Sharp, Cody K.
- 12 Sherman, Joseph A.
- 74 Simpson, Steven T.
- 34 Snyder, James M.
- 80 Stiles, Gary S.
- 101 Sullivan, John D. \*
- 105 Swagler, Brian S.
- 119 Tedder, Scott W.
- 9 Thompson, Ronald L.
- 53 Thompson, Thomas A.
- 99 Toler, James E.
- 43 Turner, Ronald A.



- 89 Vaughn, Robert L.
- 73 Vonhagen, John L.
- 131 Wallace, Travis W. \*
- 69 Watson, David J.
- 63 Weaver, Billy J.
- 114 Weekly, Stephen M.
- 86 Wiley, William K. \*
- 92 Willey, Donald \*
- 127 Williams, Benjamin
- 64 Wynne, Hollis K.
- 81 Yeager, Michael E.
- 110 Yerger, John J.

## Technician

- 10 Davis, Tracy A.
- 121 Fernandez, Otto J.
- 94 Koontz, Todd M.
- \*204 Minter, Eugene
- 6 Ragan, Robert B.
- 122 Sanders, Donald
- \*208 Silva, Johnny

Fiscal Year 2005 CW5 Selection Board results (Aviation and Technician) and sequence numbers released Sept. 8. Congratulations to the following 34 senior Aviation warrant officers.

## Aviation

- \*36 Boonstra, Troy W. \*
- 12 Brilliant, Michael J. \*
- 19 Carroll, Michael J.
- 27 Caughey, Miles A. \*
- 5 Davanzo, Paris C.
- 2 Dillard, Robert R.
- 28 Harper, Timothy W. \*
- 24 Hinchman, William F. \*
- 21 Kinsaul, John E.
- 1 Koch, Alan D.
- 22 Lapping, Steven A. \*
- 20 Lent, Charles W. \*
- 31 Logan, Cassie L.
- 9 McSweeney, Eddie L.
- 33 Moczynski, Dale P. \*
- 16 Morriss, Robert L. \*
- 10 Myers, James A. \*
- 8 Myres, Terrence A.
- 17 Newman, Ryan B. \*
- 11 O'Donnell, Kirk A.
- 32 Page, Donald J.
- 14 Pillado, Andrew S.
- 29 Reid, John F. \*
- 18 Roling, Richard A.
- 26 Rutledge, Robert D.
- 35 Shortt, Gary D. \*
- 4 Smith, Philip P.
- 25 Somers, Thomas M. \*

- 23 Tyner, Calvin R.
- 30 Washabaugh, D.
- 3 Weeks, Jamie D.
- 7 Wells, Reuben K. \*
- 34 Witzler, Robert D.

## Technician

- 27 Colburn, Mary L. \*

\* Below the Zone

\* = AAAA Member

+ = Life Member

Fiscal Year 2005 LTC Army Competitive Category selection board results released Sept. 1. Congratulations to the following 70 Aviation branch officers.

- 132 Adams, James E.J. \*
- 473 Agor, John S.
- 154 Alexander, Michael
- 225 Alpeter, Scott R. \*
- 142 Belin, George S.
- 19 Belobrajdic, Paul G. \*
- 479 Benson, James T. \*
- 230 Bryant, James A. \*
- 113 Busteed, Michael P. \*
- 229 Calhoun, Mark T.
- \*875 Dalcourt, Charles J.
- 122 Diwa, Manuel C.
- 231 Drew, Daniel E.
- 101 Fahrni, Gary C.
- \*839 Fleckenstein, David \*
- 681 Fowler, Kevin J.
- \*822 Francis, David J.
- 489 George, David A. \*
- 739 Hamontree, George S. \*
- \*850 Hawley, Kenneth A. \*
- 617 Haws, Randall I. \*
- 579 Healy, Timothy P. +
- 427 Higgins, Tommy R. \*
- \*856 Hutson, Robert W. \*
- 202 James, Gregory K. \*
- 587 Jamison, Selwyn R. \*
- 1 Janosik, Jeffrey J.
- 690 Jessee, Thomas D. \*
- 559 Kammen, David J. \*
- 273 Kidd, Justin E. \*
- 485 Kornman, John Y.
- 226 Krings, Troy D. \*
- 17 Larson, Rorik W.
- 716 Leake, Timothy J. \*
- \*878 Lentze, Hugo F.
- 391 Lewis, Michael A. \*
- 4 Lind, Greg A.
- 228 Manning, Kenneth R.
- 45 Matthews, Patrick L.
- 8 Meggs, Angela D.



COURTESY ARMY PHOTO

## New Commander Lands at 10th Mountain Aviation

COL Anthony G. Crutchfield relinquished command of the 10th Aviation Brigade, 10th Mountain Div. (Light Infantry), to COL Michael Rose on July 15 at Fort Drum, N.Y. Rose was the director of Operations, Mobilization and Readiness with the Training and Doctrine Command, Fort Monroe, Va. Crutchfield is now the assistant chief of staff in the office of the Deputy Commanding General and Chief of Staff at TRADOC. Pictured are (l to r): Rose, MG Lloyd J. Austin, 10th MD commanding general, and Crutchfield.

- 783 Mendenhall, Cory A. \*
- 678 Merrihew, John W. \*
- 338 Moses, Bruce D.
- 532 Myers, Ronald G. \*
- 660 Norman, Angie D.
- 682 Peaster, William R. \*
- 149 Pepin, Allan M. \*
- 377 Peterson, Daniel J.
- \*876 Pogue, Billingsley \*
- 6 Poppie, John P. \*
- 9 Roberts, Eric R. \*
- 474 Rude, David J. \*
- 507 Rugen, Walter T. \*
- 432 Scales, Scott L.
- 553 Scott, John M.
- 429 Scott, Tory L.
- 369 Smith, Cory R.
- 227 Soukup, Allen D.
- 539 Sparks, Scott A.
- 213 Speer, Christopher \*
- 181 Stauss, Thomas H. \*
- 468 Sullivan, Patrick T. \*
- 441 Thompson, Greg Z. \*
- 550 Thompson, Wiley C.
- 471 Vizzarri, Kevin A. \*
- 591 Walton, James J.
- 469 Watson, Dale E. \*

- 677 White, John C. \*
- 302 Yager, Paul H. \*
- 185 Yerger, Kristopher \*

AAAA congratulates the following officers of the Aviation Officer and Warrant Officer Basic Courses, U.S. Army Aviation Center, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver Army aviator wings to the distinguished graduates of each flight class.

## Class 05-17, 43 Officers, Graduated July 28

### OBC

- 2LT Billy B. Casiday \* DG
- 2LT Christopher D. Zotter \* HG
- 2LT Lori L. Bigger \* HG
- 2LT John M. McLean \* HG
- 2LT Joy F. Cousineau \* HG
- 2LT Elizabeth A. Allen \*
- 2LT Justin D. Barnes \*



2LT Jesse E. Belk \*  
 2LT Peter W. Davidovich \*  
 2LT John B. DeLoach \*  
 2LT Thomas P. DiRienzo \*  
 2LT Travis J. Easterling \*  
 2LT Daniel P. Flynn \*  
 2LT Jennifer K. Fortenberry \*  
 2LT Mark W. Herman \*  
 2LT Josephine T. Hinds \*  
 2LT Amon Jackson \*  
 2LT Amy E. Johnson \*  
 2LT Raymond C. Jones \*  
 2LT Christopher E. Klich \*  
 2LT Andrew J. Kuen \*  
 2LT Lindsey C. Melki \*  
 2LT Ronald A. Reynolds \*  
 2LT Ross J. Schuchard \*  
 2LT Stephen B. Wood \*

## WOBC

WO1 Sean D. Sharp \* DG  
 WO1 Jeffrey K. Lynch + HG  
 WO1 Charles W. Eastman \* HG  
 WO1 Steven D. Fara HG  
 WO1 Patrick D. Braman \*  
 WO1 Franklin M. Cox \*  
 WO1 Brian Gale \*  
 WO1 Jason M. Gindhart \*  
 WO1 Jason M. Harris \*  
 WO1 John B. Hoskin \*  
 WO1 Richard M. Johnson \*  
 WO1 Christian D. Kelly \*  
 WO1 Mary Jo L. Kraft \*  
 WO1 David S. Lewis \*  
 WO1 Lynn M. Martin \*  
 WO1 Brett M. Oldfather \*  
 WO1 Benjamin C. Sheren \*  
 WO1 Kendal H. Zabel \*

**Class 05-18, 40 Officers,  
 Graduated Aug. 11**

## OBC

2LT Michael A. Powell DG  
 2LT Anna L. Diko HG  
 2LT Benjamin R. Jackson HG

2LT Matthew N. Paladino HG  
 2LT Egan L. O'Reilly HG  
 2LT Jeremy T. Duff \*  
 1LT Jeffrey S. Ferguson \*  
 2LT Ashley N. Howard \*  
 2LT Stanley Hsiung \*  
 2LT Wesley P. Hunt \*  
 2LT William L. Koch \*  
 2LT Samantha M. Kruper \*  
 2LT Matthew D. Mogensen \*  
 2LT Eden M. Olson \*  
 2LT Brady A. Phillips \*  
 2LT John W. Sharkey \*  
 2LT Aaron T. Smead \*  
 2LT Jacqueline K. Stilwell \*  
 2LT Justin J. Swanson \*  
 2LT Gill M. Taylor-Tyree \*  
 2LT Michael J. Urso \*  
 2LT Carlos A. Vicens \*  
 2LT Samuel Weickgenant-Bitter \*  
 2LT Kenneth C. Yambing \*

## WOBC

WO1 Andrew J. Sorenson DG  
 WO1 Scott J. Ward HG  
 WO1 Adam R. Schenck HG  
 WO1 Paul J. Ciervo, Jr. \*  
 WO1 Patrick S. Dexter \*  
 WO1 Landon J. Dykes \*  
 WO1 Rafael R. Espinosa \*  
 WO1 Kenneth D. Hess \*  
 WO1 Thomas J. Hinson \*  
 WO1 Joel T. Lentz \*  
 WO1 Louis M. Letterman \*  
 WO1 Jeffrey R. MacNaughton \*  
 WO1 John B. Newman \*  
 WO1 Andrew F. Smith \*  
 WO1 Lance M. Stafford \*  
 WO1 Joseph C. Winkle \*

**Class 05-19, 40 Officers,  
 Graduated Aug. 25**

## OBC

2LT Brian C. Schlesier DG  
 2LT Aaron M. Kia HG



## Brookhauser Graduates as New ME

The Army's first student of the new Maintenance Evaluator Course graduated July 28 at Fort Rucker, Ala. **CW4 David Brookhauser**, who is now assigned at Fort Hood, Texas, completed the seven week AH-64D Longbow version of the ME course at Knox Army Heliport. The MEC is part of the Army's Maintenance Test Pilot course, which develops MTPs for the AH-64D, CH-47D, OH-58D and the UH-60A/L aircraft. The MEC further develops MTPs to become maintenance evaluators that teach and evaluate MTPs in the field. The aviation maintenance community and some standardization pilots have been trying for more than a decade to implement an MEC and standardize ME training. Previously an ME from the Directorate of Evaluations and Standardization at Fort Rucker trained MTPs to become MEs. Pictured above are (l to r): LTC Christopher Carlile, 1st Bn., 223rd Avn. Regt. Commander; Brookhauser; DAC Randy Noble, Brookhauser's instructor pilot; CW4 Brent Huntsman, AH-64D Track Chief; and CPT Anthony Asborno, commander of the Maintenance Test Pilot Course.

2LT Michael A. Farrell \* HG  
 2LT David M. Schwetz \* HG  
 2LT Jeffrey S. Wilson \* HG  
 2LT Anne M. Barlieb \*  
 2LT Adam T. Bet \*  
 2LT David C. Brockbank \*  
 2LT Ashlie I. Christian \*  
 2LT Robert A. Crapanzano \*  
 2LT James D. Dailey \*  
 2LT James E. Desaulniers \*  
 2LT Christopher M. Dishong \*  
 2LT Kenneth A. Doleac \*  
 2LT Alisha E. Feezor \*  
 2LT Edmund J. Olsen \*

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I certify that the statements made by me in this statement and dated September 30, 2005 are correct and complete.

William R. Harris, Jr., Publisher



2LT Christopher E. Peterman \*  
2LT Norvel Taite III \*  
2LT Paul R. Wallace  
2LT Michael Watson \*  
2LT Bonnie L. Wood  
2LT Clinton R. Woody \*  
2LT Susan K. Woody

**WOBC**

WO1 Harris L. Bryan, Jr. DG  
WO1 Patrick S. Scrogin \* HG  
WO1 Kenneth B. Trail HG  
WO1 Sean B. Bailey  
WO1 Joshua D. Batchelor  
WO1 Ryan W. Burns \*  
WO1 Kristopher D. Campbell  
WO1 Benjamin J. Dufay \*  
CW2 James R. Freudenberg  
WO1 Marco A. LaLuz \*  
WO1 Melvin O. Marrero \*  
WO1 Ryan E. Meador \*  
WO1 Joseph A. Rea \*  
WO1 Angel L. Rosario \*  
WO1 Jared T. Simmons  
WO1 Bunnaro Sun \*  
WO1 Jason S. Wolff \*

**Class 05-20, 26 Officers,  
Graduated Sept. 8**

**OBC**

2LT Gabriel L. Morris \* DG  
2LT Mark D. Steinbock HG  
2LT Ryan J. Buckingham \*  
CPT Jerod J. Madden \*  
2LT Amanda S. Matthews  
2LT Chadwick H. Morehead  
2LT Jeffrey R. Pearson \*  
2LT Robert W. Revels \*  
2LT Socrates Rosenfeld  
2LT Philip J. Singleton \*  
2LT Robert N. Wolcott \*

**WOBC**

WO1 Mark S. Sorgenfrei DG  
WO1 Robert M. Henry \* HG  
WO1 David W. Stewart HG  
WO1 David A. Caudill  
WO1 Timothy F. Cauley \*  
WO1 Seung H. Choi \*  
WO1 Steven A. Drysdale  
WO1 Timothy J. Guilmette  
WO1 Jeremiah M. Johnson  
WO1 Benjamin C. Kelly \*  
WO1 Rory H. Millington \*  
WO1 Nathan P. Nelson  
WO1 Terry M. Thomas  
CW2 Matthew A. Timberlake \*  
WO1 Douglas G. Wilson, Jr.

**Class 05-21, 30 Officers,  
Graduated Sept. 23**

**OBC**

2LT Benjamin J. Recla DG  
2LT Margaret A. Kenny \* HG  
2LT Howard M. Swanson \* HG  
2LT Sean H. Karrels \* HG  
1LT Carl A. Catone \*  
2LT Adam Cerniglia \*  
2LT Jonathan A. Coe \*  
2LT Neiland G. Cota  
2LT Michael A. Galvin \*  
2LT Dustin Healey \*  
2LT Luke T. Jackson \*  
2LT Justin V. Lee \*  
2LT Kevin H. Long \*  
2LT Marvin B. McNair \*  
2LT Tariel Modebadze  
2LT Justin N. Moore \*  
2LT Brian J. Palmer  
2LT Ellis W. Taylor  
2LT Shaun M. Wild \*  
2LT Linus D. Wilson \*

**WOBC**

WO1 Richard J. Green DG  
WO1 Marcellus A. Wynn \* HG  
WO1 Stephen A. Dennis \*  
WO1 Andrew J. Eiler \*  
WO1 Josiah A. John \*  
WO1 Moria F. McCauliffe \*  
WO1 Matthew D. Paopao \*  
WO1 Joshua E. Snow \*  
WO1 Kirk W. Terhune  
WO1 Victoria M. Wade \*  
WO1 John L. Wilson

**Class 05-22, 48 Officers,  
Graduated Oct. 6**

**OBC**

2LT Clifford K. Schaefer \* DG  
2LT Robert P. Massey \* HG  
2LT Brian J. Silva \* HG  
2LT James M. Torres \* HG  
2LT Daniel J. Ashton \*  
2LT Robert J. Bickford \*  
2LT Steven R. Cusack \*  
2LT Shauna E. Danos \*  
2LT Michael D. Daschle \*  
2LT Thomas D. Fitch \*  
2LT Andrew J. Morton  
2LT Bryan E. Riddle \*  
2LT Michael J. Rigney  
2LT Kinshasa Romas \*  
2LT Quenton L. Schultz \*  
2LT Steven P. Sevigny \*  
2LT Sean T. Smith \*

**Old Crows Elect Army Aviator**



PHOTO COURTESY CLEMONS FAMILY

CW3 William R. "Buck" Clemons, was recently elected by the general membership of the Association of Old Crows (AOC) to serve as a regular member of the Board of Directors for a three year period. The AOC is a sister international professional association to AAAA, and promotes public understanding in the science and practice of electronic warfare, information operations and related disciplines. Clemons, tactical operations officer for the 1st Bn. (Training Support), 351st

Regt. at Fort Stewart, Ga., is a 2 year member of AAAA. His goals are to increase awareness in the EW community of issues affecting Army pilots and to advance educational opportunities for Army EW officers. The AOC has over 14,000 individual members in 47 countries with 65 chapters in 19 countries. For more on AOC, visit [www.crow.org](http://www.crow.org), or contact Clemons at: [william.clemons@us.army.mil](mailto:william.clemons@us.army.mil).

2LT Donald J. Sulpizio  
2LT Nicholas W. White \*  
2LT Nathan H. Whitney

**WOBC**

WO1 Richard J. Moudy \* DG  
WO1 Kristi L. Hickey HG  
WO1 Christopher A. Ryan \* HG  
WO1 Theodore U. Church \* HG  
WO1 Jay W. Brendel \* HG  
WO1 Ryan E. Neal \* CLG  
WO1 Carlos J. Acevedo  
WO1 Bo Barrett  
WO1 Joshua J. DellaVecchia \*  
WO1 Daniel C. Donald  
WO1 Layron F. Doyal, Jr. \*  
WO1 Elden E. Engelhard \*  
WO1 Jason P. Gosz  
WO1 Brent C. Gruber \*  
WO1 Jamaal A. Jackson \*  
WO1 Khristian A. Kitselman

WO1 Daniel L. Mackey \*  
WO1 Christopher M. Mitchell  
WO1 Jason P. Nazarenko \*  
WO1 Robert E. Ogle  
WO1 Robert W. Plotts  
WO1 Christopher W. Roach \*  
WO1 Jason Santiago \*  
WO1 Joseph J. Satullo \*  
WO1 Gregory R. Seibert  
WO1 Ralph C. Stroup \*  
WO1 Semu F. Tauanu'u  
WO1 Ryan N. Williams \*

DG = Distinguished Graduate  
HG = Honor Graduate  
CLG = Commandant's List  
G = Graduate  
\* Below the Zone  
\* = AAAA Member  
+ = Life Member

**Vietnam War Reunion**

First Reunion Since the Vietnam War of the  
237th Medical Detachment (DMZ Dustoff)  
571st Medical Detachment (Dustoff)  
April 2-4, 2006  
Las Vegas, Nevada

Anyone who has served with the 237th Medical Detachment and the 571st Medical Detachment during the Vietnam War is cordially invited to attend.

Contact Phil Marshall (237th MD) for more information at Email: [dmzdustoff@aol.com](mailto:dmzdustoff@aol.com), or (937) 947-1319, or by mail: 3240 Ditmer Road; Laura, OH 45337



## 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 MAILBOX, 755 Main Street, Suite 4D, Monroe, CT 06468-2830, Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: editor@quad-a.org.

### Big Windy & Self Recoveries

Dear Army Aviation:

Nice article by CPTs Kenneth Darnall and Gregory Pipes on the "It Takes a Chinook to Lift a CH-47" in the July issue. The 180th Assault Support Helicopter Company "Big Windy" in Vietnam lifted a C model Chinook that had been shot down during the Easter offensive in the spring of 1972, with another C (minus) model helicopter. It was transported from Lane Army Heliport (Anson) to Qui Nhon and put on a barge to be transported to Saigon for evaluation and repair. Thanks for the memories.

CW4 Jack Christensen

Deployed to Kuwait Regional Flight Center, Carson City, Nevada

### "Dispelling the ACIP Myth"

**Editor's note:** We have received numerous letters reference AAAA President BG (Ret.) Tom Konitzer's article on aviation career incentive pay in the July issue. Space limitations prohibit us from printing them all in total, so we are providing the following best excerpts from various letters. BG Konitzer provides a reply in his President's message on page 8.

Dear Army Aviation:

BG Konitzer does us all a service with his detailed explanation of aviation career incentive pay (ACIP) in the July issue. However, contrary to his position on the matter of the Reservist's prorated ACIP, his explanation proves the Reservist's claim to ACIP parity.

...His argument blurs the distinction between basic pay and allowances and the incentive pay. The Reservist has fulfilled his or her obligation by entering into and maintaining - with all the multiple requirements implied - an aviation career, but then finds that their incentive compensation for having done so is prorated based upon duty status. Reservists can hardly be blamed for responding to this injustice by pointing to their identical annual proficiency and readiness test requirements, which are frequently exceeded, as proof of their equal qualification for full rate ACIP.

It is the Congress who has, by duly derived law (section 301a, title 37, U.S. Code), stipulated the application of the "1/30th rule" for ACIP; a rule that exists at the request of the Department of Defense. If ACIP compensates those who qualify for and participate in aviation as their primary career field then all who qualify should be equally compensated without consideration of their

component or duty status.

It is time for Congress to correct this long-standing injustice to Reservists who have fulfilled their side of the aviation career contract.

CW4 Roger "Woody" Mitchell  
Flat, Texas

Dear Army Aviation:

I recently read BG Konitzer's article. It is the complaint of the reserve flight crewmembers that they only receive this pay while in a pay status. It should be noted that these [reserve] Soldiers are not counted for readiness on only the days that they are in a pay status, they are counted as ready every day of the month. That is the rub that the reserve Soldier finds to be a problem.

I understand that this pay is not tied to performance of training requirements, but is tied to serving in an aviation slot. The Army has been able to not pay the reserve Soldier full flight pay mainly due to the fact that the aviators love what they are doing and the reserve is the only place to do it. The aviators grumble about being treated as low budget aviators, but they continue to do the job that is required.

SGM Mark Stephens  
Indiana Army National Guard

Dear Army Aviation:

The article by BG Konitzer on ACIP is an insult. Words mean things and if ACIP was not meant to be for flying duties, then it should be called Active Duty Time Flying Incentive Pay.

From my perspective as a Soldier who has to not only work a civilian job, but does not get every dad-burned federal holiday off, full health care, full retirement at 20 years and access to subsidized housing; but has to incur the same deployments, same exposure, same physical fitness test (APFT), same flight minimums, same height and weight standards, the same regulations and readiness all in addition to my normal job and in most cases, like the APFT, not receive compensation, well I should be more entitled to special pay than my counterparts.

When the active duty will allow us to be responsible for 1/30th of the maiming, exposure, regulations and death, then I can buy the argument. Until then, such talk is reflective of a group of people who do not entirely appreciate what 50 percent of the force is actually doing.

Todd Fredricks  
Athens, OH

Dear Army Aviation,

I serve as the president of the National Guard Association of Kentucky to represent the varied interest of our membership - the entire membership. Although BG Konitzer's article was informative, and tried to separate the ACIP vs. Flight Pay issue; it demonstrates where he stands on this issue for the Reserve Component; and is not the informed position that would be expected of the President of the AAAA.

As accurately explained in his article, the Aviation Career Incentive Act of 1974 created career pay to attract and retain aviators - and to reward them for professional commitment to the field - not for the number of hours spent flying. All such special and incentive pays were created for the same reason, to attract and retain, regardless whether the individual is a pilot, non-rated crewmember, diver, airborne qualified soldier or linguist. If the number of hours spent flying and maintaining aviation skills is not a requirement to receive ACIP - which we agree is not - then neither should the num-

Letters continued on page 60









# LEGISLATIVE REPORT

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

Just as the Senate was able to get back to work on the Fiscal Year 2006 Defense Authorization Bill (S. 1042), unforeseen events made swift progress uncertain as final action slipped into October.

Defense bill amendments of interest include:

- Sen. Nelson's (D-FL) amendment that would: (1) end the deduction of Veteran Affairs (VA) survivor benefits from military Survivor Benefit Plan (SBP) annuities and (2) implement 30-year paid-up SBP coverage as of Oct. 1, 2005.
- Sen. Reid's (D-NV) amendment that would end the "disabled retiree tax" on otherwise qualified members who are rated by the VA as "unemployable."
- Amendments by Senators Chambliss (R-GA) and Hagel (R-NE) that would allow certain Guard and Reserve members to begin drawing retired pay before age 60.
- Sen. Leahy's (D-VT) amendment to authorize payment of full housing allowances to Guard and Reserve members mobilized for more than 30 days.
- Sen. Stabenow's (D-MI) amendment to establish mandatory funding for VA health care.
- Amendments by Senators Landrieu (D-LA), Kerry (D-MA) and Durbin (D-IL) authorizing various initiatives to encourage employers to make up salary differentials for Guard and Reserve employees who take pay cuts when called to active duty.
- Sen. Dole's (R-NC) amendment aimed at ending predatory lending practices that too often target military members.

## NO DIET COLA

The Consumer Price Index shot up another .6 percentage point in August. With the post-hurricane jump in energy prices, that trend is likely to continue in September – making it likely that the 2006 Cost of Living Allowance (COLA) will be in the vicinity of 3.8 percent.

## MEDICARE PREMIUM TO GO UP 13 PERCENT

The Bush administration stated Sept. 17 the basic Medicare premium will rise 13 percent next year, to \$88.50 a month, because of increased use of doctors' services.

Many beneficiaries will pay an additional premium for the new prescription drug benefit, expected to average \$32 a month.

For those beneficiaries, the combined premiums for doctors' services, outpatient hospital care and prescription drugs will average slightly more than \$120 a month.

Medicare covers 42 million people over 65 and older, and the disabled. In most cases, premiums are deducted from monthly Social Security checks.

## KATRINA VICTIMS GET PRESCRIPTION CO-PAY RELIEF

The DOD Pharmacy Program Office, the Uniformed Services, and contractor Express-Scripts Incorporated (ESI), took the following actions with regard to displaced beneficiary medication needs of Hurricane Katrina victims:

- Messages have been faxed to all retail network pharmacies instructing them to contact the Pharmacy Operations Center (POC) in San Antonio, Texas if they encounter a patient impacted by Katrina who is unable to pay for their prescriptions.
  - The co-pay waiver for affected beneficiaries has been implemented when appropriate.
  - Eligibility overrides have been implemented when appropriate per the Asst. Secretary of Defense.
  - The POC has constructed a database based on zip codes to address prescription needs of displaced family members or other beneficiaries who may arrive at distant Military Treatment Facilities (MTF).
  - The POC in San Antonio is staffed 24-7 and is actively involved in working with retail pharmacies to authorize early refills.
  - ESI has received approval for the TRICARE Mail Order Pharmacy (TMOP) in Arizona to transfer a copy of a prescription to a retail pharmacy. This allows TMOP to maintain custody of the prescription and mitigates the need for a patient to get a prescription re-written.
  - TMOP is transferring prescriptions upon the request of the beneficiary to retail pharmacies.
  - TMOP is updating patient information to include temporary mailing addresses so prescriptions will reach the beneficiaries at their new location.
  - ESI will not ship any medications to 'blocked zip codes' in hurricane stricken areas (determined by the postal service) until the zip code has been unblocked and the beneficiary can be contacted.
- The suspension of co-pays in these select cases initially lasted for a 14-day period and has been extended.

## TMC ADDRESSES DISABILITY COMMISSION'S ISSUES

The Military Coalition's Veterans Committee provided TMC recommendations to the Veterans

Disability Benefits Commission on Sept. 15 on where the VDBC should focus its energies.

Recommendations include:

- **Disability and survivor compensation rates** – The various rates are insufficient in many cases, especially for severely disabled retirees and survivors of members whose premature death was caused by military service.
- **Military vs. civilian program comparisons** – Military working conditions are so different that comparing military compensation programs with civilian counterparts is useful only in establishing a benefit floor for veterans. The government has a higher obligation to those disabled in the course of protecting the nation than most civilian employers feel for their disabled employees.
- **Service-connection rules** – Any condition incurred in the course of service should be considered service-connected, unless it was incurred through misconduct or other inappropriate behavior, since military members are on duty 24-7. Limitation to combat-related conditions would be inappropriate.
- **Presumptive conditions** – TMC supports existing presumptive conditions, and the establishment of new presumptive conditions to the extent that research and experience determines that service members who experienced certain duty assignments or other service conditions are demonstrated to be significantly more likely to have incurred a specific illness (e.g., Agent Orange or nuclear testing exposure).
- **DoD/VA transition** – Concerns that some returning Guard and Reserve members are being hurried through the transition process and separated before obtaining adequate treatment for their service-incurred injuries or illnesses. Members anxious to get home and faced with the prospect of spending time in medical hold are susceptible to suggestions that they separate and get care from the VA. Often getting VA care is more difficult to obtain, particularly if service-related conditions are not properly documented before leaving active duty. DoD has a responsibility to fully document and treat members' conditions, seek treatment options near their homes, and medically retire them when appropriate, rather than hastily transferring responsibility to the VA.
- **Concurrent Receipt** – All disabled military retirees should be relieved of the unfair disability offset to retired pay. Once the commission establishes the appropriate compensation standards for VA disability compensation, it should assert in clear terms that retired pay earned by service should not be reduced if the member also has the misfortune of incurring a service-connected disability.

The full TMC testimony is online at: [www.moaa.org/controller.asp?pagename=lac\\_testimony](http://www.moaa.org/controller.asp?pagename=lac_testimony).



# The Army Aviation Hall Of Fame

By MG (Ret.) Benjamin L. Harrison



As historians began to document the many battles of the Vietnam War, it became known as the Helicopter War. From the first significant involvement of the U.S. military in 1961 to the departure of U.S. troops in 1973, battlefield operations became heavily dependent upon Army aviation, especially helicopters. Acts of bravery, flying skill and battle leadership

became commonplace, but by no means ordinary. Of course there were awards and decorations, but the leadership of the Army Aviation Association concluded in 1973 that an AAAA-sponsored Army Aviation Hall of Fame (HOF) should be established to honor those persons who have made an outstanding contribution over an extended period and to record their achievements for posterity.

Since Vietnam, great heroes and leaders have emerged from Panama, the Balkans, Desert Storm, Somalia, Afghanistan and Iraq. The Aviation HOF honors commissioned officers, warrant officers, enlisted personnel and civilians (both government and industry).

The next induction ceremony for the Army Aviation HOF will be held during the 2007 AAAA Convention in Atlanta, Ga. The first Hall of Fame Induction was at Fort Rucker in 1974. GEN Hamilton H. Howze, Ret., served as chairman of the Board of Trustees until 1992. LTG Robert R. Williams, Ret., served as chairman for the 1992 and 1995 inductions, and MG George W. Putnam, Jr., Ret., conducted the 1998 and 2001 inductions. With the 2004 inductions, 113 individuals are now honored in the Hall of Fame.

Although sponsored by the AAAA, the HOF Board of Trustees operates independently under the provisions of the AAAA Bylaws. Since the first induction, all trustees have been members of the Hall of Fame. Selection by the trustees alone con-

tinued each year through 1977, after which, inductions were made each three years by the Board of Trustees.

The trustees decided that for the 1986 inductions, all members of AAAA with at least seven years would be invited to vote for up to six candidates on a ballot of twenty nominees. The ballot was created by each of the trustees evaluating each of the nominees (about 75 individuals) on a scale of zero to ten. An order of merit list was created and the top 20 were placed on a ballot sent out to eligible AAAA member-voters. When the ballots were returned and the nominees ranked by

votes received, a cutoff was made for the top six to ten nominees. These individuals were inducted into the HOF.

The voting requirement was reduced in 1992 to AAAA members with two years. Notwithstanding more ballots being sent to members, the number of returned ballots continued to decline.

In 1998 the AAAA National Executive Board called for a comprehensive review of the HOF selection process. Retired BG Rod Wolfe, not an HOF member, chaired the review committee. The review committee concluded:

- ♦ The significance of HOF was not widely understood.
- ♦ The selection process was not widely known or understood.
- ♦ Perceived to be only for more senior people.
- ♦ A reluctance to prepare nominations.

Additional publicity was provided and the ballot was opened to all members for the 2001 inductions. This did not help, as only 16 percent of the ballots were returned. In 2004, it was even worse with only 6 percent of the membership voting.

Recognizing that with only 821 members out of 14,879 voting, the elections could be easily skewed by a relatively small number of members, the HOF Board of Trustees conducted another comprehensive review.

We looked at other Army Halls of Fame and concluded our Army Aviation Hall is quite unique. The

**Since Vietnam, great  
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other combat arms (i.e. Infantry, Armor and Artillery) do not have a Hall of Fame. The Infantry School has an Infantry OCS Hall of Fame administered by the commander of the OCS Regiment with yearly inductions. The Transportation Corps has a Hall of Fame administered by the commandant of the Transportation School and conducts yearly inductions. The Military Intelligence branch also has yearly inductions for its HOF and is also administered by the branch chief. The Combined Arms Center has a Fort Leavenworth Memorial HOF with a Board of Governors making recommendations to the CAC commander.

The Aviation branch chief, the branch senior chief warrant officer, and the branch command sergeant major participated and provided significant input to the deliberations of the Board of Trustees for the 2004 induction, but did not exercise a vote (by their choice).

As we prepare for the 2007 inductions, the process will be significantly different. The goal of the board is to recognize and honor those persons who have made an outstanding contribution over an extended period of time or made a truly major significant achievement. In the past, it was hoped that by extending the vote to all members, more quality nominations would be received and there would be true and more solid recognition of inductees. That hasn't happened.

We now plan to involve all 68 of the AAAA chapter presidents and all 45 members of the National Executive Board in carefully evaluating the nominees, not just voting for their top six choices out of a ballot of 20 to 25 nominees. We believe this will certainly stimulate more interest in the HOF and, hopefully, generate more quality nominations, as well as indirectly providing a reflection of selection sentiments of the total membership.

The chapter presidents linkage to the membership at large represents a viable link to every AAAA member; further, how this linkage is to be exercised, energized, activated and motivated in regard to HOF matters best remains in the imbedded chemistry of the local chapter membership and leadership. This will give the HOF Board renewed confidence in the integrity of the process through this "view from the



**Please help us  
recognize those  
persons who have  
made an outstanding  
contribution to  
Army Aviation**

field."

Here are the key points for the 2007 HOF selection and induction process:

Nominations will open and can be sent to the AAAA National Office beginning Oct. 1, 2005. For the detailed procedures and forms for nominating individuals to the Hall Of Fame, please visit the AAAA website and click on the "Hall of Fame Nominations" tab or call the National Office at (203) 268 2450. Nominations will not be accepted after May 1, 2006.

The HOF Board of Trustees will consolidate all nominations and send copies to all members of the Chapter Presidents and the National Executive Board HOF Evaluation Committees by July 1, 2006.

All chapter presidents and all National Executive Board members, and all HOF Board of Trustees will rate each nominee on a scale of zero to ten, and then submit their ratings to the National Office by Aug. 1, 2006.

The National Office will develop an order of merit list (OML), and return it to the chapter presidents HOF committee, to the NEB HOF committee, and to the HOF Board of Trustees. It is recognized that several chapter presidents are also members of the NEB. For the purpose of developing the OML, the chapter

presidents voting would only be tabulated once and be listed only on the chapter presidents OML. The National Office will provide copies of the OMLs to the HOF Board of Trustees by Sept. 1, 2006.

The Board of Trustees will meet with the Aviation Branch chief, senior chief warrant officer and the branch command sergeant major from Oct. 9-11, 2006 to review the OMLs and establish a "break" point for the nominees to be inducted during the 2007 AAAA Convention in Atlanta, Ga. The 2007 inductees will be publicly announced on Dec. 1, 2006.

Please help us recognize those persons who have made an outstanding contribution to Army Aviation, especially in OEF and OIF by taking the time to submit a nomination for them.



*Retired MG Benjamin L. Harrison is the chairman of the Board of Trustees for the Army Aviation Hall of Fame and a 1992 inductee.*



ARMY PHOTO BY JOE RAMIREZ



## Tennessee Valley Chapter

Mr. Paul Bogosian, Program Executive Officer for Aviation, presented COL John D. Burke with the Legion of Merit and the Silver award of the Order of St. Michael July 14 at Redstone Arsenal, Ala. Burke was recognized for his outstanding contributions to the Army's unmanned aerial vehicle systems program while serving as the project manager for UAVS since 2002. Under his three year stewardship, the Army UAV program experienced tremendous growth and transformation, including improvements to the legacy Hunter program, the fielding of the first official Army UAV: the Shadow, and fielding of the small tactical Raven UAV. Burke is now the director for Unmanned Systems Integration, Army G3, Washington, D.C.



PHOTO BY SHAWN HARRIS

## Tennessee Valley Chapter

TVC President Bob Birmingham (right) and COL Donald Hazelwood, the project manager for Unmanned Aerial Vehicles, presented LTC Andrew R. Ramsey with the Bronze award of the Order of St. Michael on July 22 during his change of charter and retirement ceremony at Redstone Arsenal, Ala. As the Product Manager for all Army ground maneuver (brigade and below) UAVs for the last three years, Ramsey was directly responsible for the tactical UAV (Shadow), the small Raven UAV and the Small UAV programs.

ARMY PHOTO BY RAMONA LOVE



## Tennessee Valley Chapter

Retired COL Dave Keating, TVC vice president for Retired/Civilian Affairs, presented the Bronze award of the Order of St. Michael on August 19 to retired CW5 Grant South. South, a support contractor employee with System Studies and Simulation, Inc., was recognized for his support to the warfighter while deployed to Iraq from January to July as the field support assistance and training team coordinator and electronics warfare officer to assist PM Infrared Countermeasures with the initial fielding of the AAR-57, Common Missile Warning System. Deploying aviation units of the 3rd Inf. Div. were the first Army units to receive the CMWS, the newest piece of the aircraft survivability equipment.



PHOTO BY SHAWN HARRIS

## Tennessee Valley Chapter

MAJ Jason Galindo, TVC's V.P. for Publicity, presented retired CW4 Wesley F. McElveen the Bronze award of the Order of St. Michael during his July 28 civil service retirement ceremony at Redstone Arsenal, Ala. McElveen enlisted in January 1953 as a private and retired after 30 years in 1983. He worked in various science and engineering positions for the government, but in August 2000 he was named as project manager for the Aviation Rockets and Missiles Project Office, which was formed by the merger of the 2.75-inch Rocket Systems and the Air-to-Ground Missile Systems. A year later in July 2001, McElveen became the project manager for Aviation Electronic Systems, where he served until his retirement. He retires after more than 50 years of federal service. Pictured are Galindo, McElveen and his wife Essie.





### Colonial Virginia Chapter

COL Thomas J. Comodeca, director of the Individual Training Directorate, presented CW5 George K. Gonsalves with the Silver award of the Order of St. Michael on Aug. 25 at Fort Monroe, Va. Gonsalves was honored for more than 30 years of dedicated and meritorious service in Army aviation. He retires from his position as the aviation training and standardizations officer with the Army's Training and Doctrine Command. Gonsalves will next serve as an unmanned aircraft systems action officer with the Futures Center at Fort Monroe. Pictured are Mrs. Susan Gonsalves, Gonsalves and Comodeca.



### Central Florida Chapter

COL Kevin S. Noonan, project manager for the Combined Arms Tactical Trainer (CATT), with the Program Executive Office for Simulation, Training and Instrument, received the Bronze award of the Order of St. Michael on Aug. 10 during his farewell luncheon in Orlando, Fla. Under Noonan's leadership, the highly successful fielding of the Aviation CATT began, which provides commanders and crews with a reconfigurable flight simulator to conduct collective force-on-force training with a simulated, realistic enemy force. Noonan departs to be a staff officer with the U.S. Special Operations Command, MacDill AFB, Fla. Pictured making the presentation are (l to r): retired CW5 Kenneth Donahue, chapter president; retired Marine COL Len Kravitz, V.P. for awards and scholarships, and Noonan.



### Colonial Virginia Chapter

The Silver award of the Order of St. Michael was presented to retired COL Robert A. Mangum on Aug. 25 at Fort Eustis, Va. COL William Gavora, commander of the Army's Aviation Applied Technology Directorate, presented Mangum, a consultant to the Boeing Company, with the OSM for his lifetime of contributions to Army aviation while on active duty and in retirement. Pictured are Gavora, Mangum and his spouse Cary.



### 1st Coast Chapter

Past AAAA President MG (Ret.) Andy Andreson and COL James F. Mulvehill, chapter president and Fla. State Army Aviation Officer presented retiring 1SG William J. "Jim" Wellmon with the Bronze award of the Order of the St. Michael during the National Guard Bureau Aviation Senior Leaders dinner May 5 in Orlando. Wellmon, who wears two hats as the 1st Sergeant of Co. B, 1st Bn., 171st Avn. Regt. and as the Aviation Operations NCO for Mulvehill, retires in December after 36 years of service to the nation. A Vietnam War, Desert Storm, and an OIF veteran, Wellmon received the OSM for his many years of outstanding contributions to Army Aviation. Pictured here are (l to r): Andreson, Wellmon's spouse Judy, Wellmon and Mulvehill.



PHOTO BY 1LT MATTHEW BARINGHAUS



## **Iron Mike Chapter**

SFC Gregory Sevilla, with 1st Bn., 58th Avn. Regt. (Air Traffic Services), received the Bronze award of the Order of St. Michael Aug. 26 at Fort Bragg, N.C. LTC Steven Beltson (left) and CSM Kenneth Musselwhite, the 1-58th commander and senior NCO, presented the OSM to Sevilla on the occasion of his retirement after more than 23 years of Army and ATS service. Sevilla is the 1-58th Army Airspace Command and Control NCOIC and a subject matter expert on the Theater Airspace Integrations System--a command and control, flight following and battle tracking system. He has been a mentor to young Soldiers and NCOs, a trainer and developer of A2C2 tactics, techniques and procedures.

PHOTO BY JANIS ARENA / AAPF



## **Connecticut Chapter**

The Connecticut Chapter held its 11th annual golf tournament on August 11 at the Grassy Hill Country Club in Orange. Each year following the tournament a banquet is held to recognize local AAAA scholarship winners. Pictured here are (l to r): CC president Doug Shidler; Army Guard COL William P. Shea and his daughter **Bridgid Shea**, recipient of a \$4,000 chapter scholarship; John W. Yerger, III and his wife Maura, and daughter **Christina A. Griffin**, recipient of a \$2,000 chapter scholarship; CC vice president for Scholarships Paul Hoar; and Bill Harris, AAAA Executive Director.

PHOTO BY DONNA MCGINLEY



## **Delaware Valley Chapter**

DVC President Robert Richardson presented AAAA scholarship certificates to college bound freshmen **Sarah Lu** and **Matthew Gilbride** during a ceremony on August 25 in Ridley Park, Pa. Lu is the recipient of the GEN Hamilton H. Howze Memorial Scholarship, a \$10,000 four-year scholarship (\$2,500 a year) and is attending the University of Penn. Gilbride is the recipient of a Bryce Wilson Memorial \$1,000 Scholarship for use at Penn. State University. Above Lu and Gilbride cut a "congratulations" cake following their recognition ceremony.





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## New Chapter Officers

### Aloha Chapter:

COL Arthur T. Ball, Jr.,  
President; CW5 Thomas T.  
Struck, Senior Vice President;  
MAJ Adrian L. Hughley,  
Secretary; MAJ Gregory A.  
Baker, Treasurer; LTC Frank W.  
Tate, VP, Membership  
Enrollment; CSM Roger  
Kingston, VP, Membership  
Renewals; LTC Jim T. Barker,  
VP, Programs; COL Ralph J.W.K.  
Hiatt, Ret., VP, Civilian Affairs

### Big Red One Chapter:

MAJ Charles R. Bowery, Jr.,  
Senior Vice President; CPT  
Jonathan M. Palin, Treasurer

### Flying Tigers Chapter:

CW4 John R. Clemens, Treasurer

### Iron Mike Chapter:

COL Robert L. Johnson, Jr.,  
President

### Keystone Chapter:

COL Scott D. Wagner, Ret.,  
President

### Morning Calm Chapter:

CPT Theodore J. Pelzel,  
Treasurer

### North Star Chapter

COL Ronald A. Neumeister,  
President; SFC Scott A. Galeazzi,  
VP Membership

### Rhine Valley Chapter:

LTC Samuel E. Lamb, Senior  
Vice President

### Washington/Potomac Chapter

MG Rudolph Ostovich III, Ret.,  
President; COL Robert E.  
Godwin, Ret., Senior Vice  
President; Mr. Paul T. Kibbe, VP  
Industry Affairs; CW5 Howard L.  
Swan, Jr., Secretary; MAJ Troy V.  
Harrison, Treasurer; LTC Stephen  
T. Mauro, Ret., VP, Membership  
Enrollment; COL John A. Lasch,  
III, Ret., VP, Programs; MAJ  
Brett D. Criqui, VP Scholarship

### Soldier of the Month

*A Chapter Program to Recognize  
Outstanding Aviation Soldiers  
on a Monthly Basis.*

### SGT Jeffrey E. Klynoot

Technician of the Year  
(Keystone Chapter)

### Aces

*The following members have been  
recognized as Aces for their sign-  
ing up five new members each.*

Mr. Gary N. Kelly

## New AAAA Order of St. Michael Recipients (Gold)

MG Charles F. Drenz, Ret.  
(Silver)

COL Scott D. Wagner  
CW5 George K. Gonsalves  
CW5 Alfred Pena  
CSM Anthony L. Alfred  
COL Ralph G. Pallotta  
CW5 Jeffrey A. Wineland  
CW5 John S. Smolka

BG Harry H. Bendorf, USAF, Ret.  
COL Sylvester C. Berdux, Jr., Ret.

### (Bronze)

Theresa Prince  
Steve Biddinger  
MAJ Jong H. Lee  
CW2 Darin L. Clark  
CW3 Stephen J. Steirer, Jr.  
CW4 Jerald A. Lee  
SGT Bernard T. Vigoda  
ISG Dean T. Livolsi  
CW3 Steven M. Price  
SSG Eric F. Ezykowsky  
CW4 Darren E. Dreher  
MAJ Joel N. Allmandinger  
CW3 Jeffrey P. Hatt  
CW3 Duane S. Hetrick  
CW4 Michael G. McCann  
CW4 Gary L. Lacore  
CW2 Ronald A. Heinbach  
CW4 Kenneth B. Ott  
ISG William C. Bauer  
CW4 Ronnie C. Jackson

CW4 Richard J. Marsh  
CW3 Mark H. Biseli  
SFC Brian J. Peacock  
CW4 Douglas J. Dean  
Jeffrey Hebner  
CW4 Barry E. Loar  
MAJ Michael D. Rieske  
CW4 Curtis Skoog  
ISG James Kampsen  
SFC Edward Inman, Ret.  
LTC Jerry Faust, Ret.

## New AAAA Life Members

Mr. Richard L. Ballard  
Mr. Steve Dechiaro  
COL Joe I. Durant, Ret.  
MAJ Brian D. Forrest  
Mr. David M. Field  
Mr. Robert W. Jensen  
LTC Roy (Ieroy) E. Knippa, Ret.  
BG Dennis Kerr, Ret.  
MAJ Charles D. Richmond, Ret.

## New AAAA Industry Members

UAVS Project Office  
Wilmer & Lee, P.A.

## In Memoriam

Mr. Vladladi Dvorak  
BG Bernardo C. Negrete, Ret.  
COL Glendon E. Oldefendt, Ret.  
1LT Andrew C. Shields

# photo contest

Sponsored by **ARMY AVIATION** Magazine.

Twelve cash prizes will be awarded for **1st place (\$500)**, **2nd (\$300)**, **3rd (\$200)**, **4th (\$100)**, and **eight honorable mentions of \$50** each for the best shots that reflect an Army Aviation subject or theme.

Winners to be published in the magazine and in an Army Aviation calendar to be distributed at the AAAA Annual Convention. Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA.

Photographs must have been taken during calendar year 2005.  
Entries must be received by **January 5, 2006.**

Visit the AAAA website at **www.quad-a.org** for complete rules and entry form.



## ARMY AVIATION

### Upcoming Special Focus:

#### November Issue

##### Air Traffic Control

- Air Traffic Services Command Update
- PM-ATC Hardware Update

##### TRANSFORMATION

- Aviation Proponency Office Personnel Update
- U.S. Army Reserve Aviation Transformation

#### December Issue

##### Industry Partners Directory

The Industry Partners Directory has been expanded and moved to our December 2005 issue.

##### Industry Support and Challenges

- **The Raytheon Company:** Update on systems support to Army Aviation
- **Robertson Aviation:** Meeting Aviation Warfighter Challenges today and tomorrow
- **Rockwell Collins:** Update on programs for Army Aviation

Contact: Bob Lachowski  
Advertising Director  
Tel: (203) 268-2450 x131  
E-mail: bob@quad-a.org



PHOTO BY SGT AMY CONNOR

### Mid-America Chapter

M-AC President COL Michael Courts congratulated **Marisela M. Gutierrez** of Fort Riley, Kan., and her parents LTC Ed and Alma Gutierrez, Sept. 15 on her selection as the recipient of the Donald F. Luce Corporate Matching Scholarship. Gutierrez, a sophomore at Kansas State University, will benefit from the Luce \$1000 scholarship.

## Upcoming Events

### DECEMBER 2005

- ☛ Dec. 12-14 ASE & Avionics Symposium, Opryland, Nashville, TN

### JANUARY 2006

- ☛ Jan. 11-13 AUSA Army Aviation Symposium, Ronald Reagan Building & Intl. Trade Center, Washington, D.C.
- ☛ Jan. 27 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ Jan. 28 AAAA National Awards Committee Meeting, NGRC, Arlington, VA

### FEBRUARY 2006

- ☛ Feb. 15-17 AUSA Winter Symposium & Exhibition, Fort Lauderdale Convention Center, FL
- ☛ Feb. 26-28 HAI HELI-EXPO 2006, Dallas, TX

### APRIL 2006

- ☛ April 9-12 AAAA Annual Convention, Gaylord Opryland Convention & Resort Center, Nashville, TN

### JULY 2006

- ☛ July 2 - 6 VHPA 22nd National Annual Reunion, San Francisco, CA
- ☛ July 14 AAAA Senior Executive Associates Meeting, The Army and Navy Club, Washington, DC
- ☛ July 15 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ July 16 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

### AUGUST 2006

- ☛ Aug 15-17 AFCEA 27th Annual Conference & Exposition, Fort Bragg, NC

## ◆CFC◆CFC◆CFC◆CFC◆CFC◆



The AAAA Scholarship Foundation, Inc. (AAAASF) is now part of the Combined Federal Campaign (CFC), a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately \$195M in pledges annually.

### Contribution Code 2121

Tax-deductible donations may also be made directly to the  
**AAAA Scholarship Foundation, Inc.**  
755 Main Street, Suite 4D,  
Monroe, CT 06468-2830  
E-Mail: [aaaa@quad-a.org](mailto:aaaa@quad-a.org)  
Telephone: (203) 268-2450  
FAX: (203) 268-5870

## ◆CFC◆CFC◆CFC◆CFC◆CFC◆



# Army Aviation Hall of Fame

*The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2007. Contact the AAAA National Office for details at (203) 268-2450*

## **SP5 Dennis M. Fujii Army Aviation Hall of Fame 2004 Induction**

Specialist 5 Dennis M. Fujii distinguished himself in February 1971 while serving as a crew chief aboard a helicopter ambulance of the 237th Medical Detachment in Laos.

The team's mission was to evacuate seriously wounded Vietnamese military personnel from a battlefield. While approaching the heavily defended landing zone, Fujii's helicopter was shot down. Another American helicopter extracted all the downed crewmen except for Fujii, who was unable to board due to intense enemy fire directed at him. Rather than further endanger the lives of his comrades aboard the second helicopter, Fujii waved the craft out of the combat area and remained behind as the only American on the battlefield in Laos.

During the night of February 19 and all through the next day, Fujii disregarded his own wounds as he administered first aid to the South Vietnamese casualties. When his position was attacked by a reinforced enemy regiment supported by heavy artillery, Fujii called in American helicopter gunships to assist the small unit in repelling the attack. For more than 17 hours, Fujii repeatedly exposed himself to hostile fire as he left the security of his entrenchment to better observe enemy troop positions and to direct air strikes against them.

On February 20 a helicopter evacuated Fujii, but that aircraft was also shot down as well. Two additional days passed before Fujii was finally successfully rescued.

For this and other contributions, Fujii was awarded the Distinguished Service Cross, Silver Star, Purple Heart, two Air Medals, and Vietnamese Cross of Gallantry with Palm.







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