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Publisher
William R. Harris, Jr.

Editor
LTC (Ret.) James R. Bullinger
editor@quad-a.org

Design & Production Manager
Trudy Hodenfield
magazine@quad-a.org

Circulation Manager
Mary Ann Stirling

Circulation Assistants
Deb Cavallaro
Debbie Coley
Diane Grinstead
Mary Ellen Kother

Advertising Director
Robert C. Lachowski
(203) 268-2450 x131
bob@quad-a.org

Web Master
Mike Fitzpatrick

Web Address
www.quad-a.org

Editorial Address
755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870
aaaa@quad-a.org

ON THE COVER

Paid advertisement. The AH-64D Apache Longbow readily adapts to operational requirements and the needs of the combatant commander. The technologies maturing as part of the Block III Apache Longbow program will ensure combatant commanders continue to dominate the battlefields with current and future forces. Bob Ferguson photo. Caption provided by advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

1st Armored CAB Leaves Europe

The U.S. Army, Europe announced Jan. 26 the 1st Armored Division's Cbt. Avn. Bde. in Hanau, Germany, will depart this summer and return to Fort Riley, Kan., to join the 1st Infantry Div. Approximately 1,200 Soldiers and 1,800 family members will move with units: HHC, 1AD CAB; 2nd Bn., 501st Avn. Regt.; 127th Div. Avn. Support Bn.; and Co. A, 3rd Bn., 58th Avn. Regt. (Air Traffic Services). USAREUR will then combine remaining V Corps aviation assets to form a single CAB capable of performing all Army aviation missions.

ACS Design and Development Contract Terminated

The Army as the lead service for the joint Aerial Common Sensor program terminated its system design and development contract Jan. 12 with Lockheed Martin. The program was not meeting critical performance goals, cost and schedule constraints after problems continued with finding a suitable off-the-shelf commercial airframe to carry ACS's electronics. The ACS is to replace the Army's Guardrail and Airborne Reconnaissance Low and the Navy's EP-3E intelligence aircraft. The Army plans to buy five ACS aircraft, the Navy two for research, development and evaluation purposes. Still a valid requirement, the services will resolve requirement challenges and start again.

CCAD Receives International Certification

The Corpus Christi Army Depot in Texas was recently certified to the ISO 9001: 2000 standard, which is used by the International Organization of Standardization to define requirements for an organization's quality management system. CCAD was certified by the independent auditing firm of Smithers Quality Assessments, Inc., who reported no defects following their review of the depot's quality management plan. Certification has become an international condition of doing business. CCAD business partners such as Boeing and Sikorsky have required their suppliers to be certified to the same standard. Here Smithers' auditor Walt Oshinsky (right) inspects CCAD's airframe cleaning shop.



ARMY PHOTO LEO GONZALES

Navy Tries Warrant-Officer-to-Pilot Program

The Navy announced Jan. 25 a trial program that will place 30 selected chief warrant officers in aircraft cockpits as pilots and naval flight officers. The intent is to create flying specialists unencumbered by the traditional career paths and replace a percentage of junior officer aviators in units that have large JOA populations. The CWOs will return to these squadrons again and again to perform the same duties as JOAs, with no career penalty. Targeted candidates are between pay grades E5 and E7, and young enough to be commissioned by their 27th birthday (29 for NFOs). For more, refer to NAVADMIN 022/06 at www.npc.navy.mil.

**AAAA Scholarship Application Deadline
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**Hall of Fame Nomination Suspense
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Thanks to our Branch Chief BG E.J. Sinclair for hosting a great Aviation Senior Leaders Conference earlier this month at Fort Rucker.

The gathering of the shakers and movers of Army Aviation (commanders, CWOs and CSMs) to discuss current events and future initiatives takes on added significance as the Branch continues to grow. Our thoughts and prayers were with those deployed and unable to attend.

The "Grey Beards" were well represented, to include Generals Saint, Richardson, Fields, and Watts, who are some of Aviation's strongest non-wing-wearing supporters.

AAAA hosted a number of events during the week to include an update luncheon for all the brigade commanders, chief warrant officers and command sergeant majors, and held the annual National Functional Awards banquet.

During the luncheon I briefed AAAA's recent strategic and tactical initiatives, and emphasized our efforts on aviation career incentive pay (ACIP), the *Army Wounded Warrior* program, and supporting "welcome home" celebrations for our returning units from OIF and OEF.

The open discussion raised a number of good ideas. One suggestion was to see what we could do to support the spouses of our fallen Soldiers with scholarships, networking, and perhaps even employment leads with our industry members.

I asked those present to help us identify those in need from the ranks of the wounded, as well as the spouses of our fallen.

Bill Harris and I are researching the 160th SOAR's "Hearts of Gold" program for families of fallen Night Stalkers, to identify the best way the AAAA can support the Army Aviation Soldier and family. We would appreciate your thoughts as well.

The Aviation Center Chapter did a great job sponsoring our annual awards banquet on Feb. 1, which was the venue for the presentation of the *Air Traffic Control* awards, and the *Trainer of the Year*, *Aviation Medicine*, *Fixed Wing Unit*, *ROTC Cadet of the Year* and the *Air/Sea Rescue* awards. (See page 54 for the story.)

While at Rucker, we also attended the annual meeting of the Army Aviation Museum Foundation (AAMF). They are a dedicated group of great Americans who are working to preserve and protect our history and heritage for future generations.

It is especially gratifying to see all the young aviators holding their flight school graduation ceremonies in the Aviation Museum.

The museum continues to be one of the largest beneficiaries of AAAA end-of-year funding. This year we'll again donate one dollar per AAAA member, a total of \$15,055, to the AAMF.

Prior to the meeting, Bill and I walked through the Hall of Fame and noted the impressive contributions that so many elite members have made to Army Aviation.

We will be hosting the next HOF induction ceremony during the 2007 Convention in Atlanta and remind all that nominations are being accepted until May 1, 2006.

BG (Ret.) Mike Burke, chairman of our Compensation Committee, will report on the development of our AAAA position concerning Reserve Component ACIP and the 1/30th rule in the March/April issue.



Mike understands the issues and has stated, "We don't expect our National Guard and Reserve personnel to show up 1/30 ready for natural disasters like Katrina or GWOT deployments. We need to recognize their demonstrated 100 percent (30/30) readiness and treat them accordingly."

The Compensation Committee is also working with CSM Buford Thomas on the increase in hazardous duty incentive pay for Army enlisted Soldiers who participate in frequent and regular aerial flight.

Last month a group of 50 active and retired officers, warrant officers, non-commissioned officers, Department of the Army Civilians, and representatives from industry convened in Arlington, Va. to select the recipients of the National Awards which will be presented during the 2006 AAAA Convention. The impressive breadth and depth of Army Aviation knowledge and experience of the Awards Committee members reinforces the quality and robustness of the selection process. My thanks to all those who gave up their Saturday on Jan. 28 to participate in selecting the best.

The newly formed AAAA 50th Anniversary Committee had its first planning meeting last month as well. There is much to be done between now and May 2007. Any thoughts you may have on a theme will be provided to retired MG Carl McNair, our chairman who will present options to the NEB for a vote this April.

We look forward to the Tennessee Valley Chapter sponsoring the AAAA Joseph P. Cribbins Aviation Product Symposium March 8-9 in Huntsville, Ala., and to seeing all of you at the upcoming AAAA Annual Convention at the Gaylord Opryland Resort in Nashville, Tenn. this April 9-12.

All we do is measured against our purpose statement: "Supporting the U.S. Army Aviation Soldier."

Let me know how we can do better.

Tom Konitzer
AAAA President
president@quad-a.org



Providing an Association update to senior Aviation branch leaders at Fort Rucker on Jan. 30.

ARMY PHOTO BY JANE ARMSTRONG

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Aviation Branch Chief Update Reaching Milestones, Remembering the Fallen and Serving the Nation

By BG E.J. Sinclair

Arry Aviation continues to set records, reach milestones, and break new ground as we forge ahead with the Global War on Terrorism (GWOT) and Transformation — meeting the nation's needs.

Army Aviation has achieved the substantial milestone of flying over 1 million hours in support of the GWOT during Operations Iraqi Freedom and Enduring Freedom.



An AH-64D Longbow from 1st Bn., 101st Avn. Regt., based at Forward Operating Base Speicher in Iraq, flies a mission in support of ground troops on Dec. 5, 2005.

Additionally, on December 9, we dedicated a new state-of-the-art physical fitness center to two fallen Soldiers: CW3 Wesley C. "Chuck" Fortenberry and CW2 Lawrence S. "Shane" Colton.

And finally, Army Aviation lost one of its great heroes on January 6 when Aviation Hall of Fame member Hugh Thompson, Jr. died.

1,000,000 Combat Flying Hours

Passing the one millionth combat flight hour mark is an incredible achievement that spans the entire spectrum of effort.

First is the hard work and dedication of the Soldiers who fly, repair, maintain and

support the aircraft operations. Second is the outstanding support provided by contract labor, and third is the modernization and transformation of our current aviation force. And fourth is the tremendous success of our RESET and PRESET programs that prepare our aircraft to sustain the harsh operational environments.

This milestone was not achieved without sacrifice, as many Aviation Soldiers have lost their lives supporting the Global War on Terrorism.

As such, we've made aircraft survivability equipment our *Number One* aviation program and will invest over \$1.5 billion dollars to improve the survivability of our aircrews.

Today, the Army has over 600 rotary and fixed wing aircraft and over 700 unmanned aircraft conducting combat operations in support of OIF and OEF. Soldiers from both the active and reserve components have contributed significantly to these operations.

The Army is continuing to apply the many lessons learned in more than four years of sustained combat to prepare our aircraft and aircrews for combat operations in one of the harshest environments on our planet.

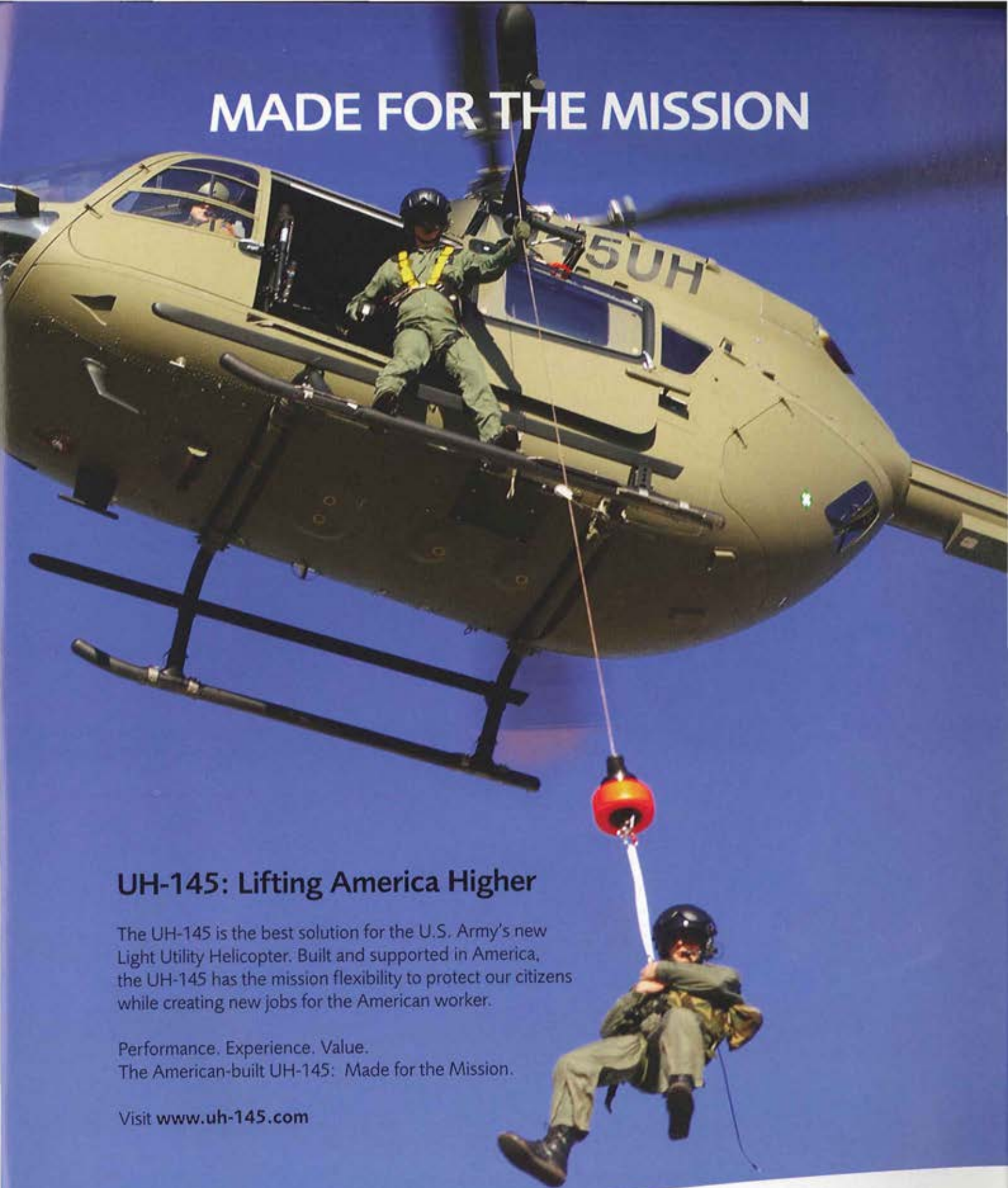
One of our most successful programs, aviation's Reset/Preset program, has resulted in increased savings and a 20 percent increase in operational readiness rates.

Thanks to MG Jim Pillsbury, AMCOM's commanding general, and COL Ray Woolery, the product manager for Reset, for a highly successful effort on Reset/Preset.

The Army operates more than 91 percent of all the unmanned aircraft supporting operations in OEF and OIF, accumulating more than 96,000 hours in the skies of Iraq and Afghanistan.

These systems have proliferated at a tremendous rate in the past two years, providing ground combat commanders with exceptional situational understanding and awareness within their battlespace.

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Today, the infantry platoon leader can see what is on the other side of a building without putting his Soldiers at risk; and can track, target and engage the enemy if necessary because of manned and unmanned teaming.

This is a great success story – letting unmanned aircraft systems, in concert with our manned ground and air platforms, do the dangerous jobs to protect our Soldiers to fight another day.

In order to sustain this critical support to the warfighter, Army Aviation must continue to transform, modernize and station its units to ensure a modular, sustainable, deployable and lethal force that can project and execute the broad range of missions at home and abroad.

We are modernizing and transforming the current aviation force to reduce maintenance costs, increase survivability, improve readiness rates and ensure that aviation continues to be a relevant member of the joint force's response to full spectrum military operations.

It is impossible to quantify how many lives were saved by the combined effects of those one million combat flight hours, but rest assured that this significant contribution is recognized and appreciated from our fellow Soldiers, Army leadership and the joint force, and throughout our nation's leadership.

The memory of these two men and their great sacrifice will live forever

In a fitting tribute to these great Soldiers, Vice Chief of Staff of the Army GEN Dick Cody led the Dec. 9 ceremony.

The opening was attended by family members, former commanders and comrades, as well as a large contingent of local community leaders and members.

Fortenberry and Colton's actions on Easter Sunday, April 11, 2004, coming to the rescue of 29 Soldiers from the 706th Transportation

Company in a convoy from the Baghdad International Airport to Fallujah, will live as a testimony of physical courage and the Warrior Ethos.

While completing refuel, Fortenberry and Colton, call-sign *Bear-Trap 36*, and their wingman overheard a distress call on the Sheriff frequency from a unit in contact. The call came from SSG Robert Williamson, the convoy commander.

Williamson's convoy was trapped in what the combat-tested group of Soldiers would later call... "the worst ambush they had ever seen or heard of," and were desperate for relief.

The 706th was caught in what was eventually determined to be a "mile long kill zone."

"Everywhere the Apaches flew, the fire stopped. If they were over an area, people had their heads down and weren't shooting at us," said SSG Rowe, the 2nd Squad Leader.

The covering fire from the Apaches could not have come at a better time. While watching the Apaches operate, the Soldiers were filled with hope.

Despite repeatedly receiving direct enemy fire from elements on the ground, *Bear-Trap 36* continued to maneuver in order to cover the ground forces in contact.

During the course of the engagements, their aircraft received a direct hit by a surface to air missile that was later determined to be part of an air defense artillery ambush. Both pilots selflessly gave their lives to save those on the ground.

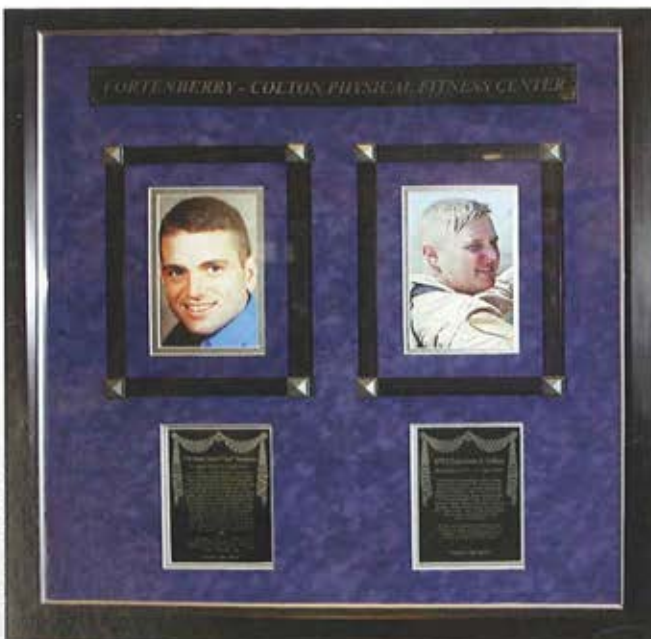
By the end of the day, all six fuel tankers had been disabled, five Soldiers had been evacuated and 13 drove their vehicles back despite their wounds. It was apparent to the 706th Soldiers that the toll would have been much higher if not for the sacrifice of Chuck and Shane.

"Those Apaches saved our lives, no question about it," SSG Lemay said.

The Apaches arrived at the ambush site at the most critical point of the engagement. The soldiers of 706th were down to their last magazines; the enemy fire was increasing and becoming more and more accurate.

SSG Williamson stated, "When I heard the Apaches, all I could think of was 'Thank God! I am going to live.'"

The memory of these two men and their great sacrifice will live forever as all Aviation advanced individual training Soldiers, Army warrant officer candidates, and other patrons use the Fortenberry-Colton PFC.



The facility dedication plaque honoring Fortenberry and Colton in the new fitness center.

Fortenberry-Colton Physical Fitness Center

The new state-of-the-art physical fitness center (PFC) was recently dedicated at Fort Rucker in memory of CW3 Chuck Fortenberry and CW2 Shane Colton, from the 1st Bn., 227th Avn. Regt. (Attack), 1st Cavalry Division.

PHOTO BY JAMES BULLINGER / AAP

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PHOTO BY REINE BICEZ/AAAA



CWO (later Captain), Hugh Thompson, (Ret.), second from left, was the man who stopped the My Lai massacre. After his induction into the AAAA Hall of Fame, Hugh is pictured from left to right with Larry Colburn, his doorgunner for the mission, Pete Lutz of the AAAA convention staff, and Dale Mott and John Wintergreen, two of his door gunners for other missions.

Hugh Thompson, Jr. Dies

Army Aviation lost one of our Hall of Fame members January 6, when retired CPT Hugh Thompson, Jr. died of cancer.

Hugh's heroic actions at My Lai became the foundation for physical courage and ethical training programs throughout each of the service academies and many colleges across the nation.

We will miss him.

Continuing to Meet the Nation's Needs

Aviation Soldiers of Task Force Eagle are still doing great work in Pakistan. They have hauled over 11.5 million pounds of relief supplies and flown over 3,200 accident free hours in less than two months.

The additional crews from the 1st Cavalry and 25th Infantry divisions completed their deployments and have returned home.

This mission continues to be a classic demonstration of the "Expeditionary" capability of the Army and the agility, versatility and adaptability of Army Aviation.

There is no question that the rapid response and large scale commitment by America and our Army to this tragedy, led by TF Eagle, will have a positive strategic

impact on U.S. and Pakistani relations, as well as perceptions throughout the Middle East.

We couldn't be prouder of TF Eagle Soldiers.

In addition to humanitarian relief efforts around the globe and fighting the GWOT, we are presetting and resetting aircraft; modernizing, transforming and restationing Aviation units; standing up the Army's Unmanned Aerial Vehicle (UAV) Center of Excellence at Fort Rucker and the UAV Training Battalion at Fort Huachuca; as well as conducting continuous improvements in our training and doctrine efforts.

Each of these requires extensive effort, initiative and the dedication of Aviation Soldiers across the Branch. It is essential that we remain focused on the fundamentals that



COURTESY ARMY PHOTO

Army Aviation units are continuing to provide relief to the October earthquake survivors in Pakistan. Here a CH-47D Chinook from Task Force Eagle flies a supply mission on Dec. 10, 2005.

have gotten us this far.

We have complete confidence that our Army Aviation team will continue to successfully meet the needs of our nation.

"Above the Best!"



BG E.J. Sinclair is the Army Aviation branch chief and the commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

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The Airframe and Powerplant Certification Program

By CSM Buford Thomas, Jr.

The U.S. Army Aviation Airframe and Powerplant Certification Program was developed to offer our aviation mechanics the opportunity to obtain a Federal Aviation Administration (FAA) A&P certification at no cost to the Soldier.

It also promotes career enhancement and development through increased overall technical knowledge, resulting in a more technically diverse, in depth aircraft maintenance technician, which benefits the individual and the Army.

History of the Program

Initiated in 1999, the United States Army Aviation Warfighting Center (USAAWC) worked to streamline the certification process. In Nov. 2002, the U.S. Army Logistics School was designated as USAAWC's action lead.

Today, the Army's A&P program is sanctioned by Department of Defense through the Joint Service Aviation Maintenance Technician Certification Council, and meets the Federal Aviation Regulation (FAR) Part 64 eligibility requirements, using the template of the FAR Part 147.

A&P Program Eligibility

To enter the program, individuals must possess one of the following Aviation Maintenance MOS: 15B, 15D, 15F, 15G, 15H, 15J, 15K, 15M, 15N, 15R, 15S, 15T, 15U, 15V, 15X, 15Y or 15Z.

To finish the program, individuals must have completed:

- At least 6 years active Federal service (time in service) to qualify to receive the Certificate of Eligibility to take the A&P certification test. Currently, criteria are being staffed to make it a 36 month or 3-year time remaining in service requirement.
- At least 30 months of certified prac-



This wiring diagram depicts how the A&P Certification program works to obtain an A&P certificate.



Above: SPC Jason Young practices sheet metal repair skills on a simulated aircraft airframe, a skill that will help him with civilian aircraft maintenance job opportunities.



Skills that Soldiers like (l to r) PVT Maydalis Torres, PFC Charles Spencer and SPC Joel Favre learn in their maintenance training on this UH-60 aircraft can earn them an FAA A&P certification during their service.

tical Army aircraft maintenance experience on airframe and powerplant systems. Qualified Aviation maintainers will receive credit of MOS resident training.

A&P Certificate Program Requirements

Individuals can enroll in the program through the A&P Portal at: www.cert-lic.army.mil. Then they must

complete three computer-based training courses, seven specialty training courses and pass on-line testing.

Commander's Validation

In order for a Soldier to be validated by his/her commander the following trained test must be verified by the commander: commander must ensure the Soldier has completed the Qualification Training Package, completed the FAA written exam through the Defense Activity for Non-Traditional Education Support (DANTES) at a military education center, and completed an oral and practical exam within twenty-four months of the written exam through FAA Designated Maintenance Examiner (DME).

Implementation Milestones

The A&P Program will be introduced into the non-commissioned officer education system for the Basic and Advanced NCO courses and in the Advanced Individual Training courses.

The program will be placed into FY08 thru FY13 Program Operation Memorandum with a \$300,000 budget per year.

The validation and certification process will be on the AKO web portal by the 3rd quarter of FY06, with the initial operation capabilities in July 2006.

The first website update will be in the 1st quarter of FY07.

Summary

Through the support of the chain-of-command at all levels and the installation education centers, this program will provide a great educational opportunity that will enhance overall aviation maintenance in the units.

The A&P Program provides the Soldier with a valuable trade that can be used upon transition from the Army back to civilian life.

This program also provides the Army with an additional recruiting and retention tool in these times of high operational tempo and fighting the Global War on Terrorism.



CSM Buford Thomas, Jr. is the command sergeant major of the Aviation branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.

Husband and Wife Protect Iraq From Above

Story and photo by SGT Ryan Matson



Captains Aaron, left, and Elizabeth Martin are both pilots and commanders with 101st CAB in Iraq. Here the couple spends a rare moment together at Forward Operating Base Speicher, standing in front of one of Elizabeth's combat tested "Phantom" UH-60 Black Hawks.

At the end of the day a lot of married couples may ask each other how their day went and what they did that day. In the case of the Martins, the answer may be surprising.

That's because the Martins are both commanding officers in the Army, both Soldiers in the 101st Cbt. Avn. Bde., and both fly helicopters.

CPT Elizabeth Martin is commander of Co. C, 5th Bn., 101st Avn. Regt., and a UH-60 Black Hawk pilot.

Her husband, CPT Aaron Martin, commands Troop C, 2nd Sqdn., 17th Cav. Regt., and flies the OH-58D Kiowa Warrior.

Both are currently serving at different forward operating bases in Iraq.

"I think most people aren't surprised that we're both in the military and married, because if you think about it, it makes better sense than somebody trying to maintain a civilian profession with a military profession and going at it from opposite ends," Aaron said.

"I think they're more surprised or impressed with my wife being a female captain, commander and pilot in such a male-dominated profession, they're usually more taken back by that," Aaron said.

They met as young freshman in January 1995 at Florida Tech, in Melbourne, Fla. Aaron was enrolled in the Reserve Officer Training Corps and met Elizabeth when she joined the program during both of their second semesters, serving in the same squad.

However, it wasn't love at first sight, both were dating other people.

The two said their relationship just developed naturally and it wasn't until their senior year that they started dating each other. Neither could remember who asked the other out on their first date.

The pair married following college in

1998 while on Christmas leave from their respective officer basic courses.

"We've been married for a little over seven years and have spent about four years of it apart," Elizabeth said.

Elizabeth said talking to each other is often a rare occurrence and that they have only seen each other twice before during their previous five months in country.

"Everyone thinks, oh, your spouse is in country, you get to see each other all the time," Aaron said. "Most people get to talk to their spouses back home every two or three days."

But since both are commanding Soldiers with ongoing missions at different times in different parts of the country, talking to each other on the phone is often difficult to accomplish, the two said. Instead, they rely on e-mail.

"To quote her e-mail, 'It's easier to get a hold of the Pope, than it is for us to get in touch with each other!,'" Aaron said.

"It's much easier for me to call my parents in the States than it is for me to call my husband," Elizabeth added.

Though they spend a lot of time apart, both said they love what they are doing, so being career military is a possibility.

"I think his decision is probably already sold as far as going career," Elizabeth said, "and I love what I'm doing, too, but I take it one day at a time. I still feel like I'm making an impact and I truly enjoy what I'm doing."

The passions the two share, love of the Army, love of flying and commanding, and of each other, have made the Martins a strong team, whether together or apart.



SGT Ryan C. Matson is a Public Affairs photojournalist assigned to the 101st Combat Aviation Brigade in Iraq. His story has been edited from a longer original article.

RELEVANT & READY FLIGHT SCHOOL XXI:

Putting Mission First

Combining Ranger and Aviator Training

By CW5 Brent Driggers



Recently I was given the opportunity to fly the Ranger training support mission with Flight School XXI student aviators.

I am certain many of you may be thinking, "Okay Driggers, so what? We have combat aviation brigades doing the same daily around the globe."

For the past few years, our branch has worked diligently to produce the most proficient, lethal, relevant and combat ready aviators in the world.

As of October 2005, all student pilots who begin flight training at the U.S. Army Aviation Warfighting Center will be products of the new FSXXI. But, what does this mean?

Graduating aviators will walk in the door of their combat units requiring minimal time to be progressed to readiness level 1 fully mission qualified.

This training is in line with the Army Force Generation model, which enhances the Army's ability to meet emerging global requirements, fight a war, restructure the force,

and change force manning, equipping and infrastructure processes.

Training modular forces to produce a "plug and play" capability required us to change from our older legacy flight training model and move into the future with FSXXI, which the branch has done in a superb manner.

Through FSXXI, we produce a combat aviator who has experienced collective training at the school house prior to getting to his or her first assignment.

I would like to thank MAJ James Wideman, the S3 operations officers with the 1st Bn., 212th Avn. Regt., 110th Avn. Bde., for his contribution to this month's article.

Always place the *Mission First, Never Accept Defeat, Never Quit and Never Leave A Fallen Comrade.*



CW5 Brent Driggers is the Chief Warrant Officer of the Aviation Branch assigned at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala. He can be reached at brent.driggers@rucker.army.mil.

Providing Realism in the Training of Rangers and Pilots

By MAJ James G. Wideman

The 1-212th "Wings of Freedom" Battalion, in conjunction with the "Toma-hawks" of the 1st Bn., 14th Avn. Regt., conducts air assault missions with the 6th Ranger Training Battalion at Eglin Air Force Base, Fla. every other month.

Each mission is conducted in a combined arms environment, using attack or scout assets to provide rangers with the support they can expect to receive on the battlefield and exposes FSXXI students to the

intricate details of planning for an air assault.

Prior to each mission, the units involved conduct pre-mission planning that includes an air mission brief (AMB) and a rehearsal.

The AMB is conducted two days prior to D-day, and the rehearsal is conducted the day prior to D-day. SOP items and operations orders are utilized during all briefings just as they are in the field and in combat.

In October 2005, LTC Mark Fassl, the 1-212th's commander, along with

his key staff and company commanders met with their counterparts at the 6th RTB, receiving a briefing on the Ranger training scenario, and confirming that the use of aviation assets adds immeasurably to the realism of their training scenarios.

The visit was very educational for both parties and further enhanced the working relationship between the Aviation and Infantry centers.

Recently, the 1-212th has implemented static load training as part of the mission preparation about 8 to 10



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days prior to the D-day execution at Eglin AFB.

This helps to make for a safer training environment, so D-day won't be the first time the Ranger students have boarded a UH-60 aircraft.

1-212th has also implemented the practice of flying to Eglin to retrieve the air assault task force commander or a representative to participate in the AMB, along with conducting after-action reviews following each mission to ensure continued improvements for future exercises.

The 1-212th normally conducts the Ranger mission using two serials of five aircraft. Using 10 aircraft allows each of the 20 flight students in the class to have time on the flight controls with Ranger students aboard.

The first period student pilots fly to Eglin and fly the first portion of the mission. Then the student pilots swap out and so the others fly the second

half of the mission and during the return flight to Fort Rucker.

On D-day, the aircraft depart Rucker, refueling in Florala, Ala. to ensure they have enough fuel to accomplish the mission.



COURTESY ARMY PHOTO

Ranger candidates move quickly to load a UH-60 Black Hawk from Fort Rucker flying in support of an air assault exercise as part the Ranger School's training phase at Eglin Air Force Base, Fla.

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They typically carry 100 Ranger students and cadre per lift, with 10 per aircraft.

Depending on the size of the Ranger class, the flight students conduct two or three lifts to move the entire class.

The lift mission is integrated into the Ranger School scenario as an air assault on an objective that is the suspected location of a key enemy leader.

During the Ranger mission on Dec. 7 both BG E.J. Sinclair and CW5 Brent Driggers, the commanding general and the chief warrant officer of the Aviation branch at USAAWC, participated.

BG Sinclair flew students with CW4 Chris B. Wheatley, one of the instructor pilots in the 1-212th.

As a UH-60 standardization pilot, Driggers flew student pilots WO1 Troy M. McMahan and WO1 Mikolay W. Plater-Zyberk.

Both Sinclair and Driggers were impressed with the evolution of training from where we have been, to where we are, and to the prospects for the future to include multiple airframes in the Rucker fight to support Army Force Generation. ♦

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Transforming Army Aviation's Fixed Wing Fleet

for the Future Force

By LTC Keith Brown and John Caraway



ARMY PHOTO

The C-37 is a military version of the Gulfstream V and provides transcontinental airlift support for military and government officials.

equipment necessitates a three-fold approach to transforming the current fleet of aging aircraft into the low profile and easily sustained fleet of the 21st Century.

This three-fold approach includes replacement of the oldest aircraft that are facing obsolescence issues, modernizing the newer aircraft to comply with regulatory and safety requirements, and divesting the fleet of aircraft that are not validated requirements of the future.

The Army staff in October 2000 initiated the development of a comprehensive strategy for the capabilities and quantities of Army fixed wing aircraft required to support the Future Force. As the Army attempts to reduce the logistics footprint, there is an increased need for more capable fixed wing aircraft.

The assumption that ground re-supply will be conducted for the Future Force has given way to the realization that the only reliable solution will be fixed wing aircraft assigned and responsive to Army commanders.

Joint publications require each service to sustain its own force through intra-theater support activities. Exact quantities and types of aircraft are yet to be finalized, but the value to combatant commanders is readily apparent.

Fixed Wing Transformation

The United States Army currently operates approximately 300 fixed wing aircraft to meet a wide variety of missions. In the future, fixed wing aircraft will be assigned to one of three categories of service unique missions.

The categories are: (1) intelligence or Special Electronic Mission Aircraft (SEMA), (2) personnel movement or Future Utility Aircraft (FUA), and (3) cargo or Future Cargo Aircraft (FCA) requirements.

The Army's strategy is to transform the fixed wing fleet from a utility centric activity to cargo centric activity. Ultimately all aircraft will have worldwide operational capabilities including the use of Global Air Traffic Management (GATM) and Aircraft Survivability Equipment (ASE) packages.

The change in vision along with the modernization of

Aerial Common Sensor - Intelligence

The Army's plan for transforming the intelligence aircraft involves an integration of both the Guardrail Common Sensor (GRCS) and Airborne Reconnaissance Low (ARL) onto a single platform designated Aerial Common Sensor (ACS).

ACS will be delayed until completion of a Joint Intelligence, Surveillance, and Reconnaissance (ISR) study. The Army and Navy, in coordination with the Air Force, the Joint Staff, the Under Secretary of Defense for Intelligence, and Director for Program Analysis and Evaluation, will conduct a study of joint multi-intelligence airborne ISR needs, focusing on tradeoffs among manned and unmanned airborne platforms and how those tradeoffs translate into requirements for recapitalizing the ARL, GRCS, EP-3 and Rivet Joint aircraft fleets.

In addition, the study should identify any resources beyond the FY 2006 President's Budget program of record to sustain ARL, GRCS and EP-3 aircraft until they can be replaced. The report should be complete by July 31, 2006.

Future Utility Aircraft - Personnel Movement

An ever increasing role in the Army fleet is the need for coast-to-coast transoceanic and inter-theater transport for high priority personnel.

The C-37A/B provides global command and control to senior leadership for flights up to 5,500 NM. The C-37 is equipped with a state-of-the-art avionics system, including an Enhanced Vision System (EVS), Enhanced Ground Proximity Warning System (EGPWS) and Microwave Landing System (MLS).

These features combined with lower operating and maintenance costs make the C-37 an excellent aircraft for many Department of Defense and high ranking federal and

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Fixed Wing Fleet *Continued*

state government officials.

The remaining utility fleet is comprised of C-12, C-26, and UC-35 aircraft. As the national and international airspace infrastructure transforms from ground based to satellite navigation, from analog to digital communications, and from radar to digital surveillance, the FWPMO is upgrading this fleet to maintain access to airspace and remain deployable world-wide.

The aircraft are being modernized with digital state-of-the-art, commercial-off-the-shelf systems. They will be fully integrated with glass cockpits and an open architecture that is easily upgradeable for future requirements.

As these aircraft reach the end of their expected life, the FWPMO will evaluate follow-on potential Future Utility Aircraft (FUA) to fill this needed requirement. Serious FUA concept development will not begin until FCA is beyond Low Rate Initial Production (LRIP) and is in full production.

FCA MISSIONS		
Critical Parts Resupply  <ul style="list-style-type: none"> • Deliver time sensitive parts to forward deployed troops 	MEDEVAC CASEVAC  <ul style="list-style-type: none"> • Backhaul priority to CASEVAC • Evacuation of Casualties • Transport Medical units 	Troop Transport  <ul style="list-style-type: none"> • Small airfield landings • Provides long range transport • Avoids unsecured ground
Aerial Sustainment  <ul style="list-style-type: none"> • Self-deploys from CONUS • Transport Cargo from staging base to tactical units • Backhaul of repairables 	Air Drop  <ul style="list-style-type: none"> • Personnel / Supplies • CDS / JPADS drop via ramp • Supports USSOCOM 	Homeland Security  <ul style="list-style-type: none"> • Transport elements of CST • Transportation to State and Federal Agencies • Operate from general airports

The Future Cargo Aircraft will be a multi-mission asset for Army aviation.

Future Cargo Aircraft

The Future Cargo Aircraft (FCA) will replace aging C-12, C-23 and C-26 aircraft. FCA will be mission tailorable and rapidly reconfigurable to perform a variety of intra-theater logistical support missions.

Normally this aircraft will be designated to transport supplies and repair parts/major assemblies. In the Future Force, the Army must have dedicated intra-theater support aircraft that are designed to meet the needs of Army, corps, division and brigade combat team commanders.

FCA allows critical resupply to be pushed forward to the combatant commander by providing the capability to by-pass traditional points of entry and staging bases. These non-traditional intra-theater distribution nodes will support on-demand performance based and focused logistics.

Since these aircraft will be smaller than a C-130 and will be able to land on unimproved, short surfaces (key capability gap for the current force), they will rapidly respond to the changing phases of any operation.

FCA will be a reliable, larger, faster, higher flying, off-the-shelf airframe that can conduct the tactical missions of resupply, medical evacuation, troop movement, air drop and humanitarian aid under the harshest field conditions.

The Army anticipates being on contract for the new FCA in fiscal year 2007 and to be fully operational by FY10.

FCA KEY CAPABILITIES		
Self Deployability  <ul style="list-style-type: none"> • 2400 miles without refueling • 250 KTAS Airspeed • Pressured Cabin 	Enhanced Take Off & Landing  <ul style="list-style-type: none"> • Take off and Land on Unimproved Surfaces at 2000 feet 6K and 95 degrees 	Cargo Capability  <ul style="list-style-type: none"> • ≥ 3,436L Pallets • ≥ 6 CDS Bundles • Transportable with C-130 & CH-47
Survivability  <ul style="list-style-type: none"> • Ballistic Protection • NVG Compatible • Situational Awareness • Day / Night / All Weather • ASE 	Interoperability  <ul style="list-style-type: none"> • IFF • Communications • Navigations • Surveillance 	Supportability  <ul style="list-style-type: none"> • Initial Contractor Support • Contractor Maintenance/Part Supply • Pilot, Copilot & Load Master Training

SOURCE SELECTION INFORMATION, SEE FAR 2.101 and 3.104

The multi-capability Future Cargo Aircraft will greatly support the ground commander's warfight ability.

The Future

The contributions of Army fixed wing aviation will be to operate in military, civilian and foreign controlled airspace as an enabler to the Future Force.

Army fixed wing aircraft will enhance the responsiveness and reach of the Future Force with greater speeds and longer ranges than is capable with just rotary wing aircraft.

Army SEMA fixed wing aircraft contribute to the lethality and survivability of the Future Force by providing commanders with real time critical intelligence and targeting information.

Fixed wing aircraft rapidly transport key personnel within their respective theaters of operation and/or battlefield areas, provide them with current situational awareness updates en-route and insert them into the fight.

Army fixed wing aircraft will contribute to the agility and versatility of the Future Force by the transport of long-range surveillance and widely dispersed special operations teams and by the delivery of time sensitive and mission critical supply items needed to continue the warfight at any level of conflict.

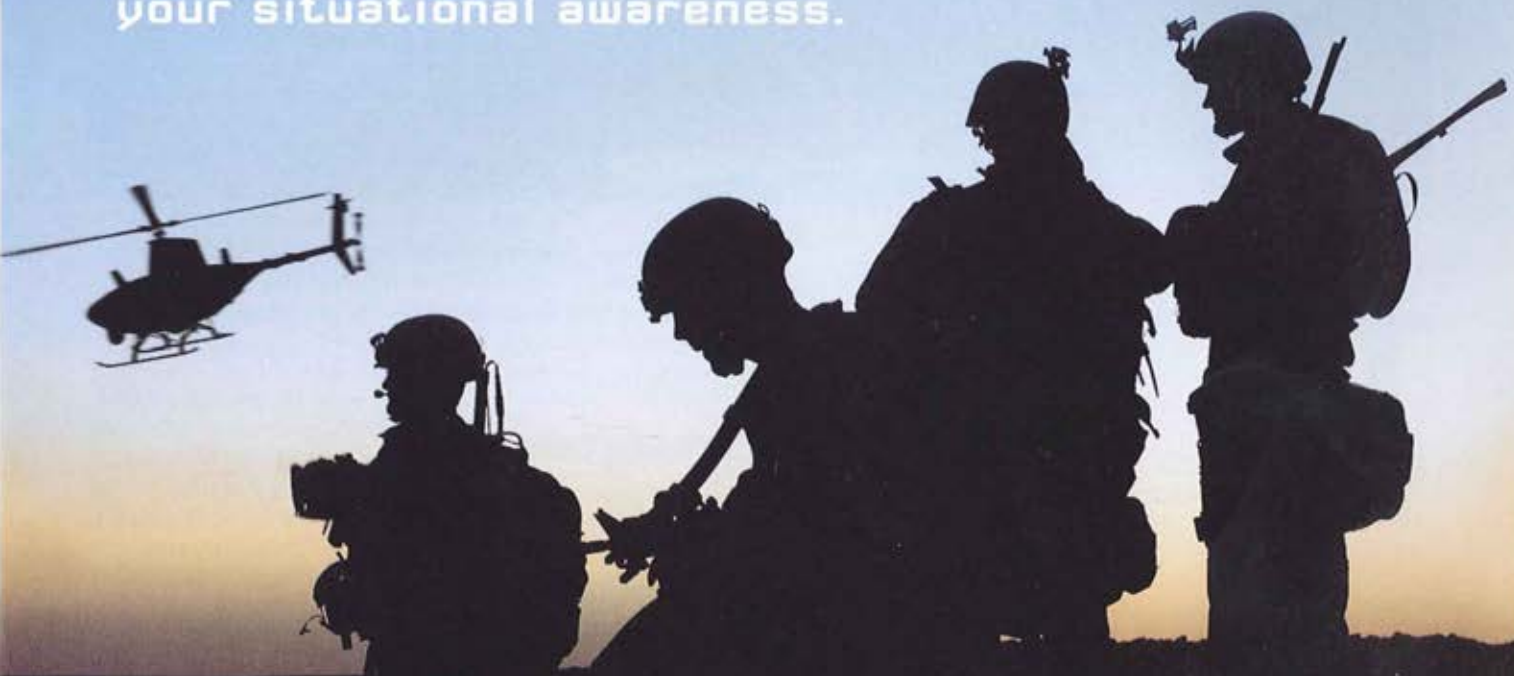
In addition, as the Future Force attempts to reduce its logistics footprint, fixed wing aircraft will support the Commander by moving time-sensitive and mission-critical supply items to forward deployed units.



LTC Keith Brown is the product manager for the Fixed Wing Product Office and Mr. John Caraway is the acting product director for the Future Cargo Aircraft with the Program Executive Office for Aviation, Redstone Arsenal, Ala.



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Supporting the Recon/Attack Warfighter

A 42nd Inf. Div. Soldier watches as an OH-58D Kiowa Warrior from 1-17th Cav. destroys an enemy weapons cache near the town of Ad Duluyah in Iraq June 23, 2005.

By LTC Michael R. Switzer

The Kiowa Warrior continues to provide superb support to the Global War on Terrorism as an agile, capable and responsive reconnaissance and attack helicopter platform.

The fleet has surpassed 185,000 flight hours in Operations Iraqi Freedom and Enduring Freedom while attaining over one million flight hours for its lifetime.

The OH-58D Kiowa Warrior originated from the Army's Helicopter Improvement Program (AHIP) and first flew in October 1983 and began fielding in September 1995. The armed version of the helicopter was first fielded in the early 1990's and the last unit fielded was the 1st Bn., 25th Avn. Regt. at Schofield Barracks, Hawaii in December 1999.

Today, the Product Management Office endeavors to keep the Kiowa Warrior ready, relevant, and transforming in support of National Command Authority missions and global commitments while the Army fields the Armed Reconnaissance Helicopter (ARH) projected through 2014.

Safety Enhancement Program

Despite being in the Operations and Support (sustainment) phase of the life cycle, we continue to modify approximately two aircraft per month as part of the Safety

Enhancement Program (SEP) at Bell Helicopter Textron, Inc. facilities.

We have just recently delivered aircraft number 248 of 304 projected through February 2009.

We are in negotiations with Bell for the final two lots of aircraft that will complete the planned modification.

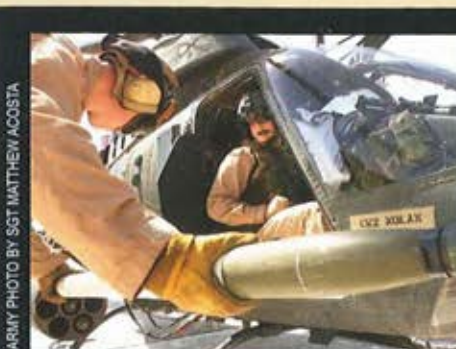
The SEP modifications include installing a Rolls Royce C30R/3 engine with a full authority digital electronic control (FADEC), an improved master control system processor unit (IMCPU), an improved data modem (IDM - 304), an improved single channel ground/air radio system (SINCGARS-SIP), crashworthy seats, and a cockpit air bag system (CABS).

We are currently fielding the 4th Squadron, 6th Air Cavalry Regt. at Fort Lewis, Wash. and plan to finish the eighth and final unit of the 4th Sqn., 278th Armor Cavalry Regt., which will become the 1st Sqn., 230th Air Cavalry Regt. of the

Tennessee Army National Guard in February 2009.

KW Digitization

The Kiowa Warrior continues setting the standard when it comes to the Army Digitization Program. Today, the Army command and control networks are an integral part of interoperability and Software Blocking is a key



The Scout Attack PMO is working many initiatives for the OH-58D Kiowa Warrior including reducing aircraft weight and enhancing safety. Here SPC Andrew Heath loads a rocket pod on a 1st Sqn., 17th Cav. Regt. KW for a combat patrol on Oct. 28, 2005.

for aviation platforms.

Presently the CDS-4 aircraft are being upgraded to the Software Blocking I standard and the Kiowa Warrior remains one of the most interoperable platforms within the Army.

Work continues with Software Blocking II and we anticipate being able to communicate more digital messages over the tactical internet than any other air or ground platform. Both the SEP modified and non-SEP aircraft are equipped or are being equipped prior to operational deployment with either a two-way Blue Force Tracking System (BFT - SEP) or a one-way system with non-SEP modified aircraft.

The Improved Master Controller Processor Unit (IMCPU) allows the KW to remain relevant on interoperability with other digital systems by CDS-4 Phase IIB Software and the new 304 improved data modem.

Digitization efforts also include work on upgrading the PCMCIA card based Data Transfer System with a fourth slot allowing for increased mission recording capability which allows us to save weight and improve performance over the old Hi-8mm recording system in previous versions of the helicopter.

Another digitization effort ongoing is the AN/APX-118 transponder which has Mode-S capability to allow the aircraft to be able to operate in the European theater, which requires Mode-S by 2009.

Lightening the Load

Another major effort for the KW has been the weight reduction effort for the aircraft. This effort began in 1999 under the Pentagon's Commercial Operations and Support (O&S) Cost Savings Initiative (COSSI).

The product office teamed with the Aviation Applied Technology Directorate at Fort Eustis, Va., and with the EFW Corporation in Fort Worth, Texas, to develop lighter, more reliable aircraft systems. Today we are receiving the funding to start the efforts and field new lightweight multi-functional color displays and the ALKAN bomb rack.

The COSSI and other Life Cycle Management Command (LCMC) team efforts have also removed nearly 77 pounds of unnecessary equipment and facilitated a strip and paint program that also yields significant weight savings.

In all, these efforts have taken approximately 219 pounds off each aircraft in the last 7 years.

Other weight reduction efforts from this initiative will likely only be seen on the aircraft planned to replace the OH-58D.

These include lighter weight Hellfire launchers, an infrared (IR) heat exhaust diffuser eliminating the need for an ALQ-144, and perhaps a newer .50 caliber gun system to replace the aging XM296 (M2) system.

Thermal Infrared Sensor Upgrade

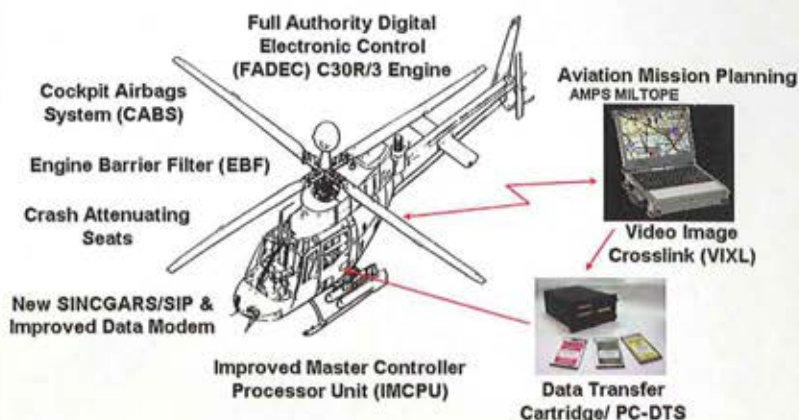
Obsolescence Management of the first Army digitized helicopter is quite a task today as vendors and components

status and availability change very frequently.

Modernization through spares is one effective method the Scout Attack LCMC team has managed to have limited success. One such item is the fielding through spares replacement of a new thermal infrared sensor upgrade (TISU) for the mast mounted sight (MMS) system.

The new TISU is mid-wave (3-5 micron) IR detector with a staring array versus the original system which is a long wave (8-12 microns) scanning array.

Safety Enhancement Program (SEP)



In addition to planned O&S cost savings, the TISU has greater operational performance than its predecessor.

The SEP package provides multiple improvements to the OH-58D helicopters.

Additionally, another obsolescence management strategy has been life of type buys of electronic components as these are generally much more cost effective than a part and component redesign.

For the Future

As Army Aviation continues to transform and transition from the current force to the future force, Kiowa Warrior will need to remain relevant and ready.

The initiatives above and others that the Life Cycle Management Team are addressing everyday will enable the KW fleet to effectively respond to the nation's needs and to operate effectively on the modern battlefield as it has since 1985.

The abilities and expertise of the LCMC team allows the Kiowa Warrior to continue being a deployable, reliable, versatile and lethal member of the combined arms team and will continue to make a significant difference in Army operations in Iraq and around the world until its ultimate replacement by the ARH in FY2014.



LTC Michael R. Switzer is the product manager for the Scout Attack Helicopters Office with the Program Manager for Aviation Systems, Program Executive Office for Aviation, Redstone Arsenal, Ala.

SPECIAL FOCUS:
PM HARDWARE
UPDATE

Cargo Helicopter UPDATE

By COL William T. Crosby
and MAJ Gerald L. Dwyer

The Cargo Helicopter program continues to provide exceptional capability to the warfighters who employ the Chinook. Whether at war or peace, the Chinook is there to support our mission.

The Cargo Project Managers Office, along with the many other dedicated members of Team Chinook, continues to improve and sustain the CH-47D fleet, and is well on its way to fielding the most capable cargo helicopter in history, the CH-47F.

The Program Manager (PM) Cargo team operates with a total focus on one primary goal; reducing the burden on the Soldier. Our Soldiers depend upon the Chinook as a critical combat, combat support and combat service support asset.

This past year they continued to employ the Chinook in Operation Iraqi Freedom, civil support missions during Hurricane Katrina Relief, earthquake relief operations in Pakistan, and in anti-terrorism operations in Afghanistan and around the world.

The team supports the Soldiers through three prime initiatives; field the CH-47F, develop and integrate improvements to the CH-47D that are compatible with the CH-47F, and sustain and maintain the existing fleet through an integrated and proactive approach.

Newest Chinook Model

The latest model of the Chinook, the CH-47F, continues testing and qualifi-



Soldier Focused Logistics (SFL) will help to improve system availability and readiness, continuous performance improvements, reduce operations and support cost, integrate life cycle management, and ultimately reduce the burden on aviation maintainers.

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Cargo Helicopter *continued*

cation with the integration of the common avionics architecture system (or CAAS) digital cockpit and the Digital Advanced Flight Control System (DAFCS) this year, and is on track for First Unit Equipped by May 2007.

Soldier Focused Logistics

Until that date, the CH-47D fleet is benefiting from an innovative program known as Cargo Helicopter Soldier Focused Logistics (SFL).

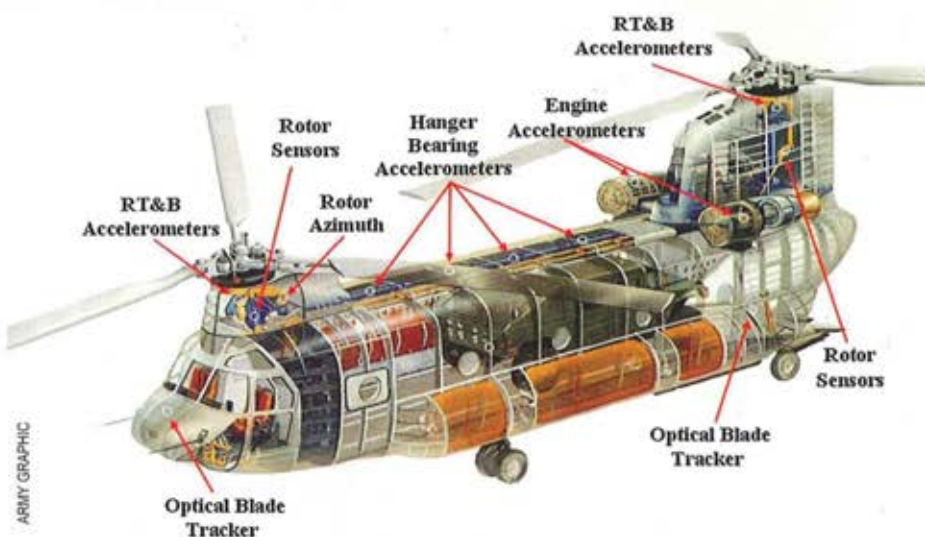
SFL is the transformation program implemented to provide unparalleled weapon system support that off-loads the Soldiers, meets the Army logistics transformation goals, and affords the warfighter an unprecedented capability to manage their combat systems and accurately predict a true "Go-to-War" capability.

The focus of this effort is improved system availability and readiness, continuous performance improvements, reduced operations and support cost, truly integrated life cycle management, and ultimately the reduction of the burden on the Soldiers.

In October 2004, Redstone Arsenal was designated as the Army's first Life-Cycle Management Command (LCMC). The intent of LCMC is to better integrate Army acquisition, logistics and technology efforts under integrated weapon system organizations, or SFL teams.

PM Cargo was the originator of the SFL concept and was the first organization to undergo transformation to the SFL integrated approach.

TYPICAL CHINOOK DIGITAL SOURCE COLLECTION SYSTEMS INSTALLATION



Digital source collection (DSC) systems and the health and usage monitoring systems (HUMS) are key enablers for the automated collection of data to facilitate condition based maintenance.

The success of the PM Cargo SFL team serves as the model for all future SFL teams within the Program Executive Office for Aviation.

The total implementation of the SFL concept encompasses all aspects of fleet support and multiple independent projects that enable synergistic management of fleet assets and operations.

In addition to a major reorganization and collocation of personnel so that "all who touch" the Chinook helicopter are now in one location and under operational control of the PM, as the major logistics systems that provide asset visibility, analytical capability, and collection and transmission of fleet data are also being replaced or enhanced.

Focused on fielding and support of the warfighter, Chinook operations are successfully transforming under SFL with no disruption of support to the Soldiers and the Army.

Cargo War Room & Operations Center

To facilitate this complex transformation and integration of people, processes, software and hardware, in February 2005 PM Cargo developed a detailed concept of operations, identifying major milestones and decision points, and assigned a priority of effort to each phase.

A large part of the transformation involved the organizational restructuring of the PM Cargo Office encompassing more than 300 people and included elements of the Integrated Material Management Center (IMMC), the Security Assistance Management Directorate (SAMD), the Aviation Engineering Directorate (AED), and the Acquisition Center.

The reorganization efforts under LCMC synchronized and provided synergy of effort to support and sustain the combat power of the CH-47 fleet.

A PM Cargo War Room and Oper-

The Cargo PM has three prime initiatives: field the CH-47F, develop and integrate improvements to the CH-47D that are compatible with the CH-47F, and sustain and maintain the existing fleet through an integrated and proactive approach.

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The Cargo Project Managers Office has transformed to better serve the warfighter. During the 2005 hurricane season, Chinook helicopters provided critical heavy lift support to the Gulf Coast region. Here a CH-47 takes off from Ellington Field, Texas on Sept. 25 to deliver food and water to people affected by Hurricane Rita.



DOO PHOTO BY USAF MSG LANCE CHELUNG

ations Center was established in March 2005, utilizing existing resources and personnel to coordinate, both internally and externally, all of the SFL initiatives and day-to-day operations of the new organizational structure.

The War Room is used for PM Cargo leadership to review fleet issues and trends, examine pertinent data, war-game options, and make decisions or recommendations as appropriate.

The Operations Center coordinates issue resolution and taskings, defines web-based capabilities of the War Room, monitors and updates PM Cargo metrics, and is the means to implement overall SFL integration.

The Cargo War Room is the centerpiece of the new organizational structure and is currently being replicated for use by other PMs within PEO Aviation.

Meeting CBM Objectives

An integral part of the overall SFL concept is the Platform Maintenance Environment (PME), an automatic information system (AIS) that will collect real-time maintenance data at the aircraft, feed that data into a relational database, then facilitate access to the database for fleet management, which could then be simultaneously available to all stakeholders in a shared data environment.

Digital source collection (DSC) sys-

tems and the health and usage monitoring systems (HUMS) are key enablers for the automated collection of this data.

PM Cargo continues to support the risk reduction and demonstration efforts of these systems with the goal of obtaining the data necessary for accurate fleet management and toward our ultimate goal of condition based maintenance or CBM.

The innovative efforts of the Chinook Team have resulted in successful development and fielding of a number of component systems that, taken together, provide a strong basis for the future of SFL. An example of this effort is unique identification (UID) compliant parts marking.

This initiative complies with DOD UID policy, identifies strategies for legacy and new weapon system marking, and supports tracking of assets, maintenance, and configuration through various marking technologies. As of December over 7,000 CH-47 parts are marked.

By tracking these parts through the PME, warfighters from the unit production control clerk to the fleet item manager can have near real time visibility of the status and location of critical parts.

Summary

The PM Cargo team improves the Army's fleet management capability for Army aviation through the imple-

mentation of the SFL initiative.

The concepts of transforming fleet sustainment and maintenance management by re-engineering business processes through SFL enable the PM, as well as item managers, engineering and the user to use timely field support data and ease the Soldier's work load.

The innovative approaches to SFL implementation have provided Army leadership an alternative to the current maintenance management processes for Army aviation while continuing to greatly exceed the required level of support to the program and the Soldiers.

The PM Cargo SFL team is able to provide increased support to the warfighter, from assistance in deployments, to locating hard to find transportation equipment, to expediting parts.

The Army Chinook Program, PEO-Aviation and the Aviation and Missile Command are successfully transitioning to Soldier Focused Logistics.



COL William T. Crosby is the project manager for Cargo Helicopters and MAJ Gerald L. Dwyer is the assistant project manager and the Joint Heavy Lift Program Integrator in the Office of the Project Manager for Cargo Helicopters, Program Executive Office for Aviation, Redstone Arsenal, Ala.

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Customer Success Is Our Mission

The Armed Reconnaissance

By COL Mark Hayes and LTC Neil Thurgood

The Army's Armed Reconnaissance Helicopter (ARH) continues to emerge from concept to reality. A great deal of work has been accomplished at a heretofore unprecedented pace to get the ARH's capabilities into the hands of the warfighter.

SPECIAL FOCUS: PM HARDWARE UPDATE

The July 2005 Milestone-B decision and the subsequent ARH contract award placed this program on the path to success and the Army will realize tangible results in fiscal year 2006 to meet

its requirement to have an ARH first unit equipped (FUE) by the 4th quarter of FY2008.

The TRADOC Systems Manager for Reconnaissance and Attack (TSM-R/A) and the ARH Program Management Office (PMO) remain on synchronized paths to execute what many in the process have said, "Couldn't be done."

Critical to the success has been the integrated team approach across a large span of interests, not only those of the TSM-R/A and the PMO's.

Vertical and Horizontal Support

We are incredibly fortunate to have unwavering support from the Army's senior leadership and headquarters staff, the Joint Staff, the Office of the Secretary of Defense (OSD), the Program Executive Officer for Aviation, the Army Aviation Warfighting Center and our industry partners to name just a few.

Many other people and agencies contribute in their own mission areas as well and the ultimate beneficiary is the ARH Soldier and crewmember.

We are deeply indebted to all who help to take this program from concept to reality.

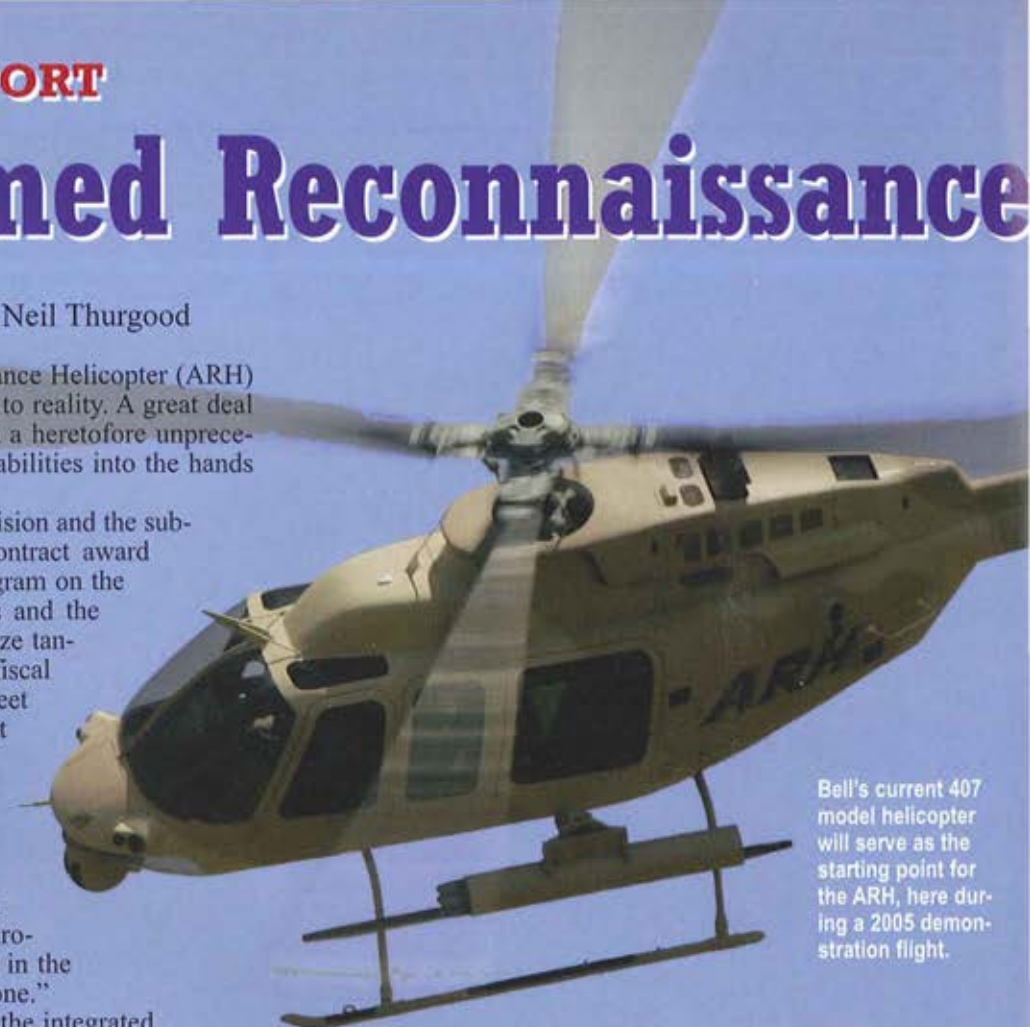
The efforts by all those mentioned above have been impressive and well documented. But as the saying goes, "That is all history, what have you done for me lately?" The truth of the matter is... *Much!*

FY2006 comes with very tangible progress on the road to FUE. Here are some of the actions many of you may not be aware of, but are critical events to bring the vision of ARH to fruition.

Building the ARH Cadre

Supported by the leadership at the Army's Human Resources Command, the first six ARH warfighters were assigned to the TSM-R/A this year.

This initial group of experienced Soldiers will eventually serve as the core members of the FUE squadron.



Bell's current 407 model helicopter will serve as the starting point for the ARH, here during a 2005 demonstration flight.

These Fielding Support Augmentees (FSA) currently consists of one branch qualified and combat-tested captain, one standardization instructor pilot, one ARH maintenance test pilot, and three non-commissioned officers in the rank of SFC (E-7) representing the 15J, 15K and 15S career fields.

They are the first of a total of 22 FSAs to be assigned to the TSM-R/A over the next 18 to 24 months.

Their efforts are the key to getting the systems designed properly and to focus all of our efforts to make sure the ARH meets the combat capability requirements and is supportable and sustainable by the Soldier.

This highly capable group is fully engaged in day to day planning and decision making in every area of ARH development. They are quite literally designing and testing the system they will deploy to combat with.

A Major Team Effort

The on-going focus that will be sustained through the coming months for the FSA and PMO is executing the program through the Integrated Process Teams or IPT.

These IPT cover training, sustainability, supportability, design/development of the crew station, development of the training devices, and writing changes to doctrine or the tactics, techniques and procedures to name just a few.

This includes the building of the first four System Design and Development (SDD) aircraft, which is in progress.

Helicopter



An artist design concept of how the ARH will look. It's the First Unit Equipped Fielding Support Augmentee Squadron who will be responsible for getting the systems designed properly and to focus all efforts to ensure the ARH meets the combat capability requirements and can be supported and sustained by Soldiers.



COURTESY BELL HELICOPTER GRAPHIC

The TSM-R/A & PMO team will assist Bell Helicopter in down selecting the sensor, which will be developed for the production version of the ARH.

The Next Milestone

As FY2006 winds down, the TSM/PMO team will undergo final preparations for the Limited User Test (LUT). The current plan is to conduct the ARH LUT this August.

The FSA will play a critical role in the LUT, ensuring the progress of the ARH program is meeting warfighting requirements.

The LUT will inform the Army's leadership on the status of the aircraft's development and be the trigger to go back to OSD to ask for the Milestone-C decision.

Approval of the MS-C allows the Army to commit to the low-rate initial production of the Armed Reconnaissance Helicopter.

Summary

A look back on all of the actions accomplished thus far reminds us that the ARH program has shown that the Army's acquisition process can be responsive to the needs of the warfighter.

The key to making all of this happen is continued support from across the Army, OSD and industry, while applying the personal and financial resources to keep us moving forward.

So, when we are asked what have we accomplished in getting the ARH fielded to the Warfighter? We can simply reply, "Much!"

ARH has a great deal yet to accomplish, but with your continued support, we will achieve success.



COL Mark Hayes is the Training and Doctrine Command's System Manager for Reconnaissance and Attack at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala. LTC Neil Thurgood is the program manager for the Armed Reconnaissance Helicopter, Program Executive Office for Aviation, Redstone Arsenal, Ala.



COURTESY BELL HELICOPTER GRAPHIC

PM-ARH and TSM-R/A are working closely with Bell Helicopter to quickly bring the Armed Reconnaissance Helicopter from concept to fielding for Army Aviation warfighters.



PHOTO BY ERN DICK / BELL HELICOPTER

Currently four ARH aircraft are in production at Bell's XWorX facility in Arlington, Texas. Here a sheet metal craftsman works on the fuselage of the second ARH on Jan. 6.

Utility Helicopters

**SPECIAL FOCUS:
PM HARDWARE
UPDATE**

PROGRAM UPDATE

By COL Cory W. Mahanna

Since LTC Chip Lunn and MAJ Courtney Cote updated the Army Aviation magazine last year, four new UH-60M prototypes have rolled off the assembly line; we have accepted 26 new UH-60L and HH-60L aircraft, and 27 recapitalized UH-60A aircraft have been sent back to units.

We have modified 572 airframes with critical combat components and subsystems. Moreover, our fill of utility helicopter spares hit an all time high Army-wide; our distribution of special tools, sets, kits and outfits is approaching 100 percent; and our customer wait time for critical parts is now at a historic low.

We have fielded sophisticated fleet management products that are today reporting aircraft status and projecting future needs.

The LUH proposal response from industry is now under evaluation.

Our Army has modernized our tactics, techniques and procedures, and it has called more and more on Army Aviation for combat, combat support and combat service support missions.

Additionally, we have been committed to stability and support operations throughout the world and in our own nation.

Although we have always delivered, it is clear that even more will be asked of us in the future.

A Life Cycle Focus

Mr. Paul Bogosian, the Program Executive Officer for Aviation, task-organized the Program Executive Office for combat, moving away from an acquisition specific focus to a fully functional Life Cycle Management operation.

Under this concept, the Utility Helicopter Project Officer (UHPO)

The Utility Helicopter Project Office supports the Army's Black Hawk fleet around the world. Here two UH-60 helicopters from the 1st Bn., 228th Avn. Regt., based at Soto Cano Air Base in Honduras land at the airport in Barahona, Dominican Republic during a support mission for the U.S. Army South. ARMY PHOTO BY KAYE RICHEY



PHOTO BY SFC REGINALD ROGERS

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Paul Bogosian, the Program Executive Officer for Aviation, prepares to climb into the cockpit pilot station of the new UH-60M Black Hawk for a demonstration flight on Dec. 16.

Status on LUH

The Light Utility Helicopter (LUH) Product Office has received industry responses to the request-for-proposal the Army issued in 2005. The Product team is reviewing these in a competitive selection process.

I anticipate a source selection performance demonstration in early 2006, followed by a Milestone-C decision brief in the Pentagon.

My goal is to award a contract for 322 LUH aircraft in fiscal year 2006.

700 Series Engines

We have made great progress with the T-700 line of engines. Our conversion of the re-build line to a 701D configuration is now complete.

These engines are being integrated across the Department of Defense fleet of aircraft and feature great improvements in cost, power and durability.

Moreover, we have the FADEC for the 700 series moving through the acquisition process.

We will feature a FADEC on the UH-60M Upgrade test flight scheduled for FY07.

Utility Helicopters *Continued*

has developed a balanced approach featuring new fleet acquisition and extensive service life and performance enhancements of our current fleet.

Next Generation Black Hawk

Our acquisition of the world's foremost utility helicopter, the UH-60M, is now underway. We remain on target to procure 1227 new UH-60Ms,

Integrated Vehicle Health Management System to provide the data needed for condition based maintenance.

The MEDEVAC mission equipment package (MEP) for the UH-60M is now in production as well. This state-of-the-art package will feature capabilities equaling that of fully equipped emergency rooms, including a vastly improved patient oxygen system.

The UH-60M Upgrade Program, which completed its preliminary

We remain on target to procure 1227 new UH-60Ms, which will stabilize our Black Hawk fleet at 1806 total airframes.

which will stabilize our Black Hawk fleet at 1806 total airframes.

The production line has ramped up. We now have 17 more aircraft in-work, we're winding down our Developmental Test Program, and we'll conduct an operational test in September.

The UH-60M product features: an all new airframe with rotor brake and improved durability gearbox, wide-chord blades, 701D engines, improved IR suppression, improved crashworthy external fuel system and a digitized, bussed glass cockpit with a fully coupled flight director.

The UH-60M will also include an

design review last October, consists of a common avionics architecture system (CAAS) common with the CH-47F and the Armed Recon Helicopter (ARH), fly-by-wire, Full Authority Digital Engine Control (FADEC), and a composite tail cone with composite drive shafts.

This configuration will significantly reduce the logistics footprint through the use of common hardware and will provide the user with a much safer system to operate in tough mission environments with vastly improved handling characteristics.

The program will undergo a critical design review in 2006.

Fielding to the Force

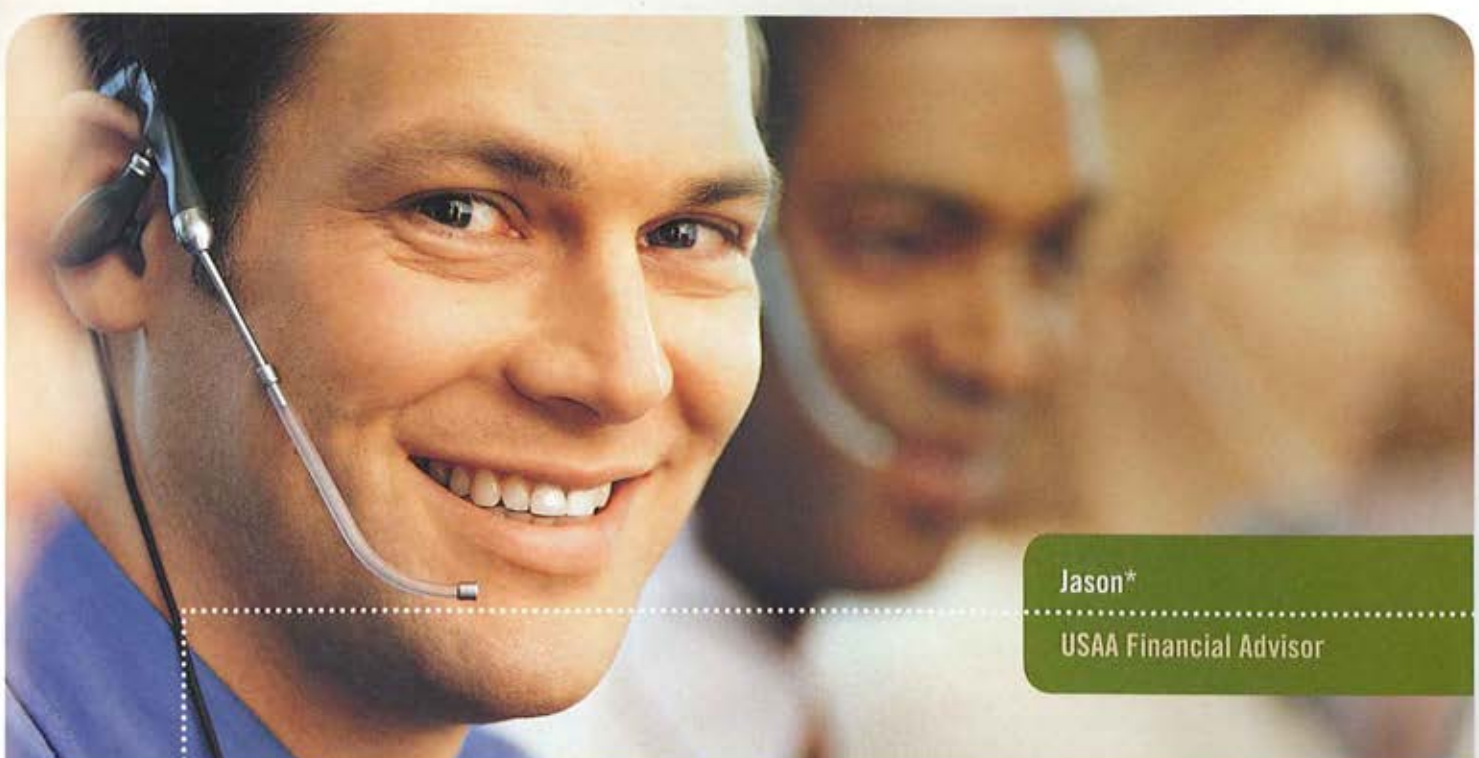
Our Black Hawk Production and Fielding team completed a prototype modular peculiar ground support equipment Deployment Support Kit and provided this kit to one of our combat aviation brigades in January.

The P&T team has accepted 31 new aircraft (26 UH-60 and 5 HH-60) and has completed 27 A to A Recap aircraft over the last calendar year.

Enhancing Training

We have continued to field across the globe a variety of new trainers and simulators this year.

These included a landing gear and



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A UH-60 Black Hawk "M" model helicopter (aircraft number 4) conducts a test flight in December at Redstone Arsenal, Ala.

the Enhanced Scheduled Maintenance (ESM) program Army-wide.

The ESM program reviewed and consolidated all of our documents related to scheduled inspections, eliminated redundant inspections and re-ordered these procedures into a logical sequence.

The program has reduced man-hours per phase by 28 percent and the number of maintenance events by 33 percent.

These changes have yielded a 5 percent operational readiness increase over the fleet or a 200 flight hour increase in operational tempo for the same scheduled maintenance effort.

Foreign Military Interest

One way to measure how we are doing is to look at the utility programs of our allies.

Today, Black Hawks operate in 26 countries. New aircraft were delivered to Thailand and Colombia. We have received many inquiries this year regarding the UH-60M program.

Thailand, Brazil and Colombia have all placed sizable orders for more aircraft this year. New contracts were signed for eight additional aircraft for Colombia and six for Brazil.

We prepared price and availability statements for the new UH-60M aircraft: four, eight and twelve for Thailand. Bahrain and UAE have also shown interest in purchasing the UH-60M.

In Conclusion

Our UH fleet continues to provide maximum mobility to the Soldier with a fleet-wide cumulative total of 989,314 flight hours in 2005 as of Dec. 15.

This optempo was conducted under grueling conditions and there are no signs of any respite in the future.

Accordingly the numbers and statistics quoted in this article are merely benchmarks we must plan to surpass this year.



COL Cory W. Mahanna is the project manager for the Utility Helicopters Project Officer, Program Executive Office for Aviation, Redstone Arsenal, Ala.

Utility Helicopters *Continued*

electrical trainer for maintenance crews, upgraded the current lift simulators, and developed a transportable simulator in support of the UH-60M program.

We have also fielded interactive multimedia instruction (IMI) supporting the Aviation schools at Fort Rucker and Fort Eustis.

Working Modifications

Our UHPO modification teams have deployed to multiple stateside and overseas sites to equip our fleet with the latest safety and operational upgrades.

This team is fielding 12 aircraft modifications and is in the developmental process of an additional 25 modifications.

The Ballistic Armament Protection System, one of their upgrades, has been well received in the field. This is only one example of the more than 12 separate efforts our modification team has underway.

Improving Maintainability

From a systems perspective we have initiated the first major change in our scheduled maintenance program,



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2005 Parker Awards

Honor Aviation's Best Battalions

Photos and text by James Bullinger

The best of the best aviation battalions were honored Feb. 1 at Fort Rucker, Ala. The winners of the 2005 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at the annual awards luncheon held during the Aviation Senior Leaders Conference.

In 1992, Army Chief of Staff GEN Gordon R. Sullivan announced during the retirement ceremony for LTG Parker, then director of the Army Staff, the establishment

of a Department of the Army level award in honor of Parker, who served as the third Aviation branch chief and a former commanding general of the U.S. Army Aviation Center and Fort Rucker.

The Parker awards recognize excellence in the areas of leadership, training, maintenance and safety during the preceding fiscal year. Competition is open to all active and reserve component aviation battalions.

ARMY PHOTO BY JANE ARMSTRONG



Overall Aviation Battalion & Combat Support Unit; LTC Johan Haraldsen and CSM David Perkins

Top Unit & Best Combat Support Battalion

The overall LTG Ellis D. Parker Outstanding Unit and combat support category winner is the **4th Battalion, 3rd Aviation Regiment, 3rd Infantry Division**, from Taji, Iraq.

The first assault helicopter battalion to transform and re-flag under the Army's transformation plan, the 4-3 Avn. conducted a flawless 66 vehicle ground assault convoy over 640 kilometers of enemy infested roadways from Kuwait to Baghdad without a single breakdown or incident. They conducted three historical events, executing the 3ID's first air assault in Iraq and first ever battalion-size air assault, and also the first air assault of the newly formed Iraqi army. They flew 15,000 combat hours transporting over 65,000 souls, while maintaining a 100 percent mission launch and an 85 percent aircraft operational readiness (OR) rate. The 4-3 Soldiers drove nearly 50,000 miles without a single Class A, B or C incident or accident, and sustained a 98 percent ground equipment OR rate.

LTC Johan C. Haraldsen and CSM David L. Perkins accepted the award.



1SG Sean Henry and LTC Frank Muth from the 1-17 Cavalry

Best Combat Battalion

Winner of the best combat unit category and runner up is the **1st Squadron, 17th Cavalry Regt., 82nd Airborne Div.**, from Samarra, Iraq.

Flying more than 21,000 hours, while maintaining an operational readiness rate over 85 percent, the 1-17 Cav. conducted combat aviation operations in direct support of ground maneuver units in Baghdad, Taji, Balad, Mosul, Samarra, Baghuda and Tikrit. They conducted six troop and squadron relief-in-place missions, completely moved twice after arriving in Kuwait, and established footprints in three separate locations. As the "First Responder," they provided 24 hour reconnaissance and security to react to troops in contact, providing accurate and lethal fires in over 14 sustained engagements. Their implementation of "Pink" teams, combining the recon capabilities of the OH-58D with the large volume firepower of AH-64 Apache, resulted in an overwhelming ability to find, fix and destroy the enemy.

LTC Frank M. Muth and 1SG Sean Henry accepted the award.



Best Combat Service Support Unit; LTC Robert Mitchell and CSM Brian Fahl

Best Combat Service Support Battalion

The best Combat Service Support unit is the **36th Medical Evacuation Bn., III Corps**, from Tikrit, Iraq.

The 36th Med. was responsible for a brigade-sized element of Soldiers providing ground and air medical support over an area roughly two-thirds the size of Texas throughout the Iraqi theater of operations from 2004 to 2006. The battalion conducted 18,942 missions to evacuate 33,557 patients, often from the point-of-injury and at times under direct or indirect enemy fire. 36th Med. accomplished this by flying over 16,000 hours while also maintaining an 85 percent OR rate. The fact that the unit had not one accident-related fatality during their tour is evidence of the determined supervision of every leader in the battalion. 36th Med.'s mission success is directly responsible for Operation Iraqi Freedom having the lowest died-of-wounds rate in the history of modern warfare.

LTC Robert D. Mitchell and CSM Brian A. Fahl accepted the award.



Best Table of Distribution & Allowances Unit; 1SG Russell Yohn and LTC Christopher Carlile

Best TDA Battalion

The best Aviation Table of Distribution and Allowances Unit is the "Spartans" of the **1st Bn., 223rd Avn. Regt., 110th Avn. Bde.**, Fort Rucker, Ala.

The 1-223 Avn. flew over 18,000 hours, in 18 diverse training courses, using 8 different types of aircraft, with zero Class A, B or C accidents, while training over 2,500 student pilots. In support of this mission, they also drove over 61,000 accident and incident free miles on the Army's busiest airfield, and between four heliports and stagefields. The leadership excellence of the 1-223 Avn. is evident with the achievement of 100 percent of its retention goals, and zero AWOLs [absent without leave] or UCMJ disciplinary actions. The Spartans set the professional example for the rising branch leaders, being awarded the highest rating possible during their fiscal year 2005 Organizational Inspection Program.

LTC Christopher Carlile and 1SG Russell Yohn accepted the award.

Aviation Warfighters Excel During

Disaster Assistance Operations in Pakistan

By LTC Wiley C. Thompson and MAJ Scott M. Halter

At approximately 8:50 a.m. local time on Oct. 8, 2005, a 7.6 magnitude earthquake violently shook the Kashmir region in northern Pakistan. The need for rotary aviation became very apparent as news of the extensive damage, loss of transportation networks and high numbers of casualties began being reported.

On that same day, Task Force (TF) Griffin, commanded by COL Mark McKearn and CSM Hector Marin, was serving in neighboring Afghanistan in support of Operation Enduring Freedom VI, helping to rebuild that nation while supporting the Global War on Terrorism.

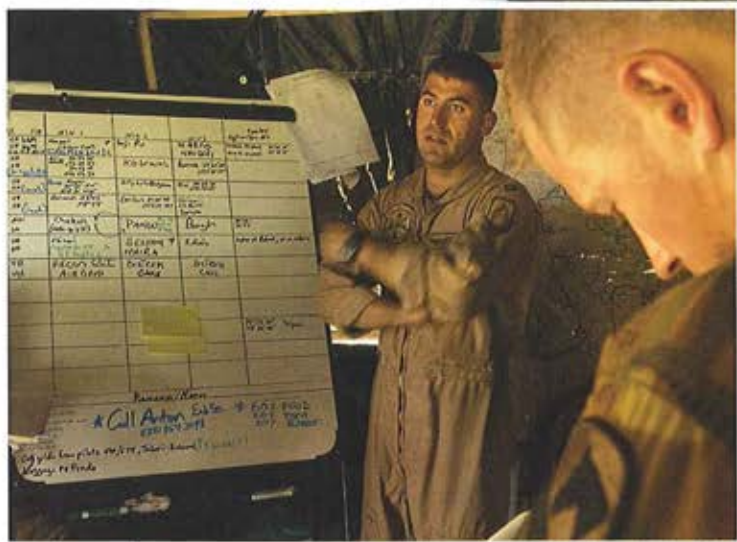
TF Griffin, a multi-functional aviation brigade task force, consists of the following units:

- Headquarters element and staff from the 12th Avn. Bde.
- 3rd Bn., 158th Avn. Regt. (UH-60)
- 2nd Sqdn., 6th Cav. Regt. (AH-64D)
- Company D, 113th Avn. Regt. (CH-47) from the Nevada, Oregon and Wash. Army National Guard
- Co. F, 159th Avn. Regt. (CH-47)
- 68th(-), 159th(-) and 1042nd(-) Med. Co. (Air Ambulance)
- Company B and A(-), 7th Bn., 159th Avn. (AVIM).

The primary focus of the task force was and still is combat operations in support of Combined Joint Task Force 76.

Warning Order

By Sunday morning, Oct. 9, TF Griffin was given the warning order to be prepared to deploy to Pakistan.



Aircrews receive mission briefings from a TF G-Pak air operations Captain at Chaklala Air Base on Oct. 27 before delivering humanitarian supplies to the remote village of Nauseri.

DOD PHOTO BY USAF TSGT JEREMY K. CROSS

A team of aviation planners, led by MAJ Scott Halter (then a captain), began initial mission analysis.

The TF identified the appropriate people and equipment required for the mission.

The logistics planners, led by MAJ Craig Demby, developed a concept of logistical support to provide the necessary sustainment for the U.S. aviation component of the assistance effort.

The following morning on Oct. 10, three UH-60s and five CH-47s departed from Afghanistan for Qasim Airbase, in Rawalpindi, Pakistan.

Deploying with the aircraft were the necessary operations, logistics and maintenance people needed to support the aircrews during their disaster assistance mission.

The ability to transition from combat to disaster assistance operations, literally in minutes as the crews crossed the border, demonstrated both the professionalism of the TF Griffin crews and the versatility and flexibility of Army Aviation.

By about 1 p.m. Pakistani time Oct 10, just over 50 hours since the earthquake, the TF Griffin (Pakistan) aircraft





and personnel had safely arrived and were being greeted by the advanced party and host nation military.

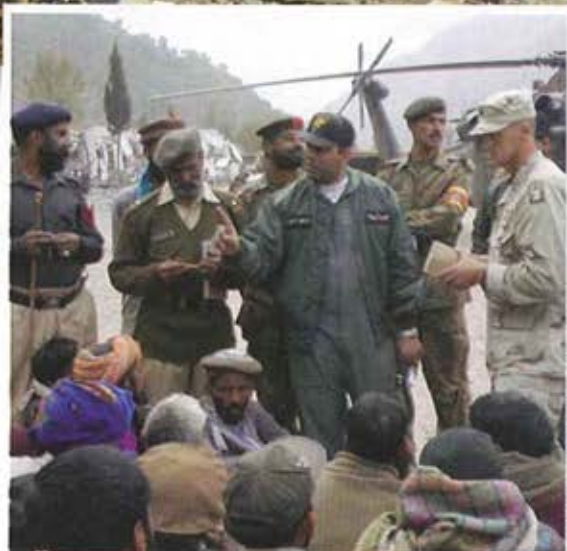
Getting Up for Aviation Business

Support elements immediately began to set up operations in some unused buildings on Qasim Airbase and readied aircraft for a first light departure the next day.

During the night the Soldiers established reach-back communications with Bagram, formed an operations and logistical center, and prepared the aircrew

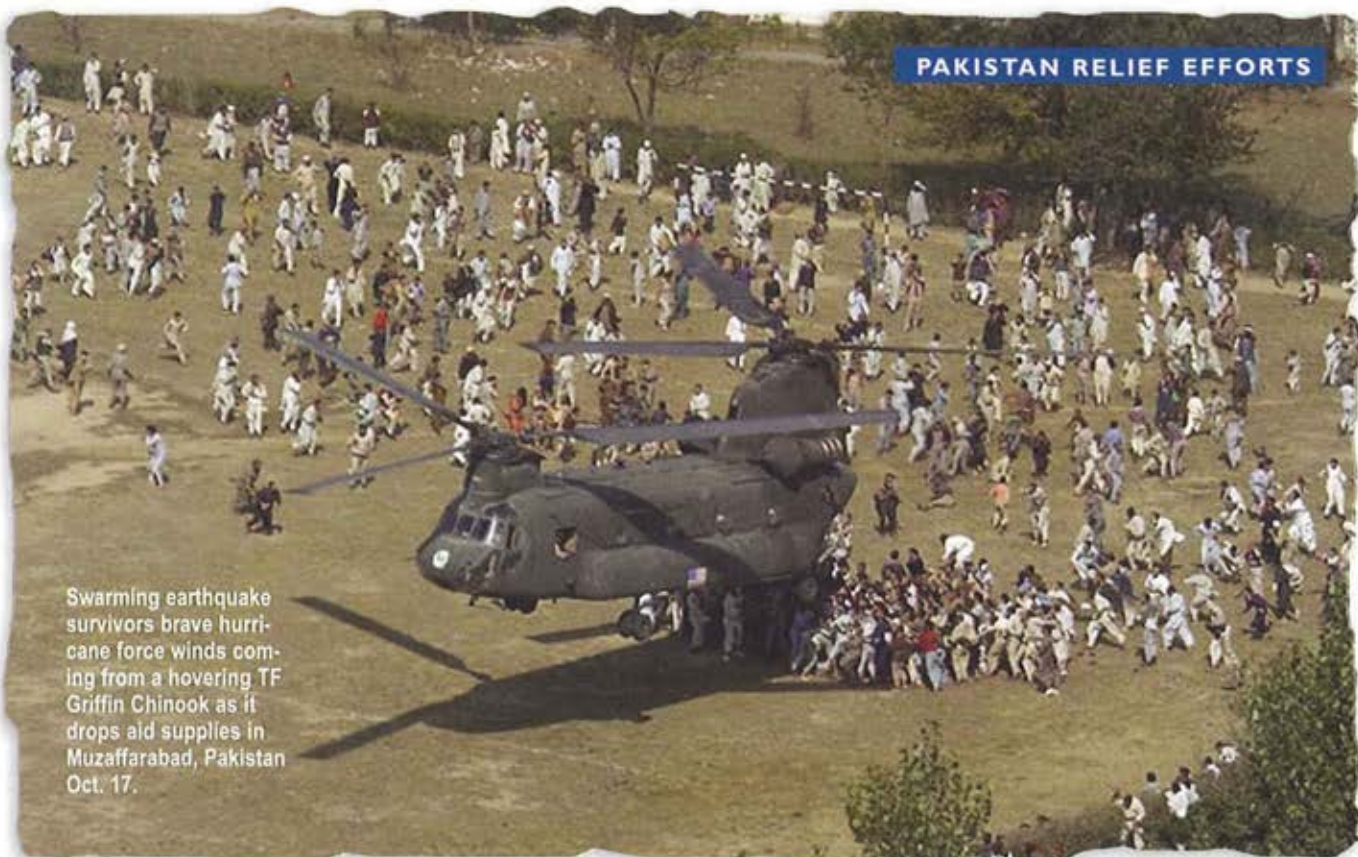
Above: Oct. 12, ATF Griffin Chinook flies over one of the many remote towns in Northern Pakistan devastated by the 7.6 magnitude earthquake which struck Oct. 8.

Right: Author LTC Wiley Thompson, right, speaks with Chinari village elders through an interpreter to better assess local relief assistance needs on Nov. 2.



ARMY PHOTO BY SPC CHRISTOPHER ADMIRE

PHOTO BY CW3 BOBBETTE MCGETTIGAN



Swarming earthquake survivors brave hurricane force winds coming from a hovering TF Griffin Chinook as it drops aid supplies in Muzaffarabad, Pakistan Oct. 17.

briefs for the initial morning missions.

Early morning on Oct. 11 the aircrews flew their first relief missions.

Since a U.S. disaster assistance headquarters had not been established, a pickup zone (PZ) support crew from TF G-Pak coordinated directly with the Pakistani military for relief requirements.

The PZ support crew would receive the aid priorities and destinations from Pakistani military representatives and translate those requirements into executable mission taskings for the aircrews.

Every aircraft was filled with aid going out and filled with casualties upon return. The five CH-47s were employed extensively to deliver not only aid, but also to transport search teams from many different nations to disaster sites, and to assist in moving hospital teams and their equipment to forward locations inaccessible by ground means.

Joint-Multinational Aviation Effort

As TF G-Pak continued to establish their disaster assistance battle rhythm

A Navy SH-60 Sea Hawk helicopter crew waits in line with an Army CH-47D and a Pakistani Mi-17 helicopter Oct. 19 to load disaster relief supplies at Chaklala Air Base in Islamabad, Pakistan. DOD PHOTO BY USAF TSGT

MIKE BUYTAS



and concept of support, the aviation task force began to grow.

On the second day of operations, four MI-17s from the Afghan Air Corps (AAC), and two U.S. Navy MH-53Es from Helicopter Mine Countermeasures

Squadron Fifteen (HM-15) in Bahrain arrived and became part of the expanding task force.

Additional non-Army aviation members of the task force would eventually include two MH-60 Knight Hawks from the U.S. Navy's Helicopter Sea Combat Squadron 26 and three United Kingdom CH-47s from the 27th Squadron.

Task force aviation planners led by CW2 Carlos Legoas quickly overcame some of the challenges of integrating new aircrews.

The AAC crews neither spoke English (although each aircraft had a translator on board) nor had any extensive training in multi-ship operations.

However, TF G-Pak found that by conducting a thorough aircrew brief with an interpreter and ensuring ample time was allotted for each phase of the flight, the AAC MI-17s crews could be effectively integrated into the assistance operation.

Not only was this a benefit in terms of amount of relief supplies moved, but it also pushed Pakistani-Afghan military relations and cooperation

well beyond where they had previously been, creating much needed validation for the newly forming Afghan Air Corps.

Setting the Standards

As these and other minor points of friction presented themselves, the aviation planners also faced challenges in standardizing operations for all rotary aircraft.

They quickly developed and distributed a set of common routes, frequencies and notice-to-airmen (NOTAM) so that all aircrews, whether military or civilian, could have increased situational awareness when operating in the earthquake affected areas.

This was critical as on any given day there were 70-plus rotary aircraft operating in the affected area.

MAJ Halter developed and presented a new aviator orientation brief which was readily sought by newly arriving military aviation units, and



Pakistani civilians get lifted out of a small village north of Rawala Kot on a CH-47D to the triage center at Chaklala Air Base on Oct. 14. TF Griffin transported over 10,500 people in less than a month during their deployment to Pakistan. ARMY PHOTO BY SPC CHRISTOPHER ADMIRE

Winning Hearts, Making Friends

A great feeling of acceptance by the Pakistani people was very evident throughout the assistance effort. The

perception of Americans first hand.

Flight crews were told that local mullahs (religious leaders) instructed the people in their mosques to pray for the safety of the aircrews.

This statement alone was quite a shift in the media portrayed paradigm of anti-Western Muslims.

TF G-Pak personnel knew that they had made a difference in the lives of the Pakistani people and in the future prospects for improved perception of non-Muslims in the Muslim World.

Mission Hand-Off

Within a few weeks of TF G-Pak's deployment to Pakistan, follow-on heavy lift aviation assets from 25th Infantry and 1st Cavalry divisions, and the U.S. Army Reserve from Kansas began to arrive.

On Nov. 7, COL McKearn and TF G-Pak officially conducted a transfer of authority with COL Robert Johnson and CSM Buddy Wallace with Task Force Eagle, from the Combat Avn. Bde. of the 1st Armored Div.

Johnson and TF Eagle assumed command and control for the U.S. rotary aviation assistance operations in Pakistan.

The TF G-Pak members left with pride knowing that not only were they the first U.S. responders in a humanitarian crisis, but they formed the nucleus around which a much larger aviation task force would be formed.

On their watch, the TF G-Pak Soldiers and crews established a 500-plus bed life support area, flew 1,533 disaster assistance flight hours, transported 3,328 casualties and moved 7,209 passengers, and hauled 5.3 million pounds of relief supplies.

As TF Eagle-Pak does today, TF Griffin validated the undeniable relevance of Army aviation in any mission and demonstrated once again that Army aviation is "above the best."



Pakistani soldiers run to unload relief supplies from an MH-53 Sea Stallion from HM-15 in a remote Northern Pakistan village Oct. 17.

became a key component of each nation's local aircrew orientation and integration program.

Aircrews from the U.S. State Department, German Army, Japanese Defense Force, and Royal Air Force (U.K.) all benefited greatly from Halter's briefings.

waves, thumbs-up and smiles from displaced civilians were ever present.

The affected people knew that the U.S. flag on the side of an aircraft meant help was on its way.

While visiting the village of Chinari, where a collapsed school claimed over 400 Kashmiri people, aircrews were able to see the changing

LTC Wiley C. Thompson is the executive officer and MAJ Scott M. Halter is the assistant operations officer for 12th Cbt. Avn. Bde. Both are assigned to Task Force Griffin currently supporting Operation Enduring Freedom at Bagram Air Base, Afghanistan.

Can Do, Sir!

Training Army Reserve Aviation to Answer the Call

By CW4 Russell Stark

Editor's note: As of Jan. 10, B/7-158th Avn. is a part of the 245 aviation troops assigned to Task Force Eagle, which is the air movement arm supporting the U.S. Disaster Assistance Center in Pakistan. CH-47D helicopters are delivering more than 100 tons of cargo a day, much of it by sling loads, to key distribution centers to ensure at least a 30-day food supply in remote mountain villages. According to CPT Trent Cleveland, a TF Eagle liaison officer, aircraft generally fly all day, landing only to refuel. Inclement weather has only prevented deliveries a total of 7 days to the stricken areas since the operations began Oct. 9. The U.S. support continues through the winter.

Fort Riley is home to a small and very unique active duty aviation organization located on Marshall Army Airfield and assigned to the 3rd Brigade, 75th Division (Training Support).

It's the 2nd Battalion, 291st Aviation Regiment (Tng. Spt.), known as the "Reaper Battalion" and commanded by LTC Eduardo Gutierrez.

Its mission is to provide combatant commanders with trained and ready forces by conducting readiness assessments, training and mobilization assistance to select reserve component utility, assault, heavy lift, air traffic services, air ambulance and aviation maintenance units within the Fifth U.S. Army area of responsibility.

The 2-291st has executed numerous mobilizations; however, it received a mission unlike any other they had received in the past.

Immediately following the 7.6 magnitude earthquake which devastated a vast area of Northern Pakistan on October 8, the Reapers received a Presidential Directive through Fifth Army to mobilize an Army Reserve aviation unit in 9

A Co. B Soldier works to prepare aft pylon components removed from his CH-47D for shipment to Pakistan on the morning of Oct. 16. 2-291st "Reaper" Soldiers helped throughout the aircraft preparation period.



With the front pylon and rotor system removed, two Soldiers prepare to bubble wrap the cockpit exterior to protect windscreens and breakable components during transport.

ALL PHOTOS COURTESY OF U.S. ARMY

days to support the Pakistani relief efforts.

When asked if it could be done in the time allotted, the 2-291st simply replied... "Can do, Sir!"

This opportunity to excel came during the Columbus Day weekend when 2-291st was decisively engaged in conducting a mobilization exercise at Fort Hood, Texas.

The team at Fort Hood was reduced by two-thirds, packed up their equipment, and drove to Fort Sill, Okla. within 12 hours.

The remainder of the Reaper Soldiers at Fort Riley executed a unit recall, loaded their equipment and drove to Fort Sill in less than 18 hours.

The mobilization assistance process normally requires a training period of approximately 117 days, however the Presidential Directive allowed only 9 days due to the seriousness of the Pakistani situation.

The 117 day period is typically needed to accomplish the required training for a large aviation company or battalion size unit.

In this case the Reapers were preparing Company B, 7th Bn., 158th Avn. Regt., a CH-47D heavy lift helicopter





Left: As the sun begins to set Oct. 17, a CH-47D prepares to load into a C-5 cargo aircraft. The load-out took place at the Lawton municipal airport near Fort Sill, Okla.

Below: Working late into the night of Oct. 16, aircraft maintenance Soldiers secure an aft pylon to a transport dolly. In all 12 Chinooks were partially disassembled for loading onto USAF C-5 cargo planes.

unit from Olathe, Kan., for the accelerated deployment.

The tasks selected for training were a combination of events ranging from individual common skills, to aviator proficiency, to collective training events and to support MAJ Walter Bradley, the mobilizing commander's mission essential task list.

Upon receiving the mission, the Reaper Battalion had to formulate a comprehensive training plan that would benefit the mobilizing unit the most in the short time allotted. The plan could not interfere with Co. B's mobilization process already underway.

In addition to the training efforts, the 2-291st also assisted in the fielding of new equipment the unit would require to support their mission in country.

The 2-291st also identified, located and coordinated the shipment of critical transportability equipment to facilitate the helicopter teardown process.

The training conducted by 2-291st included an aerial gunnery range which was completely planned and executed by the battalion's NCOs resulting in qualifying 27 non-crew members from Co. B on their weapon systems.

Additionally, the Directorate of Evaluation and Standardization (DES) from Fort Rucker, Ala. provided academic instruction for performance planning, and instruction and training in air combat maneuvering flight.

The 2-291st together with DES provided instruction for B/7-158th's newly assigned standardization section concerning the implementation of the aircrew training program.

A simultaneous effort was being accomplished by other Reaper personnel to assist the unit with the fielding of new equipment and preparing the 12 Chinooks for tear down and transport by C-5 aircraft.

The 2-291st coordinated the fielding of over 90 Air Warrior systems and 36 M-240H machine guns for the deploying aircraft.

At the close of the ninth day, Oct. 20, 234 Soldiers from B/7-158th Avn. were trained with their aircraft aboard C-



5 aircraft enroute to Pakistan.

This was all possible because 2-291st had the ability to adapt to the new mission, overcome obstacles and provide the needed training and mentorship to assist the mobilizing unit during their compressed mobilization.

The accomplishments were possible because the battalion lives by the Commander's Training Rules:

- Do what is right - all the time.
- Do not lower standards - Peoples' lives depend on it.
- And use innovative training methods.

These are but a few of our rules, and they serve as a guide and illustrates what can be accomplished with great leadership, professionalism and competent Soldiers, and a can do attitude.



CW4 Russell Stark is a CH-47D standardization instructor pilot with the 2nd Bn., 291st Avn. Regt. (Training Support) at Fort Riley, Kan.

First Romanian Air Assault



By Caleb Schaber

Romanian troops supported by U.S. Army aviation completed a successful air assault on anti-coalition militias and drug smugglers on Nov. 20 in Afghanistan.

This battalion sized operation was the largest such mission for the Romanians since World War II and their first air assault.

MAJ Lucian Calfa, deputy commander of the 151st Romanian Infantry Battalion and head planner of the operation, was pleased with the results.

"We were tasked to perform this operation [Gadon Kawal] right after the [Afghan national] election," he said. "Everything went according to plan except the weather, of course."

The troops were plagued with sand storms, rain and cold temperatures.

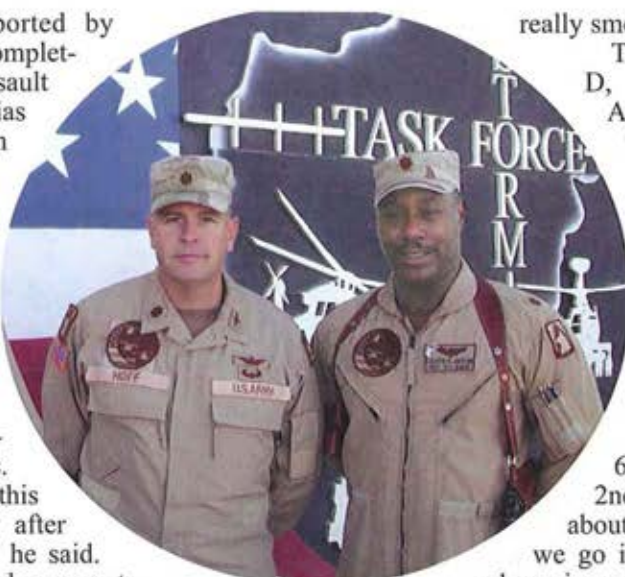
"As the air mission commander, I control the aviation during the operation," said MAJ Bryan Hoff with Task Force Storm, the AMC for the infiltration. "We put them where they need to be to effect their combat operations."

Hoff, a UH-60 Black Hawk pilot, flew on the infiltration mission with Calfa on board.

"The mission of our aircraft was command and control," Hoff said.

The 15 minute flight from Kandahar Airfield to the Tangay Gar mountain range was an essential part of the operation.

"There was no enemy contact on the way," Hoff said, unlike other missions he has been involved in. "It went



Majors Bryan Hoff, left, and Selwyn Jamison with Task Force Storm served as the air mission commanders for the infiltration and exfiltration missions.

really smooth."

The "Mustangs" of Company D, 113th Avn. Regt., a Nevada Army National Guard based unit, transported the troops in their CH-47 Chinook helicopters.

Additional support was provided by AH-64 Apache and UH-60 Black Hawk helicopters.

"My primary mission is to provide en route security to UH-60s and CH-47s," said CPT Brian Hummel, an AH-64 Apache pilot with Troop C, 2nd Sqdn., 6th Cavalry Regt., about the infiltration. "From there we go into close combat attacks and close air support."

The Romanians normally provide perimeter security around the Kandahar Airfield, and this was their first time outside the wire in the desert.

As a CH-47D flight engineer, SFC Todd Albertson is responsible for all things behind the cockpit, including overseeing the loading and unloading of troops.

"The Romanians looked pretty excited to get out of Kandahar," Albertson said. He and the rest of the Mustangs have spent the last ten months working on this kind of mission.

"This was a well planned mission that went off like clockwork," said CW2 Steve Nielson, a Chinook pilot on the infiltration. Nielson also mentioned that the Romanian troops all crossed their hearts in unison before taking off.

Originally the operation was planned as a ground

“First of all, an air assault is very tricky ... but it can be done.”



Twenty Romanian infantrymen from the 151st Inf. Bn. load onto a “Mustang” CH-47D Chinook at the Kandahar Airfield for an air assault mission on Nov. 20 in Afghanistan.

ALL PHOTOS BY SPC JOHN H. ARGUELLO



An AH-64D provides security for the Romanian landing zone control party as they prepare to receive inbound helicopters.



Mission complete, members of the Romanian 151st Infantry board a waiting CH-47D from Co. D, 113th Avn. Regt., for the return flight back to Kandahar Airfield on Nov. 22.

assault. After assessing the geography, it was determined that the area was not suitable for a surprise attack.

So the Afghan National Army and Team Delta Gun Devils lead a ground assault convoy which rendezvoused with the air assault's landing zone to support the mission of getting the Romanian troops in quickly by air.

The Romanian mission covered approximately a 64 square kilometer section of the surrounding area, lasting three days from Nov. 20 to 22, and involved a complete area search including the mountainous terrain and caves.

“For this operation we were training a lot before deploying,” said CPT Anghel Sorinel, commander of 2nd Company, 151st Inf. Bn. “It was a great experience and I will do it anytime again.”



MAJ Lucian Calfa, right, 151st Inf. Bn., directs Romanian troops during their search of Objective Anchor Head on the last day of the operation prior to the exfil, while radio-man SSG Sorin Mircea takes a situation report.

SSG John Newland with the Army Reserve 492nd Civil Affairs Bn. worked on the ground with the Romanians. Newland said the operation went “great,” and that over 110 Afghan people were treated for medical problems in the area while the operation was going on.

MAJ Selwyn Jamison was the AMC for the Nov. 22 exfiltration mission and flew as one of the Chinook pilots.

“The troops did a good job,” Jamison said. “I was impressed for this being their first time.”

“It was nice to be involved in something that had not been done before,” said SSG Dean Penrod, a Mustang FE on the exfiltration. “I think they realize their strong points and weaknesses.” Calfa agrees.

“I had my lessons learned,” Calfa said. “First of all, an air assault is very tricky...but it can be done. It is quite ironic that it was the first operation in the desert and we got wet.”

Besides getting wet, the Romanians led a successful mission with multinational forces.

Operations such as this continue to eradicate the threat of terrorists in Afghanistan and the world. Two suspected enemy fighters were apprehended on the last day of the operation.



Caleb Schaber is a writer with Northern Nevada News Wire and is embedded with Nevada troops fighting the war in Afghanistan.

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.

FY05 Active Army Colonel Medical Corps selection board results released on Jan. 11. Congratulations to the following 12 rated flight surgeons.

LTC Bruce D. Adams
LTC William P. Corr
LTC Robert A. Delorenzo
LTC John B. Halligan
LTC Keith L. Hiatt *
LTC Richard B. Hilburn *
LTC Beverly C. Land
LTC Mark A. Lovell
LTC Robert A. Muzur
LTC Anna Miller
LTC Stephen M. Salerno
LTC Mark H. Smith

Fiscal Year 2005 Army Reserve Component LTC selection board results released Jan. 12. Congratulations to the following 72 USAR Aviation officers.

Bachman, Randy J.
Barry, Edward F. III

Beaudoin, Christopher J.
Berger, Christopher H.
Bethoney, Stephen J. *
Bishop, Lewis D.
Boras, George N. *
Bradley, Walter R.
Bradshaw, Lance M.
Brady, Paul L.
Burr, Kathleen S.
Byers, David D.
Cattley, William H.
Clark, Sean L.
Clemens, Ted E.
Copeland, Jeffrey L. *
Correia, John A.
Covert, Robert C. *
Davis, Gary L. *
Dean, Mark M.
Doehring, Andrew D. *
Donnelly, Steven E.
Edson, David A. *
Fleming, Christopher M. *
Frazier, Paul W. II *
Grant, Scott R.
Hagan, Wayne P.
Henderson, George D. Jr.
Herring, Stephen C.
Hinton, Harold M. Jr.
Hunt, Brian R. *
Johnson, Eric M.



Change of Responsibility

On Jan. 7 MG William Webster Jr., commanding general of the 3rd Inf. Div. turned over authority for the Multinational Division Baghdad to **MG J.D. Thurman**, commander of the 4th "Iron Horse" Inf. Div. from Fort Hood, Texas, during a transfer ceremony held at Camp Liberty, Iraq. The 3ID has since returned to Fort Stewart, Ga. after a year-long deployment. Above Webster (left); LTG John Vines, commanding general of the Multi-National Corps-Iraq; and Thurman render a salute during the ceremony.

Aviation GO Promotions

Army Vice Chief of Staff GEN Richard A. Cody pats in congratulation the two star insignia on **MG James R. Myles**, during a Jan. 4 promotion ceremony in Alexandria, Va. Myles is the commanding general of the Army's Test and Evaluation Command, which he has commanded since June 2004. ATEC plans, conducts and integrates developmental testing, independent operational testing, independent evaluations, assessments, and experiments in order to provide essential information to decision makers to ensure that war-fighters have the right capabilities for success across the entire spectrum of operations.



COURTESY ARMY PHOTO

The Army Chief of Staff announced Jan. 3 the promotion of **BG Anne F. Macdonald**, who is currently serving as the deputy director for Operations, National Military Command Center, J-3, The Joint Staff, Washington, D.C.

Johnson, Michael A.
Jones, Samuel T.
Kester, James P.
Korynta, Daryl A. *
Lambrecht, Gene K. *
Lewis, Todd W.
Lijoi, Mario
Mahserejian, Kevin K.
Martinez, Michael A.
Martinez, Rene C.
Mawaka, Philip F.
McLean, Michael J.
Merrell, William W. *
Miller, Bille F. II *
Miller, Christopher L.
Milmore, Robert J.
Moody, Morris B.
Moore, James J. *
Morcomb, Scott R. *
Myers, Ralph R. Jr.
Myler, Lance J.
Oday, Michael S.
O'Neil, Timothy J. *
Person, Henry M.
Pioli, Patrick C.
Richards, Travis C.
Riden, Dale A.
Sandy, Joel G.
Shanahan, William C. *
Shutt, Geraldine E.
Stucki, Scott F.
Tachias, Brian R. *

Tackett, Roy K.
Temple, William A.
Thurmond, William M.
Vannoorbeeck, Vincent L.
Walrath, Jason L. *
Wilkinson, Nachele M.
Young, Rollin J.
Zizza, Michael M.

Flight School Graduates

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 06-04, 41 Officers, Graduated Jan. 12

OBC

2LT Jonathan E. Pickett *	DG
2LT Charles W. Dickhart *	HG
2LT Jack H. Denton	HG
2LT Chad M. McGrath *	HG
2LT Hugh E. Bailey *	



DOD PHOTO BY USN P01C CHAD J. MCNEELEY

Combat Awards

Defense Secretary Donald H. Rumsfeld congratulates **CW2 Steven Burr** (above) after presenting him with the Distinguished Flying Cross for heroism under fire during a town hall meeting at Bagram Airfield, Afghanistan on Dec. 22. Burr, who is assigned to Co. A, 3rd Bn., 158th Avn. Regt., was awarded the DFC for his actions during a combat mission April 11, 2005 supporting a Special Forces team under attack.

Rumsfeld also presented awards to three Combined Task Force Bayonet aviation Soldiers Dec. 22 at Kandahar Airfield. **CPT Matthew Peterson**, Troop C, 2nd Sqdn., 6th Cav. Regt.; **SGT Angel Cortez**, Co. D, 113th Avn. Regt.; and **SPC Jose Rhodes**, Co. B, 3rd Bn., 158th Avn. Regt., received the Air Medal with Valor for actions taken during May and June 2005 in southern Afghanistan. Rumsfeld was in the country visiting with the troops and thanking them for their service.

2LT Donna J. Buono *
2LT Derek E. Carroll *
2LT Jason R. Collier *
2LT Alex S. Engelson *
2LT Patrick C. Ferguson
2LT Stephen G. Gladish II *
2LT Nelson B. Gray *
2LT Jayson L. Hughes *
2LT Glenn D. Jones
2LT Adam R. Lulay *
1LT James A. Mills
2LT Kent B. Monas
2LT Matthew E. Skidmore *
2LT Dean H. Suelflow *
2LT Israel H. Summers *
2LT Matthew H. Veit *
1LT Michele D. Wellmann *

WOBC

WO1 Geoffrey M. Smith DG
WO1 Henry D. Ages HG
WO1 Matthew A. Fountain HG
WO1 Rain T. Coleman HG
WO1 Brian P. Baranekv
WO1 Rock E. Clark

WO1 Billy J. Dart *
WO1 Mark T. Davis *
WO1 Eric D. Hinds *
WO1 Scott M. Johnson *
WO1 Michael T. Maides *
WO1 Ryan J. Maltberger *
WO1 Donald F. McHugh *
WO1 Vance D. Neely *
WO1 Brock J. Sheffer *
WO1 Duane E. Symanietz *
WO1 Ryan D. Tyler
WO1 Luke T. Weintz *
WO1 David J. Zientek *

**Class 06-05, 42 Officers,
Graduated Jan. 26**

OBC

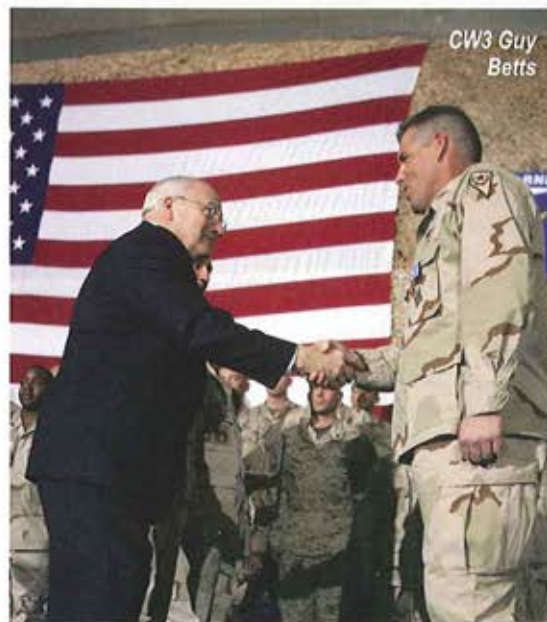
2LT David A. Matters * DG
2LT Ryan S. Anderson * HG
2LT Michael A. White * HG
2LT Eric M. Glassman * HG
2LT Gregory J. Bowles *
2LT Jordan R. Clark *
2LT Michael D. Connolly

Combat Awards

Vice President Dick Cheney awarded medals for valor in combat to two Army aviators during a visit to the Combined Joint Task Force-76 troops Dec. 19 in Bagram, Afghanistan. Cheney presented **CW4 Sean Laycox**, below, a CH-47D pilot from Co. D, 113th Avn. Regt., with the Distinguished Flying Cross for assisting a downed helicopter while under fire during an April 18 mission. Then he presented **CW3 Guy Betts**, bottom, a pilot from Co. B, 3rd Bn., 158th Avn. Regt., with the Air Medal for Valor for engaging the enemy during a June 1 medical evacuation mission.



WHITE HOUSE PHOTOS BY DAVID OHRER



2LT Christopher L. Denning
2LT Joseph G. Dowdy *
2LT Brandon M. Kohr *
2LT Luke D. Kruse *
2LT Michael J. Marion
2LT Sean A. Merritt *
2LT Anthony D. Parisi
2LT Bradley B. Sandona *
2LT Curtis M. Satalino *
2LT Barry L. Sullivan *
2LT Timothy R. Toerber
2LT Kimberly J. Turner *
2LT Jerrett D. Tynes *
2LT Jonathan A. Young *

WO1 Brian S. Epperson
WO1 Shawn J. Hanlon *
WO1 Jeremiah L. Harrington
WO1 Maurice L. Hayes
WO1 Christopher M. Hoflund *
WO1 Benjamin J. Kay *
CW2 Christian S. Kennerly *
WO1 Kevin J. Linken
WO1 Kevin R. Middleton
WO1 Thomas W. Nyfennegger
WO1 Christopher Petruccio *
WO1 James T. Petty
WO1 Jason L. Pike *

WOBC

WO1 Mark E. Jay * DG
WO1 Bryan A. Menna HG
WO1 Stephanie Bauman * HG
WO1 Christopher S. Pierce * HG
WO1 Michael P. Akins
WO1 Heath R. Barrett *
WO1 Timothy J. Cherwin *
WO1 Dietrich D. Edwards *

DG = Distinguished Graduate
HG = Honor Graduate
CLG = Commandant's List Graduate
* = AAAA Member
+ = Life Member



PHOTO BY CW3 JOHN ANDERSON

Master Wings Awarded in Kabul

Afghan National Army Air Corps Commanding General MG Mohammad Dawran presented CW3 Timothy Basso with the U.S. Army Master Aviator badge Jan. 18 in Kabul. Basso is an air maintenance officer and maintenance test pilot with the Air Division, Defense Reform Directorate, Office of Security Cooperation-Afghanistan. His principal duty includes being the senior mentor to the Afghan Air Corps' commanders of the rotary wing maintenance and the intermediate maintenance squadrons. Basso is also the functional lead for development and implementation of the AAC's maintenance doctrine, processes and procedures. Dawran stated that there was a special bond among aviators from all walks of life and he especially appreciated the opportunity to bestow the qualification of master aviator on his friend and colleague Basso. Pictured above (l to r) are: Interpreter Mohammad Naj; COL John Hansen, Air Division chief; and Dawran congratulating Basso.

PHOTO: GAGARIN COSMONAUT TRAINING CENTER



Army Astronaut Joins Space Station Crew

NASA and its international partners announced Jan. 5 they have selected Army astronaut COL Jeffrey N. Williams, 47, right, and Russian cosmonaut Pavel Vinogradov as the next crew for the International Space Station, designated as Expedition 13. Williams, an astronaut since 1996 and a veteran of one space flight, will serve as the flight engineer and NASA science officer during the mission. He flew aboard the Space Shuttle Atlantis as a mission specialist in May 2000 on a 10-day space station assembly mission and performed a spacewalk lasting almost seven hours. Vinogradov, a cosmonaut since 1992 and a veteran of one long-duration spaceflight, is Expedition 13's commander. Both gentlemen will launch aboard a Russian TMA-8 Soyuz rocket on March 29 and dock with the ISS on April 1. Their planned return is Sept. 24.

AAPI PHOTO



Connecticut Chapter

Army Aviation magazine's Bob Lachowski and his wife Gail bid farewell to their son PFC Kurt Lachowski during a unit send-off ceremony on Jan. 5 at Yale University, Conn. Kurt, from New Milford, is an 11B infantryman with the 1st Bn., 102nd Inf. Regt., Conn. Army National Guard, deploying to Afghanistan for 16 months. The younger Lachowski joined the Guard while still a junior in high school in 1999 and previously served as a military policeman. Pictured here are Bob; Conn. Governor Jodi Rell, who was on-hand for the ceremony; Kurt and Gail.

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.



CW4 Salter



CW2 Santos



1LT Campbell



CW4 Troxel



SPC Edwards

Operation Enduring Freedom

Two Task Force Baghdad Apache pilots died Dec. 26 when their AH-64 helicopter crashed after a mid-air collision with another Apache aircraft during an evening reconnaissance mission over western Baghdad, Iraq. The second helicopter was able to safely land at an air base at Taji, 12 miles north of Baghdad.

Killed were:

CW4 Richard Matthew Salter, 44, of Cypress, Texas.

CW2 Isaias Enrique Santos, 28, of Ancon, Panama.

Both aviators were assigned to the 1st Bn., 4th Avn. Regt., 4th Inf. Div., Fort Hood, Texas. No hostile fire was involved and weather may have been a factor.

A UH-60L helicopter crashed killing 12 U.S. people aboard on Jan. 7 in a sparsely populated area about 7 miles east of Tal Afar, a northern Iraqi city near the Syrian border. The Black Hawk was part of a two-ship flight supporting Task Force Band of Brothers and moving between bases when communications were lost shortly before midnight. A search-and-rescue aircraft located the wreckage site about noon Jan. 8. Eight Soldiers and four civilians aboard died. The crew was from the Alaska Army National Guard's 1st Bn., 207th Avn. Regt. in Anchorage.

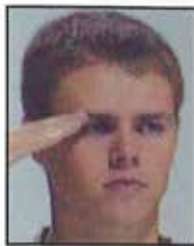
Killed were:

1LT Jaime Lynn Campbell, 25, of Ephrata, Wash.

CW4 Chester William Troxel, 45, of Anchorage, Alaska.

SPC Michael Ignatius Edwards, 26, of Fairbanks, Alaska.

SPC Jacob Eugene Melson, 22, of Wasilla, Alaska.



SPC Melson



CW3 Carver



CW2 Jackson



CW3 Kenyon



CW2 Garcia

Pentagon officials said no hostile fire was indicated and the cause of the crash was still being investigated, although bad weather was reported in the area at the time.

Two OH-58D Kiowa Warrior pilots died on Jan. 13 when their helicopter was shot down by heavy enemy small arms fire, crashing in Mosul's al-Sukar neighborhood just outside of Forward Operating Base Courage. The pilots were on a day combat air patrol with another Kiowa when they were responding to aid Iraqi police under hostile fire.

Killed were:

CW3 Mitchell Kyle Carver, Jr., 31, of Charlotte, N.C.

CW2 Kyle Edward Jackson, 28, of Sarasota, Fla.

Both Soldiers were assigned to Co. B, 1st Bn., 10th Avn. Regt., 10th Mountain Div., Fort Drum, N.Y.

Two Task Force Iron Horse pilots died Jan. 16 when their AH-64D Longbow was shot down by possible enemy missile or rocket fire north of Taji, Iraq, north of Baghdad, at about 8:20 a.m. while conducting a combat air patrol.

Killed were:

CW3 Rex Christopher Kenyon, 34, of El Segundo, Calif.

CW2 Ruel Mamaril Garcia, 34, of Wahiawa, Hawaii.

Both Soldiers were assigned to Co. B, 1st Bn., 4th Avn. Regt., 4th Inf. Div., Fort Hood, Texas.

All incidents are under investigation by Army officials.

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

Editor's note: Companies can send their Army Aviation related news releases and information to editor@quad-a.org.

Bell Submits 412 for Army's LUH Program

Bell Helicopter of Fort Worth, Texas recently proposed their 412 helicopter to fulfill the Army's new Light Utility Helicopter requirement. In testament to the 412's abilities,



BELL HELICOPTER PHOTO BY SHELDON COHEN

Bell cited Jan. 23 the performance of 16 Pakistani Army 412s after the Oct. 8 earthquake in Northern Pakistan. In the 45 days following the disaster, Pakistani 412s flew 4,580 missions, an average of 102 missions per day, logging 2,743 flight hours and rescuing 54,960 people. The 412s are used to bring food and supplies to remote mountain locations and return with injured people.

GKN Provides X-47B J-UCAS Composites

GKN Aerospace confirmed Jan. 12 that it is to produce the composite skins, covers and doors for Northrop Grumman's X-47B Joint Unmanned Combat Air Systems (J-UCAS) aircraft. The graphite composite skins, which will cover nearly 90 percent of the UCAS surface, alongside the actuated doors for the vehicle, including the weapon's bay, nose and main landing gear doors, will be manufactured at GKN's facilities in St. Louis, Miss. Should the X-47B enter full production, the total value of the contract would exceed \$500M.



COURTESY GKN AEROSPACE GRAPHIC

Boeing Delivers First Longbow for Japan

The Boeing Company delivered the first AH-64D Apache Longbow helicopter for the Japanese Defense Force to Fuji Heavy Industries, the aerospace company

teaming with Boeing to produce the Longbow in Japan. The milestone aircraft arrived Dec. 15 in Mesa, Ariz. Designated as the AH-64DJP, it is the first production Longbow to be delivered with air-to-air Stinger missile launcher capabilities. Two AH-64DJP aircraft are scheduled for delivery by FHI to the Japanese government in March.

MQ-8B Fire Scout UAV Production Starts

Northrop Grumman Corp., of San Diego, Calif., received Jan. 3 the first MQ-8B Fire Scout unmanned aerial vehicle airframe at its new Unmanned Systems Center in Moss Point, Miss., from its teammate, Schweizer Aircraft Corp., signaling the start of aircraft production. This airframe is the first of 12 Fire Scouts to be assembled, with four aircraft going to the Navy and eight to the Army.



PHOTO COURTESY NORTHROP GRUMMAN

UAV National Industry Team Elects Kevin Smedley President

The UAV National Industry Team, or UNITE, announced Jan. 12 that Aurora Flight Sciences' representative **Kevin Smedley** was elected president of their alliance. UNITE is a coalition of leading unmanned aircraft system companies including Aurora, AeroVironment, The Boeing Company, General Atomics Aeronautical Systems, Lockheed Martin and Northrop Grumman. As president, Smedley will work with UNITE member companies to promote new regulations to ease UAS certification processes and enable qualified UAS to operate in the National Airspace System on a "file and fly" basis similar to general aviation aircraft.

Hunter UAS Tests New Joint Multi-mission Payload

Northrop Grumman Corp. announced Jan. 12 that it had successfully conducted a 10-day series of flights with the Army of the RQ-5A Hunter unmanned aircraft system (UAS) using a new Adaptive Joint Intelligence payload. The tests, sponsored by the U.S. Joint Forces Command, shows the ability of the AJI payload to share multiple types of communications simultaneously, a capability that is not yet available to warfighters in the field. The demonstration followed six weeks of test flights using the reconfigurable payload and two weeks of combined payload operations with an emulated airborne command post.

New Simulator Trains Door Gunners

A new virtual simulator by the Raydon Corporation of Daytona Beach, Fla is being used to train helicopter door-gunners. The VDTG provides a safe, cost-effective environment to practice crew training by engaging targets in a virtual setting. A Soldier wears a helmet and visor with a 360-degree spherical view from either a UH-60 or CH-47 gunner's position. Targets appear as the pilot flies over a geo-specific virtual city. About 1,000 pilots, crew chiefs and Soldiers have trained at Fort Rucker, Ala. and Fort Hood, Texas. The simulators are rented to the Army.

Contracts

Longbow L.L.C., Orlando, Fla., was awarded Jan. 20 a \$76M increment as part of a \$100M contract for Apache Block III radar electronics units. Work will be performed in Baltimore, Md. (50 percent), and Orlando (50 percent), and should be completed by Dec. 30, 2008.

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded on Dec. 19 an \$8.5M contract for the Peace Vanguard II phase 3 spares, PV II aviation ground power unit 3, and the PV II flotation study. Work should be completed by Dec. 30, 2007.

Honeywell International Inc., Phoenix, Ariz., was awarded Dec. 16 a \$69.4M contract for the Total Integrated Engine Revitalization Program. Work will be performed in Anniston, Ala. (13 percent), Phoenix (66 percent), Greer, S.C. (19 percent) and Rocky Mount, N.C. (2 percent), and should be completed by Dec. 31, 2009.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded 3 contracts Jan. 13 for: * A \$341.3M contract for UH-60L and UH-60M and a \$37M contract for UH-60L and HH-60M helicopters with a completion date of Dec. 31, 2007. * A \$17.8M contract for rotor hub assemblies for UH-60 helicopters. Work should be completed by Jan. 31, 2008.

Honeywell International Inc., Tempe, Ariz., was awarded Dec. 29 a \$74.9M contract for the commercial

maintenance and overhaul effort for the T55-GA-714A engine and its components in support of the CH-47D helicopter. Work will be performed in Greer, S.C. (90 percent), and Tempe (10 percent) and should be completed by Sept. 30, 2009.

Boeing Military Aircraft and Missile System Group, Philadelphia, Pa., was awarded Dec. 23 a \$98.5M contract for the MH-47G Aircraft-Lot IV under the Service Life Extension Program. Work should be completed by March 31, 2008.

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded Dec. 23 an \$18.8M contract for the Longbow Crew Trainer number 24 and initial spares package. Work will be performed in St. Louis, Mo. (86 percent), and Mesa (14 percent), and should be completed by Sept. 30, 2008.

Comtech Mobile Datacom Corp., Germantown, Md., was awarded Dec. 23 a \$16.9M contract for satellite communications and network management services for the Force XXI Battle Command & Below and Blue Force Tracking System. Work should be completed by Dec. 31.

Lockheed Martin Missiles and Fire Control, Orlando, Fla., was awarded Dec. 22 a \$7.3M contract for the modernized target acquisition designation sight/pilots night vision sensor for the AH-64 aircraft. Work should be completed by Dec. 31.

General Electric Engine Services, Cincinnati, Ohio, was awarded Dec. 21, \$17.5M contract for overhaul and recapitalization of the T700-GE-700, 700-GE-701, and T700-GE-701C gas turbine engine cold section modules for the UH-60 and AH-64 helicopters. Work will be performed in Arkansas City, Kan., and should be completed by Dec. 31, 2011.

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

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AAAA Presents

2005 Functional Awards

By James Bullinger

The Army Aviation Center Chapter hosted the 2005 AAAA National Functional Awards on Feb. 1, held during the annual Aviation Senior Leaders Conference at Fort Rucker, Ala.

AAAA President BG (Ret.) Thomas Konitzer and BG E.J. Sinclair, commanding general of the Army Aviation Warfighting Center and Fort Rucker, joined with industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.



ATC Company of the Year: 1SG David Ibsen and CPT Robert E. Bugner

The Raytheon Company sponsors all of the Air Traffic Control awards and was represented by retired BG Rodney Wolfe.

The **Air Traffic Control Company of the Year** is Co. D, 1st Bn., 58th Avn. Regt., Hunter Army Airfield, Ga. Over the course of the past year, the men and women of Co.D successfully de-deployed their entire complement of assigned Soldiers and

assets to OIF-III. They provided air traffic services at the Washington Army Heliport in Baghdad, and tower and ground controlled approach services at the Taji Airfield under hostile and austere conditions. CPT Robert E. Bugner and 1SG David Ibsen, the commander and senior NCO, accepted the award.



The **Air Traffic Control Facility of the Year** is Washington Army Heliport, Co. D, 1st Bn., 58th Avn. Regt., Simmons Army Airfield, Fort Bragg, N.C. The *Knights* of Co. D, worked

ATC Facility Award (l to r): BG (Ret.) Rod Wolfe, BG (Ret.) Tom Konitzer, SFC Chris Briggum and BG E.J. Sinclair share an on stage chuckle.

in Washington Army Heliport during OIF-III and were directly responsible for all air movements in the Baghdad international zone. Their exemplary service and dedication to duty ensured mission success of Baghdad Radio. Platoon sergeant SFC Christopher D. Briggum, who is enroute to Iraq, accepted the award on behalf of the facility.



SSG Alina Smith

The **Air Traffic Maintenance Technician of the Year** is SSG Alina D. Smith, Co. G, 58th Avn. Regt., Cbt. Avn. Bde., 25th Inf. Div. (Light), Schofield Barracks, Hawaii. As the communications and electronics section chief for Co. G, Smith was directly responsible for the swift and efficient reset of two ATS facilities and two beacons from combat operations in Afghanistan. Through her maintenance management expertise, Smith ensured

that all deployed equipment was fully mission capable and ready to support the 1st Bn., 25th Avn. Regt. Her dedication and leadership set the standard for maintenance excellence.



SFC Michael Sutterfield

The **Air Traffic Control Manager of the Year** is SFC Michael D. Sutterfield, Co. G, 58th Avn. Regt., Cbt. Avn. Bde., 25th Inf. Div., Schofield Barracks, Hawaii. As the senior ATS liaison in the Combined-Joint Task Force 76 operations area in Afghanistan during OEF-V, Sutterfield directly ensured Co. G's success. He served in many capacities including: the airspace command and control (AC2) NCOIC in the CJTF-76 aviation cell, as the Army fixed wing aircraft scheduler, and as the Co. G first sergeant. Sutterfield increased the services of the Salerno control tower, obtaining its Federal Aviation Administration certification, and improved AC2 cell operations in the CJTF-76 Joint Operation Center.



SPC Timothy A. Johnson

The **Air Traffic Controller of the Year** is SPC Timothy A. Johnson, Co. D, 1st Bn., 58th Avn. Regt., Hunter Army Airfield, Ga. While serving in OIF-III, Johnson developed a training program that enabled 10 air traffic controllers to achieve their ATC ratings in minimal time. Johnson's teaching ability led to 7 first-time tactical certifications on the tactical airspace integration system and greatly enhanced the overall mission suc-

cess of Baghdad Radio and the Washington Army Heliport in Baghdad's international zone.



CW2 John McCann, wife Tracy and daughter Natalie.

The **Aviation Trainer of the Year** is CW4 John J. McCann; Headquarters Co., 3rd Bn., 3rd Avn. Regt., Cbt. Avn. Bde., 3rd Inf. Div., Fort Bragg, N.C. McCann's innovative approach to training enabled his unit to sustain new equipment training, concurrent with combat operations, at an operational tempo that averaged 1,900 hours per month. He developed a sustainment gunnery program with techniques for target detection, tracking and engagement; and emergency procedures and standards of

performance training using simulators to replicate routine and catastrophic system degradations as the result of battle damage. His efforts ensured aircrew confidence and proficiency to execute dynamic airmanship in support of ground operations. L3 Communications Link Simulation and Training sponsors this award and was presented by retired MG Walter Yates.



Dr. (CPT) Nicole C. Powell-Dunford and Sinclair

The **Army Aviation Medicine award**, sponsored by the Gentex Corporation, was presented to Dr. (CPT) Nicole C. Powell-Dunford, M.D., HHC, Cbt. Avn. Bde., 25th Infantry Division, Wheeler Army Airfield, Hawaii. Powell-Dunford, as the Task Force Diamond-head flight surgeon, distinguished herself during deployment to OEF-V in Afghanistan.

She provided care for over 1,000 Soldiers, Navy flight personnel and coalition

forces, as well as serving as a flight surgeon to Task Force Saber. On her return to Hawaii, Powell-Dunford was instrumental in the successful medical preparation for the Pakistan earthquake relief effort. This Soldier-physician is truly the epitome of Army aviation medicine. Gentex's Gerald L. Johnson presented the award.

The **Aviation Fixed Wing Unit of the Year** is Co. A, 249th Avn. Regt., from the Oregon, Oklahoma, S. Dakota and Washington Army National Guard, Salem, Ore. FlightSafety International sponsors this award. Alerted in November 2004, Co. A, a theater aviation company, quickly mobilized its four



Fixed Wing, MAJ Devin Wickenhagen

C-23 Sherpa detachments in four states and deploy in less than 90 days to OIF-III. Using input from previously deployed C-23 units, Co. A developed tactical flight tasks and techniques, which are incorporated today into the C-23 aircrew training manual. Its eight C-23s flew over 5,200 accident free hours while providing theater-wide transportation support to the Multinational Corps-Iraq. MAJ Devin Wickenhagen accepted the award from FSI representative Michael J. Carpon.



CW2 James Gisclair and MAJ Peter Eberhardt

The **Army Aviation Air/Sea Rescue** award, sponsored by Goodrich Hoist and Winch, was presented to Co. C., 3rd Bn., 25th Avn. Regt., Cbt. Avn. Bde., 25th Inf. Div., Schofield Barracks, Hawaii. The Dustoff crew from Company C (formerly the 68th Medical Company (Air Ambulance)),

performed a life saving mission June 26 during a training flight. They spotted three Afghan children being swept down a raging river, in danger of drowning. Putting their own lives at risk in a hostile combat area and in deteriorating weather with high winds, the crew saved the children using the rescue hoist. Due to their actions, a local Afghan village was able to understand the positive things that the United States and allied forces are doing for their country. The Dustoff crewmembers are CW2 James Gisclair, CW2 Nathan Scott, SGT Tyrone Jordan and SPC Christopher Zimmerman. MAJ Peter Eberhardt, commander, and Gisclair accepted the award on behalf of the others from Goodrich's Roy Zavitz.



2LT Alex Bertelli

AAAA National sponsors the **Military Academy** and **ROTC Aviation Cadet of the Year** awards, which are presented to the top cadet in each program who branches Aviation. 2LT Jeffrey Bonheim was selected as the 2005 USMA Cadet and received his award last June at West Point, N.Y.

The ROTC cadet of the year is 2LT Alex Bertelli, a magna cum laude graduate of Dayton University with a Bachelor of Science in Business Administration. He is also a Distinguished Military Graduate and a Marshall Award recipient. Bertelli is currently in the Flight School XXI OH-58D Kiowa Warrior track at Fort Rucker. ❖

NEW MEMBERS

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Mr. Walter G. Adams
SFC Scott A. Homolka
MAJ Roderick M. Hynes
CW5 John C. Pope
1LT Shane Radtke

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1SG Necati Akpınar
MSG Crystal L. Anderson
SSG Kelly D. Bennett
CPT Matthew P. Brown
SSG John W. Burgan
SFC Ira D. Burns
SSG Gloria J. Cain
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SPC Elijah R. Crowe

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SGT Jack K. Gingo

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2LT Brant R. Leyden

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SPC Kevin S. McMahon

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LEGISLATIVE REPORT

LTC JoAnn Eberle (Ret.)

AAAA Representative to The Military Coalition (TMC)

2005 LEGISLATIVE GAINS AND LOSSES

Results are mixed regarding the final provisions of the 2006 Defense Authorization Act, signed into law by the president on Jan. 6.

The Military Coalition (TMC) was disappointed when the final version of the bill dropped Senate-passed initiatives that would:

- End deduction of Veteran Affairs survivor benefits from survivor benefit plan (SBP) annuities when a member dies of service related conditions.

- End SBP premium payments for "Greatest Generation" retirees who have already paid more SBP premiums than post-1978 retirees.

- Provide full, immediate concurrent receipt for otherwise qualifying disabled retirees deemed "unemployable" by the VA (the House provision provides full retired pay by Oct. 1, 2009 instead).

The changes mean that SBP widows will still have VA payments deducted from their SBP benefits if their spouse's death was service-connected, and World War II retirees who have already paid more than 30 years of SBP premiums will have to wait at least another year to have the same paid-up SBP coverage that post-1978 retirees enjoy.

While TMC is disheartened after last year's strenuous fight on widow and retirees issues, we are gratified that we came closer than ever before, and realize that many past victories required multi-year campaigns. TMC will lead the fight again this year.

Meanwhile, TMC achieved other significant victories, including:

- Extending fee-based TRICARE eligibility to all drilling Guard-Reserve members.

- A 3.1 percent 2006 pay raise for the military (.5 percent above private sector).

- Increased Army end strength by 10,000.

- Full housing allowance for Guard-Reserve members activated 30+ days.

- 4.1 percent cost-of-living adjustment for retired pay/SBP/disability compensation.

- Raised minimum SBP annuity to 40 percent of covered retired pay (as of Oct 1, 2005).

- Increased death gratuity to \$100,000 for all active duty deaths.

For a comprehensive list of 2005 achievements and more on TMC, visit www.themilitarycoalition.org.

PENTAGON DEFENDS RETIREE HEALTH FEE INCREASES

Asst. Defense Secretary for Health Affairs Dr. William Winkenwerder and his deputy Dr. Steve Jones met with TMC members Jan. 11 to discuss DOD plans to shift substantial TRICARE costs to retired beneficiaries.

The session was frustrating on both sides, as TMC members requested specifics about the new proposals which the speakers stated they couldn't yet answer.

However, as reported in January's update (pg. 47: TMC protests health fee hikes), TMC has learned through multiple sources that the FY2007 defense budget submission will likely triple or quadruple many beneficiary health costs over three years, especially for retirees under age 65, beginning this Oct. 1.

Winkenwerder gave the following DOD reasons for shifting more costs to retirees:

- Health costs are rising faster than the rest of the Defense budget, mainly due to legislated benefit expansions, increasing retiree use of care, and general health inflation.

- Retirees will consume 65 percent of defense health spending by 2011, vs. 43 percent in 2000 (mainly due to the 2001 TRICARE for Life enactment).

- No change in retiree health fees since 1995.

- Military health benefits are "extremely rich," with retirees averaging \$680 in out-of-pocket health costs per year vs. \$3,700 for civilians.

- As private sector employers have reduced health benefits, the number of retirees using TRICARE has risen from 66 percent in FY02 to 78 percent in FY06, and is expected to reach 87 percent by 2011 if trends continue.

- Limiting DOD health costs to the current 8 percent of the Pentagon's budget would save \$20 billion a year by FY2015.

- Current health cost projections "can't be funded without dramatic incursions into Service line budgets or significant Defense budget increases."

TMC recommends the government do more to improve TRICARE and promote efficiency, rather than shift more costs to beneficiaries.

COMBAT VETS OFFERED FREE VA HEALTH CARE

Veterans with combat service after Nov. 11, 1998, including activated National Guard and Reservists, can receive free health care from the Dept. of Veterans Affairs by enrolling within 2 years after their separation date from active military service.

Veterans who enroll under this authority with VA will also retain enrollment eligibility after the two-year period ends, while eligibility and subsequent care for those who do not enroll during the two year period is based on other factors such as compensable service connection rating, VA pension status, and financial circumstances.

For specific details contact your nearest VA medical facility, call (800) 827-1000, or visit the VA website: www.va.gov/healtheligibility.

NEW TAX LAW AFFECTS EARNED INCOME CREDIT ELIGIBILITY

A recent tax law change helps deployed service members and their families become eligible for the Earned Income Tax Credit (EITC).

The Gulf Opportunity Zone Act of 2005 extends a special rule allowing military personnel the option of including their military pay earned in a combat zone, which is tax-free, when computing their eligibility for the EITC.

LEGISLATIVE REPORT

continued

Ignoring this pay can reduce or completely eliminate a military family's eligibility for the credit, which is based on a taxpayer's earned income.

As part of last year's Working Families Tax Relief Act, Congress responded to concerns that junior military families were losing eligibility for the EITC when their service member is deployed to combat, allowing them to count military pay earned in a combat zone as earned income.

This provision was set to expire on Jan. 1, but has now been extended through the 2006 tax year. TMC's goal is to make this provision permanent.

VA HOME LOAN LIMITS INCREASE

Starting Jan. 1, qualified Veterans and

active duty military became eligible for a no-down-payment home loan of up to \$417,000. The previous ceiling was \$359,650.

VA guarantees a portion of the loan, allowing veterans to get a competitive interest rate without a large down payment, and enabling more veterans to purchase their own homes.

The increase is a result of the 2004 Veterans Benefits Act.

This act links the VA loan limit to the loan cap for single-family homes set by the Federal Home Loan Mortgage Corporation, known as Freddie Mac.

For more information on VA loans visit www.homeloans.va.gov/veteran.

VA HELP LINES CITED FOR INCORRECT INFORMATION

According to the VA, callers to the

agency's regional offices for help and advice receive incorrect information over 50 percent of the time.

In 2004 VA benefits experts made 1089 calls to each of the offices inquiring about possible benefits; upon review only 35 percent of the answers were judged to be completely or mostly correct.

The program found that some VA workers were dismissive of some callers, unhelpful or rude to others, and used "too much jargon," confusing many veterans.

The VA acknowledges that it needs to do better, calling the results "below expectations and disappointing to the organization."

The agency has taken steps to improve performance, including initiating a pilot program to monitor employees silently, boosting training, and using role-playing exercises.

PHOTO BY BRYAN SMITH



Central Florida Chapter

LTC Wil Riggins, left, the CFC vice president for Military Affairs, presented the Bronze award of the Order of St. Michael to **Eric M. Routledge**, a Department of the Army Civilian, during his retirement ceremony on Jan. 6 in Orlando, Fla. Routledge, who was a project director with the Product Manager's Office for Air and Command Tactical Trainers with the Program Executive Office for Simulation, Training and Instrumentation, was honored for more than 30 years of government service. Riggins also presented Routledge with the Commander's Award for Civilian Service for his efforts to always provide quality training devices in support of aviation personnel. Over the years Routledge has supported Army aviation with his vigorous participation in several simulation programs to include the AH-64A combat mission simulator, the OH-58D Kiowa Warrior crew station mission equipment trainer, and various air traffic control training devices.

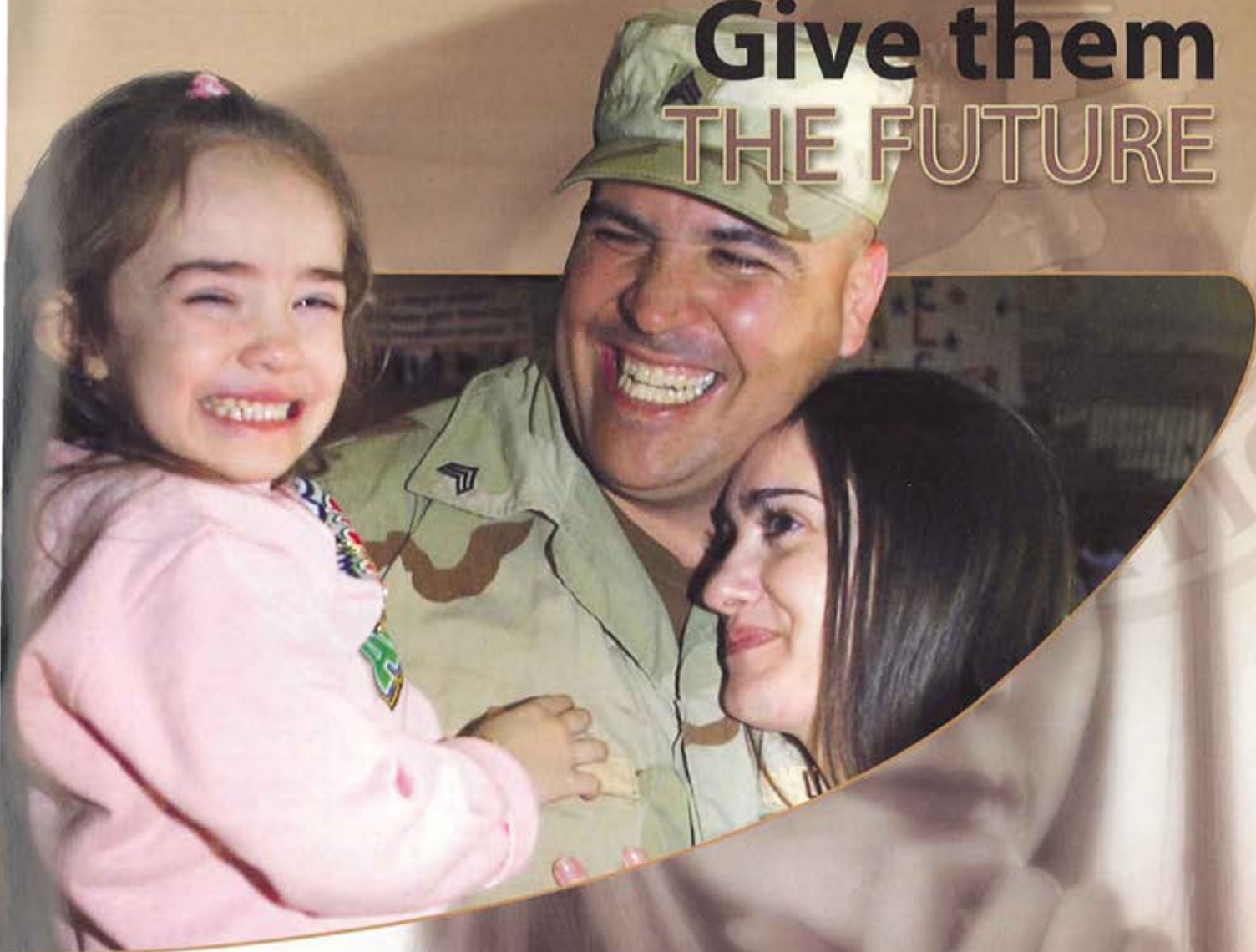
PHOTO BY KEN DONAHUE



Central Florida Chapter

CFC continued its yearly support for the U.S. Marine Corps "Toys-for-Tots" campaign in the Orlando area. The chapter donated over \$950 worth of toys to the Marines for delivery to needy children throughout the area. The presentation was made during the chapter's 154th consecutive monthly social gathering on Dec. 9 in Oviedo at Frogger's Grill. The restaurant, which also provides outstanding support to the CFC, also donated the bicycle pictured here to Toys for Tots. Pictured above are (l to r): Marine Col. Walt Augustin, CFC's VP for Military Affairs LTC Wil Riggins; Ann Stahl, CFC secretary and TFT coordinator; and TFT Chairman Marine Capt. E.J. Wunderlich and his TFT coordinator Lance Cpl. Miguela Caraballo.

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2005 Membership Winners

The Winners of the 2005 Chapter Membership and Individual Enrollment Competition are:



MASTER CHAPTER CATEGORY

Tennessee Valley Chapter, Huntsville, AL
(1598 Members)

CY05 Net Member Gain of 231 Members
COL Robert P. Birmingham, Ret., Chapter President
COL John M. Carden, Ret., VP Membership

SENIOR CHAPTER CATEGORY

Rhine Valley Chapter, Heidelberg, Germany
(90 Members)

CY05 Net Member Gain of 25 Members
COL Peri A. Anest, Chapter President
CSM Thomas H. Steele, VP Membership

AAAA CHAPTER CATEGORY

Big Red One Chapter, Ansbach, Germany
(93 Members)

CY05 Net Member Gain of 37 Members
COL Timothy J. Edens, Chapter President
MAJ Charles R. Bowery, Jr., VP Membership

AAAA TOP GUN INDIVIDUAL MEMBERSHIP RECRUITMENT

Mr. William J. Cannon, Aviation Center Chapter
enrolled 581 new members

Mr. John H. Bae, Morning Calm Chapter
enrolled 105 new members

LTC Michael F. McClellan, Ret., Tennessee Valley
Chapter enrolled 75 new members

Mr. Robert J. Wynkoop, Aviation Center Chapter
enrolled 64 new members

COL John M. Carden, Ret., Tennessee Valley Chapter
enrolled 35 new members

New Chapter Officers Pikes Peak Chapter

LTC John W. Thompson, President;
CPT Brendan J. Cullinan, VP,
Membership Enrollment

Sinai Chapter

MAJ K. Brogan Farren, President
Moog Chapter

CW4 James E. Vause, Ret.,
President; Mr. Jeff Markel, Senior
Vice President; Ms. Melanie
Buczowski-Menke, Secretary; Ms.
Joan L. Francy, Treasurer; Ms.
Camille Pinter, VP Membership
Enrollment; Ms. Julie M. Kuhns,
Scholarship

NCO of the Year

*A Chapter Program to Recognize
Outstanding Aviation NCOs
on a Yearly Basis. (2005)*
SSG Jesse M. Thorton, Sr.
(Aviation Center Chapter)

Soldier of the Year

*A Chapter Program to Recognize
Outstanding Aviation Soldiers
on a Yearly Basis. (2005)*
SPC Adriana N. Asti
(Aviation Center Chapter)

Aviation Career Counselor of the Year

*A Chapter Program to Recognize
Outstanding Avn. Career Counselors
on a Yearly Basis. (2005)*
SSG Lorenzo G. French
(Aviation Center Chapter)

Aviation Drill Sergeant Career Counselors of the Year

*A Chapter Program to Recognize
Outstanding Avn. Drill Sergeants
on a Yearly Basis. (2005)*
SSG Detrick L. Smiley
(Aviation Center Chapter)

NCO of the Quarter

*A Chapter Program to Recognize
Outstanding NCOs
on a Quarterly Basis.*
SSG Jose Rodriguez-Sanchez
1st Quarter 2006
(Aviation Center Chapter)

Soldier of the Quarter

*A Chapter Program to Recognize
Outstanding Soldiers
on a Quarterly Basis.*
SPC Robert F. Chatten
1st Quarter 2006
(Aviation Center Chapter)

Soldier of the Month

*A Chapter Program to Recognize
Outstanding Aviation Soldiers
on a Monthly Basis.*
CW3 Leonte I. Cardona
SGT Jack K. Gingo
SGT Joel A. Morales
Steven W. Wyllie
December 2005
(Aloha Chapter)

Aces

*The following members have been
recognized as Aces for their signing
up five new members each.*
Mr. William J. Cannon

CPT Douglas M. Leslie
SSG Johnny Robbins

New AAAA Order of St. Michael Recipients (Gold)

LTG John R. Vines
(Silver)
CSM Ricky P. Yates
SGM Kenneth G. Rich
(Bronze)
CW3 Douglas W. Savell
SFC Michael P. Shaffer
CW3 Alexander Lutz
Michael K. Bardolf
COL Daniel T. Leslie
CW4 James H. Jones
LTC Daniel R. Stefanowich, Jr.
Boyd L. Mick
CW5 Byron C. Edmonds
CW5 William A. Steinke
COL Charles A. Bonasera
LTC Joseph A. Price
CW4 Gregory A. Calvert
CW4 Robert L. Kaufman
LTC Barry A. Defoor
MSG Haevenly M. Leamon
MAJ George G. Ferido
MAJ Brian R. Schaap
CPT Luis G. Oakley
CW4 Dean A. Mott
CW3 Ronald D. Petet
SGM Allen R. Haynes
SFC Darryl D. Doty
CPT Cheryl L. Anderson
CW4 David E. Walls
CW3 Anthony W. Church
1SG Martin G. Telles
MAJ Carl L. Casey

CPT James B. McLean
CSM Rafael S. Corella, Ret.
CPT Jason West

New Industry Members

ADEPT Technologies
Astron Wireless Technologies, Inc.
GasTOPS Inc.
Global Military Aircraft Systems
Hydro Engineering, Inc.
Link Tools International (USA) Inc.
Logistics Management Resources, Inc.
3M Company
MD Helicopters, Inc.
Micro-Coax, Inc.
Palomar Products, Koray Electronics
SCOTTY Corp.
SAGEM Avionics, Inc.
Sprung Instant Structures, Inc.
Technology Applications Group, Inc.
Technology Research Consultants, Inc.
Ultra-Measurement Systems Inc.

New AAAA Life Members

CW4 Alexander A. Berlin, Ret.
Mr. Bud Calkin
SSG Alan M. Carroll
CW4 John D. Gibbons
MAJ Jerry D. Hubbard
COL Christopher D. Latchford
CPT Ryan I. Moore
MAJ Brent A. Orr
LTC Ronald E. Wilson, Ret.
Mr. Alden D. Van Winkle

In Memoriam

1LT Jaime Lynn Campbell
Mr. Sam Campbell
Mrs. George M. Mullen

AAAA Adds Two New Chapters



William C. Moog Memorial Chapter

AAAA President BG (Ret.) Tom Konitzer was on hand for the Jan. 6 inaugural meeting of AAAAA's newest chapter, the William C. Moog Memorial Chapter of Greater Buffalo, N.Y.

The meeting, with over 90 current and prospective AAAAA members in attendance, was held at Moog's headquarters in East Aurora and featured Konitzer as the guest speaker. Konitzer gave a very interesting and inspiring presentation on the Association and insights into the performance of Army Aviation in OIF and OEF. During his visit Konitzer also met with the leaders of the Moog Aircraft Group and enjoyed a tour of Moog's world-class aerospace manufacturing and test facilities. Pictured above are chapter officers (l to r): Camille Pinter, V.P. of Membership; Treasurer Joan Francy; Julie Kuhns, VP of Scholarships; Konitzer; Senior V.P. Jeff Markel; Secretary Mel Menke and President Jim Vause.



Volunteer Chapter

AAAA's second newest chapter, the *Volunteer Chapter* based out of Smyrna, Tenn., activated Dec. 3. On hand for the initial membership meeting was retired COL Russell E. Baugh, an original 1957 AAAAA charter member. The president is LTC Kris Durham, CPT Steve Todd is the vice president, CPT John Rigdon is the secretary, and CW5 Phillip Hill is the treasurer. The chapter, which boasts 75 members, will be helping to assist with the upcoming Army National Guard State Aviation Officers conference being held in conjunction with the annual AAAAA Convention in April. Pictured above are (l to r): Todd, Rigdon, Hill and Durham.



Central Florida Chapter

The CFC and the Sunshine Chapter of AUSA were co-hosts for the 2006 Orlando area Combined Professional Associations Group (CPAG) Defense Forum. The Jan. 11 event attracted over 135 registrants and was held at the Radisson University Hotel. The CPAG was formed in 2001 and is made up of the program VPs or Presidents from the Orlando Area professional associations. The Defense Forum is an annual event in which Team Orlando's military leadership from the Army, Air Force, Navy and Marines addresses the community. CFC President Ken Donahue presided over this year's forum, while the Sunshine Chapter President Mike Genetti served as the panel moderator. Each of the speakers provided an overview of their organization's recent changes, current activities and future endeavors. The common thread was the need to meet the growing reliance on training programs, to include modeling and simulation that can be provided near-term via rapid acquisition, as we are a nation at war.

Upcoming Events

MARCH 2006

- ☛ March 8-9 Joseph Cribbins Avn. Product Symposium, Huntsville, AL
- ☛ March 14-17 2006 USAEUR Avn. Leaders' Conference, Garmisch, Germany

APRIL 2006

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

MAY 2006

- ☛ May 9-12 AHS International, 62nd Annual Forum, Phoenix, AZ

JULY 2006

- ☛ July 2 - 6 VHPA 23rd Nat. Annual Reunion, Washington, DC
- ☛ July 21 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- ☛ July 22 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

SEPTEMBER 2006

- ☛ Sep 16-18 NGAUS 128th General Conference, Albuquerque, NM

OCTOBER 2006

- ☛ Oct 9-11 AUSA Annual Meeting, Washington Convention Center, DC
- ☛ Oct 9 AAAA National Executive Board Meeting, Washington Convention Center, DC
- ☛ Oct 24-27 AHS/AAAA Helicopter Military Operations Technology (HELMOT) Specialists' Meeting XII, Williamsburg, VA

ARMY AVIATION

Upcoming Special Focus:

March/April Issue

AAAA Annual Convention Issue

- Branch Chief Update
- PEO - Aviation Update
- AMCOM Commander Update
- Branch CWO Update
- Branch CSM Update

May Issue

Protecting The Force

- Air Warrior/ALSE systems update
- Aeromedical Research Lab update
- Medical Evacuation Propensity Office update
- Ongoing Stability & Support Operations**
- OIF Update
- OEF Update

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

AAAA NATIONAL EXECUTIVE BOARD NOMINATIONS

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

PHOTO BY OPT ED ESCOBEDO



5-159th Avn. Regt. Army Reserve Soldiers Recognized

Over 300 Soldiers, family members and friends gathered for a welcome home ceremony in the Aviation Support Facility at Fort Eustis, Va. on Dec. 4 for the Soldiers of 5th Bn., 159th Avn. Regt. The unit supported the Coalition Forces Land Component Command, the 75th Exploitation Task Force in Balad, Iraq, plus Task Force Hawk and TF Kuwait, from Feb. 2003 to June 2004. During a special moment, Sylvia Moorer, above center, widow of CW4 Donnie Moorer, was honored with the presentation of her husband's posthumous Welcome Home Warrior Citizen Award. CW4 Moorer died of a heart attack a few weeks after returning from deployment with his unit. Picture above in the foreground are (l to r): BG Matthew C. Matia, deputy commanding general of the Combined Arms Support Command at Fort Lee, Va.; Moorer; COL Thomas W. Caples, commander of the 244th Avn. Bde.; and CW3 Brent Przychoda holding a flag presentation case for Mrs. Moorer.

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.

Nominations are now open. Suspense is May 1, 2006.

See www.quad-a.org or contact the AAAA National Office for details at (203) 268-2450

CW3 Jon A. Iseminger Army Aviation Hall of Fame 1992 Induction

CW3 Jon A. Iseminger was twice awarded the title of World Champion Helicopter Pilot by the Commission Internationale de Giraviation (the International Helicopter Commission) acting for the Federation Aeronautique Internationale, the sponsor of world air and space records and contests.

Iseminger's successes led the United States Precision Helicopter Team to two consecutive World Helicopter Championships in 1986 and 1989.

In 1986 at Castle Ashby, England, Iseminger topped a field of 26 crews representing countries such as West Germany, the Soviet Union, Great Britain, Poland, France and the United States. For his efforts, Iseminger was congratulated in person by President Ronald Reagan.

Again in 1989, at Chantilly, France, competing against a field of 38 crews from West Germany, the USSR, England, France, South Africa and others, Iseminger won with an astounding 796 points of a total possible 800, beating the next highest competitor by 39 points at 757.

This time he was congratulated by President George Bush in the White House's Oval Office.

The scores achieved by Iseminger in international competitions are recorded permanently with the Federation Aeronautique Internationale in Paris, France, and will stand as a formidable challenge to future competitors.

His outstanding accomplishments gained world-wide recognition while representing the United States Army's magnificent corps of warrant officer aviators.

In 1990, Vice President Dan Quayle presented Iseminger with the prestigious Harmon Trophy for his outstanding achievements as a pilot, making him the first member of the U.S. Army to win the trophy since GEN James H. Doolittle won it in 1946.

With the award CW3 Iseminger joined the select ranks of the world's great aviation pioneers, pilots and astronauts.



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