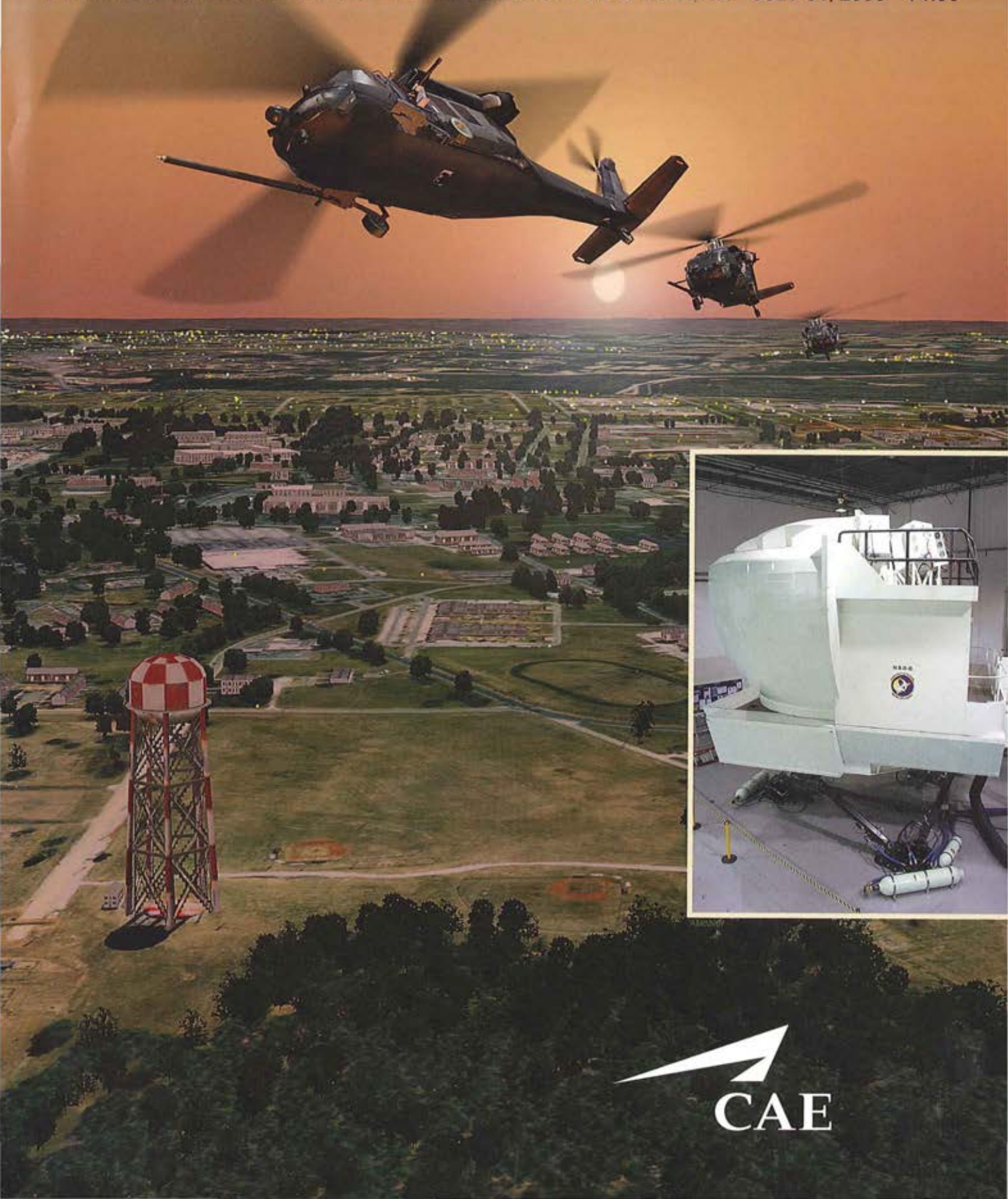


# ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA JULY 31, 2006 \$4.00



  
CAE





NO WARFIGHTER WANTS TO BE HERE WITHOUT IT.



To warfighters on the frontline, the Apache Longbow helicopter is vital. With its totally integrated command, control and communication systems and exceptional weapons versatility, Apache delivers unrivaled multirole capability in any environment. Day or night, it's ready to protect our warfighters and subdue our enemies wherever *here* happens to be.

 **BOEING**  
Forever New Frontiers



# Contents

July 31, 2006, Vol. 55 No. 7

## SPECIAL FOCUS

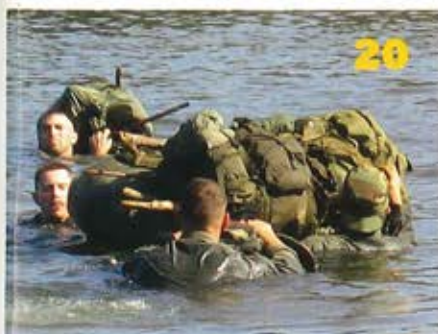
### TRAINING

#### 14 UH-60 Methods of Instruction, Building Black Hawk Instructor Pilots by the Basics

by LTC Mark F. Fassl and DAC Bryant Fontenot

#### 20 Training Our Aviation Warriors

by COL Michael J. Dixon



#### 26 Future Ranges Enabling Contemporary Operating Environment Based Training in Your Back Yard

by Ron Moring and William J. Bell

### SIMULATION

#### 34 Gunning for Exceptional Aircrews, PEO STRI Pursues Non-Rated Crewmember Training

by MAJ Brian Stehle

## FEATURES

#### 8 Aviation Branch Chief Update

by BG E.J. Sinclair

#### 40 Black Hawks Replace Legacy Hueys for Sinai Mission

by CPT Sonise Lumbaca

#### 42 Aviation Center Farewells Retiring Commander, Welcomes New Branch Chief

by James Bullinger

#### 44 6-17th Cav. Mounts Up and Heads to Alaska

by PFC Carlee Ross

#### 45 "Love of Country" Leads 2-6th Cavalry

by PV2 Amanda Sweetnam

#### 46 4th CAB MEDEVAC Provides Seasoned Support to Troops on Battlefield

by SFC Reginald Rogers

#### 49 Flashing Sabers: Memories of Vietnam 1967-1968

Book Review by MG (Ret.)

George W. Putnam, Jr.



## DEPARTMENTS

AAAA News	54
Advertisers Index	51
Book Review	49
Briefings	4
Calendar	60
Fallen Heroes	55
Fifty Years Ago	61
Hall of Fame	62
Industry News	50
Legislative Report	58
Mailbox	53
People on the Move	52
Photography Contest	48
President's Cockpit	6

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



**Publisher**  
William R. Harris, Jr.

**Editor**  
LTC (Ret.) James R. Bullinger

**Design & Production Manager**  
Anne Ewing

**Circulation Manager**  
Mary Ann Stirling

**Circulation Assistants**  
Deb Cavallaro  
Debbie Coley  
Diane Grinstead  
Mary Ellen Kother

**Advertising Director**  
Robert C. Lachowski

**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  
General e-mail:  
aaaa@quad-a.org  
Editorial: editor@quad-a.org  
Advertising: bob@quad-a.org

## ON THE COVER

Paid advertisement. CAE is one of the world's leading providers of mission rehearsal and training systems. On the cover is a view from the cockpit of the world's first A/MH-6 Little Bird combat mission simulator, which CAE recently delivered to the U.S. Army's 160<sup>th</sup> Special Operations Aviation Regiment. CAE is currently developing new MH-47G and MH-60K/L combat mission simulators for the 160<sup>th</sup> SOAR(A), which will feature an innovative common environment/common database (CE/CDB) architecture designed to significantly enhance mission rehearsal capabilities. Caption provided by advertiser.

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Aviation in Europe Changes

The U.S. Army Europe announced June 8 the restationing plan and reorganization of V Corps aviation units, which involves about 2,100 soldiers and 3,150 family members, to create the 12th Cbt. Avn. Bde. Changes will include:

- HHC, 2-502 Avn. Intermediate Maint. Bn. at Mannheim inactivates.
- HHC, Avn. Bde., 1st Inf. Div. at Katterbach converts and is redesignated as 12th CAB.
- 3rd Bn., 158th Avn. Regt. (Assault) at Katterbach converts to an assault battalion.
- 2nd Sqdn., 6th Cav. Regt. at Illesheim/Ansbach redesignates as 3rd Bn., 159th Avn. (Attack) and converts to a modular battalion.
- 6th Sqdn., 6th Cav. Regt. in Illesheim/Ansbach converts to 2-159th Avn. (Attack).
- 2nd Bn., 1st Avn. Regt. at Katterbach converts to 5th Bn., 158th Avn. Regt. (Gen. Spt. Avn. Bn.).
- Co. F, 159th Avn. Regt. at Katterbach redesignates as Co. B, 5-158th Avn. Regt.
- 45th Med. Co. (AA) at Katterbach reflags as Co. C, 5-158th GSAB.
- HHC, 3rd Bn., 58th Avn. Regt. (Air Traffic Control Services) at Wuerzburg inactivates.
- Co. D, 3-58th Avn. (ATS) at Grafenwoehr returns to the U.S.
- 601st Div. Avn. Spt. Bn. at Katterbach converts and redesignates as 412th Avn. Spt. Bn.
- 1st Bn., 214th Avn. Regt. at Wiesbaden converts to the Theater 1-214th Gen. Spt. Avn. Bn.
- 236th Med. Co. (Air Ambulance) at Landstuhl, redesignates as Co. C, 1-214th GSAB.
- Co. C, 3-58th Avn. (ATS) at Wiesbaden converts to the Theater Airfield Opns. Det. and moves to Ansbach/Illesheim.
- 159th Med. Co. (AA) at Wiesbaden inactivates.

## Pentagon approves NATO Medal for Soldiers

The Defense Department authorized June 26 qualified service members and government civilians to accept and wear the NATO Medal for participation in certain operations that followed the Sept. 11, 2001, terrorist attacks. The qualifying operations are *Eagle Assist*, *Active Endeavor*, *International Security Assistance Force-Afghanistan*, and *Balkans* (operations in Bosnia-Herzegovina, Croatia, Kosovo, Macedonia and Albania). For *Balkans* the qualifying period is 30 continuous or accumulated days of service since Jan. 1, 2003. Since the NATO Medal is classified as an international service medal, permanent orders are not required for award to Soldiers. Unit S1 sections are authorized to enter the award in personnel files per the June 5 Military Awards Branch directive.

## Afghan Aircrews Graduate Sgt. Major Academy

Sixteen Afghan National Army Air Corps pilots, crew chiefs and flight engineers became the first of their peers to graduate from the U.S. Army Sergeants Major Academy June 9 at Fort Bliss, Texas. These first AAC graduates will use their new knowledge to help combat narco-terrorists and support public safety in Afghanistan. The 90-day course focused on safe helicopter operations, night vision helicopter training and multiple ship tactical operations. The crews trained on their Russian built Mi-17 helicopters they brought with them.



ARMY PHOTO BY VIRGINIA REZA

## 1AD Aircraft Struck by Lightning

A 1st Armored Div. UH-60 Black Hawk was struck by lightning in flight May 30 about 3:30 p.m. during a routine mission from Stuttgart to Hanau, Germany. The pilots took appropriate measures to control the helicopter and landed safely in a field near Giebelstadt. No injuries were sustained by the three-man crew from Co. A, 2nd Bn., 1st Avn. Regt. The aircraft was later moved to Coleman Army Airfield in Mannheim for further analysis.

## UAS AWARD NOMINATIONS OPEN (See page 47)

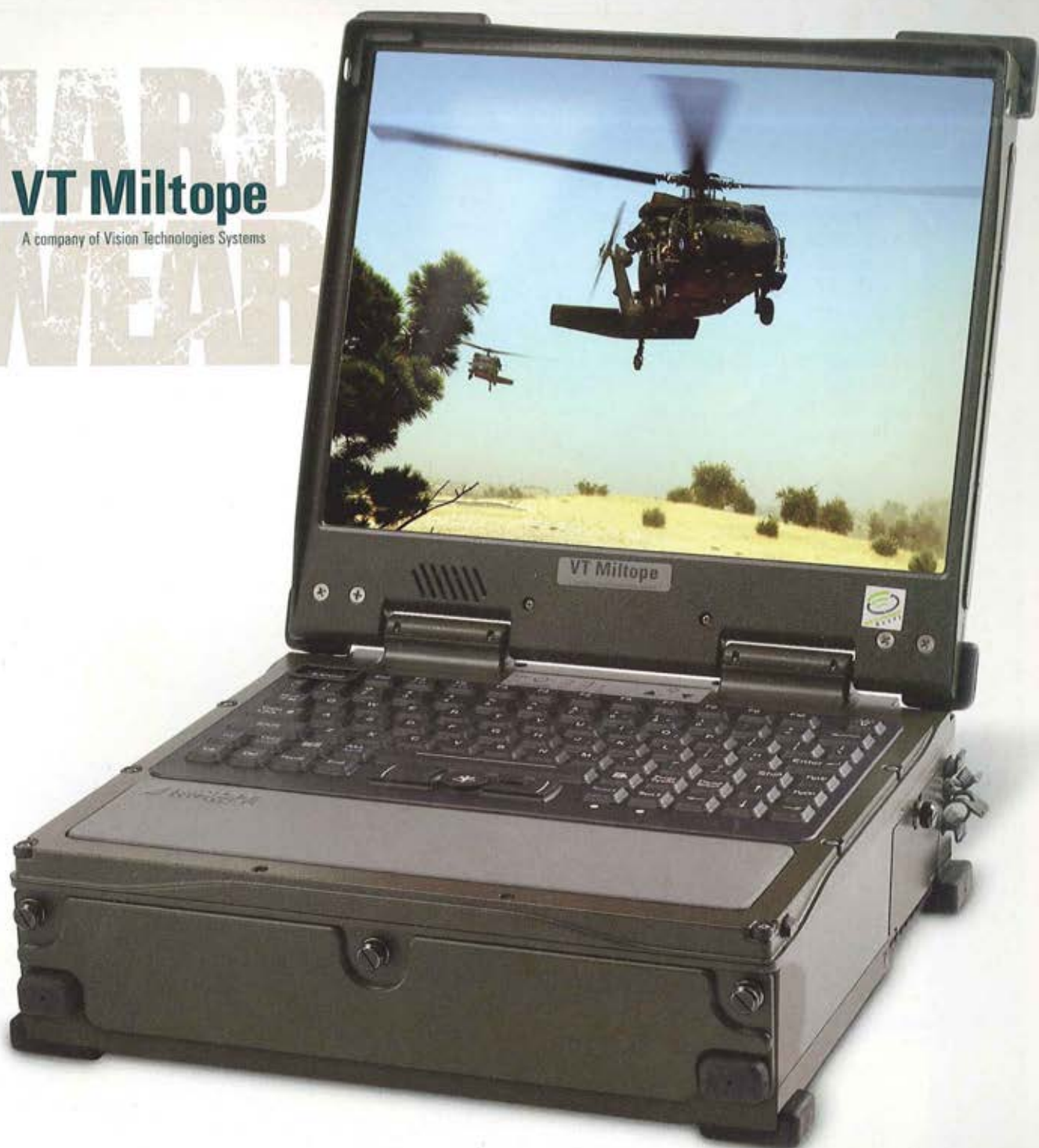
2nd Annual UAS Symposium, Dec. 11-13, 2006,  
Crystal Gateway Marriott, Arlington, VA



# HARD WEAR

## VT Miltope

A company of Vision Technologies Systems



## IT DOES WINDOWS BUT REFUSES TO BAKE.

A Case for Rugged... the VT Miltope TSC-750M equipped with the MILBRITE ELG low-power 14.1" direct-sunlight display is readable in low or very bright light. What's more, the fastest-yet 3D video thanks to ATI MOBILITY™ RADEON™ graphics processor—dramatically enhances all aspects of the visual experience in every application and makes our TSC-750M the most versatile and compact rugged-militarized laptop computer available today. The VT Miltope TSC-750M, featuring Intel® Centrino™ Mobile Technology can operate for up to eight hours on a single battery charge, and with two internal hot swappable DR-36 batteries provide virtually unlimited autonomous operation. Now that's liberating! You can reach us by telephone at (800) MILTOPE or online at [www.miltope.com](http://www.miltope.com).

Computers · Disk Drives · Mass Storage · Printers · Network Communication Devices  
Product Support for Military & Commercial Applications

[www.miltope.com](http://www.miltope.com)



## AAAA President's Cockpit

It may be the dog days of summer, but your AAAA is in the hunt with a full slate of activities. In June we had a change of command at the U.S. Army Aviation Warfighting Center; the Compensation Committee chairman met on Aviation Career Incentive Pay (ACIP) with one of the largest associations of The Military Coalition; we held our first pre-planning meeting in Atlanta for the 2007 AAAA Convention; I attended the Special Operations Command's advance planning briefings to industry, as well as the Vietnam Helicopter Pilots Association Convention.

Prior to the USAAWC change of command ceremony at Fort Rucker on June 29, I had the opportunity to present a well deserved Gold award of the Order of St. Michael to BG E.J. Sinclair and the Order of Our Lady of Loreto to Susan. We wish them all the best in retirement.

Following the change of command, I also visited with MG Duz and Ululani Packett.

For those of you who don't know them, I assure you the branch is in great hands. Rest assured Duz will continue to lead this branch forward as all of you prepare for, recover from, or engage in combat around the world.

The Compensation Committee Chairman BG (Ret.) Mike Burke met with the Military Officers Association of America June 15 to discuss their support on ACIP.

One thing I would emphasize is an excellent point that MOAA brought up. They and other large associations in Washington, D.C. are not seeing any message traffic from their members on the issue of the unfairness of the 1/30th rule and ACIP to the reserve components.

Guys and gals, it isn't easy to rally support from other large non-aviation related associations, especially our partners in The Military Coalition, if you



are not making any noise from the grass roots level. It's time to enter the net and turn up the volume if you really want change. We have taken a position and need your support.

The 2007 Convention will celebrate the 50th anniversary of the founding of the AAAA. Our executive director and his team met in Atlanta June 20 with the folks from the hotels and convention center to start getting the details locked down.

You may have noticed the last two issues had articles on the 50th Anniversary. In fact we opened a new section in the magazine that will run from now through the end of 2007 featuring different aspects of the first 50 years of our association and its accomplishments.

2007 will also be a Hall of Fame induction year, so this will be quite a remarkable celebration of our past, as we also focus on the present and the future as the AAAA supports the U.S. Army Aviation Soldier and family.

The Vietnam Helicopter Pilots Association presented another large



Welcoming MG Virgil "Duz" and Ululani Packett following the Aviation Warfighting Center change of command.

Tom and Judy Konitzer farewelling retiring BG E.J. and Susan Sinclair at Fort Rucker.



PHOTOS BY JAMES BULLINGER/AAPI



Michael H. Sheuerman, left, president of the Vietnam Helicopter Pilots Assoc., presents about \$25,000 in checks to Konitzer for the AAAA Scholarship Foundation on July 2.

check to the AAAA Scholarship Fund during their convention July 1-5. They are huge supporters of our Scholarship Foundation and we enjoyed their event and renewing old friendships.

Above the Best!

Tom Konitzer  
AAAA President  
president@quad-a.org



# PROSPECTOR

The Unmanned Aircraft System of the Future Available Today



**INTELLIGENCE.  
SURVEILLANCE.  
RECONNAISSANCE.**

***Selected for U.S. Army  
Future Combat Systems  
Class III - Phase 1***

Teledyne Brown Engineering's Unmanned Aircraft System (UAS), **Prospector**, provides superior battlefield awareness, enables combat success, and protects soldiers' lives. Prospector, deployed with NATO forces, is a proven system that provides a flexible and adaptable solution as armed conflict evolves.

Prospector meets the demands of a highly mobile military with the ability to deploy, launch, and recover quickly without the need of an improved surface for takeoff or landing. Prospector has a robust, computer-aided mission-planning system that allows missions to be uploaded after launch and modified while in flight.

Key features that aid in battlefield dominance are:

- Capable of multiple missions through modular, field-changeable payloads
- Payload capacity of up to 77 lb
- Transportable via HMMWV, helicopter lift, or C-130
- Flight endurance up to 6 hours.

[www.prospector.tbe.com](http://www.prospector.tbe.com)



**TELEDYNE  
BROWN ENGINEERING, INC.**

A Teledyne Technologies Company





## AVIATION BRANCH Chief Update

By BG E.J. Sinclair



Army efforts to modernize the AH-64 Apache fleet results in more lethal and effective close combat attack fires for ground forces. Here an AH-64D Longbow provides CCA support during a Feb. 24 raid in Remagen, Iraq.

DOO PHOTO BY P03C SHAWN HUSSONG

*Editor's note: This is BG E.J. Sinclair's last update as the Aviation branch chief. We thank BG Sinclair for his great support of ARMY AVIATION magazine and send our best wishes to him and Susan as they transition to the next chapter in their lives together.*

**A**rmey Aviation continues to demonstrate unparalleled versatility, flexibility and innovation as we fight an enemy determined to reduce America's presence in the world, respond to natural disasters, and provide Homeland Defense and Security.

As I reflect on the past three years, I am both humbled and motivated by the incredible effort and sacrifice of our Aviation Soldiers, families and supporters.

I want to personally thank you for your

dedication and professionalism during my time as the Aviation branch chief.

I know that you will give MG Virgil L. "Duz" Packett II the same, as Army Aviation enters a new chapter on June 29, 2006.

### Achieving Transformation

Over the past few years we have taken the recommendations of the chief of staff of the Army's Task Force Aviation Study Group and have been reshaping Army Aviation.

The comprehensive challenge of implementing the Aviation Task Force's recommendations has yielded equally enormous results: Army Aviation is now a capabilities-based maneuver arm optimized for the joint fight, with a reduced logistics tail. And it's getting better every day.

All of our efforts have been guided by




Panasonic recommends Windows® XP Professional for Government



It's not just a laptop. It's  
**being mission capable  
when it counts**

—supporting soldiers in hostile territory.

When your success is key to accomplishing your unit's mission, you can't afford to fail—and neither can your laptop. You need the reliable and tactical Panasonic Toughbook® 18. Survivable and sustainable. Works wherever you do. The Toughbook 18, with its MIL-STD-810F-approved design, withstands extreme environmental conditions. It's 500 Nit display allows for daylight readability and optional backlit keyboard for nighttime viewability. This convertible tablet PC is powered by the Intel® Centrino® Mobile technology for lightening-quick processing of actionable intelligence. **Work anywhere. Risk nothing.**

 **Toughbooks**  
starting at \$1,299

1.800.662.3537, option 3  
[panasonic.com/toughbook/federal](http://panasonic.com/toughbook/federal)

**Toughbook 18**  
MIL-STD-810F-compliant

**Panasonic** ideas for life

**TOUGHBOOK®**



Red River



GovConnection

Intel, Intel logo, Intel Centrino, Intel Centrino logo, Intel Inside, Intel Inside logo and Pentium are trademarks or registered trademarks of Intel Corporation or its subsidiaries in the United States and other countries. Toughbook notebook PCs are covered by a 3-year limited warranty, parts and labor. To view the full text of the warranty, log on to [www.panasonic.com/business/toughbook/professional\\_services.asp](http://www.panasonic.com/business/toughbook/professional_services.asp). Please consult your Panasonic representative prior to purchase. ©2006 Panasonic Corporation of North America. All rights reserved. MissionCapable\_FG\_Army\_FY06-1



two primary objectives: to ensure that Aviation Soldiers have the best equipment and training in the world and that the U.S. Army Aviation Warfighting Center is more responsive to the "field."

Today's transformed combat aviation brigades (CAB) dwarf the capabilities of past Aviation brigades.

With modular aviation companies (now including a CH-47 company and an organic MEDEVAC company); robust, modular maintenance and ground support elements; air traffic service and signal companies, the CAB is more capable, lethal, mission specific and sustainable than ever before.

CABs are structured into modular formations (light, medium, heavy) that allow for a "plug and play" of units into task forces organized to support a myriad of contingency operations.

No longer a concept, the CAB is battle-tested and proving itself daily around the world.

It is also important to recognize the significant retooling that is occurring as a result of modernization of the CABs and the Army's Integrated Global Presence and Basing Strategy where we will maintain a smaller forward presence in Europe and the Pacific.

However challenging these efforts seem, they also present an extraordinary opportunity to improve the quality of life for our Soldiers and their families with subsequent significant improvements to barracks, hangar, headquarters, housing, motor pools, ranges and training facilities.



ARMY PHOTO BY SGT RYAN MATSON

The restructuring of our aviation formations to include CH-47 Chinook units assigned to combat aviation brigades provides readily available assets to support ground commanders' mission requirements.

### Growing Formidable Warfighters

Our doctrine is sound and on track to support transformation. The entire FM 3-04 series of manuals (*Aviation Operations, Aviation Brigades, Attack and Reconnaissance, Utility and Cargo Helicopter, Army Unmanned Aircraft Systems, Air Traffic Services Operations, and Army Aviation Maintenance*) were revised and published in record speed.

In addition, we published a new *Brigade Aviation Element Handbook* and a *Leader's Guide to Army Airspace Command and Control (A2C2) Brigade and Below* manual to meet an urgent demand.

Our doctrine remains the constant centerline from which innovative leaders adapt to achieve the mission.

Our training is tough and realistic, preparing Aviation Soldiers for the challenges of the modern battlefield.

From the enormous evolution from legacy flight school to Flight School XXI, enhanced gunnery training, the introduction of combat maneuvering flight, Aircrew Coordination Training-Enhanced, a full-up 21 day SERE-C (survival, evasion, resistance and escape) program and one week Dunker training [water survival], to the integration of lessons learned and the contemporary operating environment, Aviation training is in a class of its own.

Additionally, we lead the Army in the integration of state-



Improvements in aircrew training at Fort Rucker include state-of-the-art water survival instruction in devices such as the "Dunker" which approximates emergency egress from a sinking aircraft.

COURTESY ARMY PHOTO



# REALITY T&T

THE WORLD'S MOST RELIABLE  
AIR COMBAT TEST AND  
TRAINING SYSTEMS

## ACHIEVE:

- High System Reliability
- Secure Data Link Transmission
- Highly Accurate GPS Tracking
- High-Fidelity Weapon Simulation
- Train Like You Fight



For nearly two decades, DRS has delivered the world's most recognized, reliable and high-fidelity air combat systems for test and training missions. Our GPS-based in-flight pods and internal instrumentation sets for fighter and support aircraft offer more effective tracking and credible weapons simulations than any other. Plus, our systems provide superior realism for aircrews to train like they fight. With secure data link transmission and intuitive, easy-to-use system operation and debriefing capabilities, our systems are approved for use on all U.S. and NATO aircraft. So, for Train Like You Fight realism, there's nothing like DRS's air combat test and training systems.

*Just what you'd expect from a world leader in defense technology.*

Tomorrow's  
Technology.  
Today.®

**DRS**  
TECHNOLOGIES

www.drs.com • 850.302.3000



ARMY PHOTO BY SFC ANTHONY JOSEPH



A series of UH-60 Black Hawk helicopters lift off from Forward Operating Base Remagen during Operation Swarmer March 16. In the near future new M model Black Hawks will be fielded to replace aging aircraft.

of-the-art simulation (live, virtual and constructive) in Flight School XXI, the Officer Basic and Advanced courses, and in training deploying units in Aviation Training Exercises.

### Equipping the Force

When it comes to our airframes, we are in the middle of the most prolific modernization effort in our branch's history.

Brought on by a wartime focus and levels of resourcing, we have accelerated our transformation and modernization.

Army Aviation is working several materiel changes to its current and future aviation platforms.

Among these improvements are upgrades to the AH-64D Longbow Block III, UH-60M and CH-47F.

New start aircraft programs include the armed reconnaissance helicopter (ARH), light utility helicopter (LUH), and future cargo aircraft (FCA).

The ARH has already been selected and the FCA and LUH aircraft selection will be announced soon.

We are modernizing the Army National Guard and Reserve components five years earlier than originally planned.

The unmanned aircraft systems (UAS) strategy continues to evolve to include organizational designs and materiel solutions. UAS remain a significant enabler for the joint fight.

Additionally, we have taken responsibility for the UAS training mission and the appropriate military occupational specialties on April 19, 2006 when we stood up the UAS Training Battalion at Fort Huachuca, Ariz.

The *Warrior*, formerly known as extended range multi-purpose (ER/MP) UAS, is being developed and fielded at an accelerated pace.

Aircraft survivability equipment remains a top priority and we are in the midst of an intensive, accelerated fielding effort.

And, while sustaining combat operations, we continue to provide solutions to enhance the capabilities of the current force and continue to develop the future while spiraling proven capabilities from the future force into the current force.

### Progress and Changes

During the last three years, Fort Rucker and the Army Aviation Warfighting Center (USAAWC) have also undergone significant transformation.

The transformation centered on converting Fort Rucker to an operational, warfighting focused installation.

From a battle-focused mentality Directorate of Evaluation and Standardization Directorate; to an Aircraft Shoot Down Assessment Team or ASDAT, which deploys worldwide; to a TRADOC System Manager functional realignment, to the formation of a new Directorate of Simulations

and a Tactics Division, we have responded to the dynamic and changing needs of our branch.

In addition to the training initiatives like full implementation of Flight School XXI and SERE-C, there have been several other significant program accomplishments.

The completion of Warrior Hall, the Seneff Aviation Warfighting Simulation Center, the Fortenberry-Colton Gymnasium, and several stagefield air traffic control towers are just the beginning.

There are numerous construction projects underway at Fort Rucker which include the Army Aviation C4I (command, control, communications, computers & intelligence) facility, hangars at Cairns and Hanchey airfields, and the Aircraft Component Maintenance Shop to name a few.

Modernization of Fort Rucker's housing as a part of the Residential Communities Initiative (RCI) is in full-swing with Picerne Military Housing assuming operations on April 1 of this year.

Construction begins this summer with the first homes completed in April 2007.

There will be a total of 1,476 homes, three neighborhood centers with a swimming pool and sports courts, one neighborhood pavilion, and three connecting walking trail systems.

All of these efforts continue to highlight Fort Rucker as a Joint/Combined Warfighting Center with room for expansion and a plan to do it, while simultaneously significantly enhancing quality of life and strengthening community relationships.

### People Make the Branch Great

And finally, our Aviation Soldiers, families and dedicated supporters: it is truly people like you that make this branch so unique and distinctive.





ARMY PHOTO BY SPC TEDDY WADE

The transformation efforts of the Aviation Branch are to provide the best training and equipment to warfighters such as SPC Jason Palmer, a UH-60 crew chief with Co. A, 5-101st Avn. Regt., here preparing for an air assault operation near Tikrit, Iraq on May 12.

The Aviation Branch and the heritage that you create daily continue to attract and retain the best that our Army has to offer.

It has been an honor and a humbling experience to be your branch chief.

Thank you for your dedication, sacrifices, and unwavering commitment to excellence.

Because of your efforts we remain "Above the Best!"

I can never thank my battle buddies enough.

The Branch Command Sergeant Major Buford Thomas and the Chief Warrant Officer of the Branch Brent Driggers are truly great American heroes who have taken on huge tasks to improve our branch, the USAAWC, and to take care of Soldiers.

CSM Thomas, CW5 Driggers, and the entire USAAWC team have made huge contributions that will serve our branch for years to come.

While I strongly believe we leave the Aviation Branch and Fort Rucker better, the job of seeing transformation, modernization, and re-stationing through to completion is not complete and will require maximum attention.

Under the leadership of MG "Duz" Packett, the Aviation Branch will continue to provide our Soldiers at all levels with great leadership and the right equipment and training.

"Above the Best!"



*BG E.J. Sinclair served as the 10th Army Aviation branch chief and the 22nd commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala. He has retired after 30 years of service to the nation.*

**VISUALIZE SUCCESS.**

Prepare yourself. Rockwell Collins next-generation helmet-mounted display simulators are as close to reality as you can get. Our complete system features high resolution and a wide field of view – totally immersing aviators in the experience and helping them succeed in real-life situations. Advanced "Clip and Go" technology further enhances versatility and ease of use, yielding more efficient and effective training.

760.438.9255 [www.rockwellcollins.com/optronics](http://www.rockwellcollins.com/optronics)

**Rockwell  
Collins**



## UH-60 Methods of Instruction

# Building Black Hawk Instructor Pilots by the Basics

By LTC Mark F. Fassl and  
DAC Bryant Fontenot



ARMY PHOTO

### SPECIAL FOCUS TRAINING

Innovation and digitization have propelled U.S. Army Aviation capabilities to levels unimaginable by those who preceded us only one generation ago.

These capabilities must be employed while assuring that fundamental flight and mission skills are not lost amid the shine of technology.

The very pace of this technology provides a constant struggle to discern which traditional aviation skills remain relevant and which should be deleted in favor of "newer and faster."

The effects of this pace have become more amplified as we have become an Army at war.

The Global War on Terrorism brought compressed deployment cycles and reset intervals, thereby denying previously affordable periods within which aviation field commanders could train, develop and mature first-tour aviators.

Home station readiness level (RL) progression is not always a viable option.

Time to develop pilots-in-command (PCs) is condensed.

Sustained skills are those skills that meet mission.

The professional development of the Army aviator in such a mission set may be forced into the script of "ready, go!" or "ready, fire!" with no time for "set" or "aim."

This assessment is not intended to imply that we fail to train, prepare or mitigate risk when able, but is rather a frank admission of what we, as trainers, must guard against.

Newly assigned IPs completing the prescribed UH-60 MOI course are given an opportunity to refine and compare notes with the most experienced members of 1-212th's team.

The appetite of combat missions must be satisfied with competent skills, tempered through mentored development.

The training and development of the UH-60 Black Hawk instructor pilot (IP) at Fort Rucker has not been immune to just such a script.

The Instructor Pilot Course (IPC) and Methods of Instruction (MOI) course were designed to produce a UH-60 IP capable of conducting an extension of aircraft qualification training.

The existing UH-60 MOI curriculum places little emphasis on mission tasks and combat skills.

In fact, the syllabus provides only one-third of the flight hours that the UH-1 MOI syllabus had for many years.

The Flight School XXI (FSXXI) initiative represents the deepest investment in Army flight training since the multi-track programs of the late 1980s.

FSXXI gets the flight student into the warfighting aircraft sooner and longer prior to getting to field units.

The UH-60 FSXXI syllabus of 83.1 flight hours is more than a 150 percent increase to the UH-60 Aircraft Qualification Course (AQC) syllabus of 32.4 hours.





## FlightSafety Defense Training Systems Supporting the Military Mission

FlightSafety, the aviation training company with more than 40 years of military experience, offers mission-critical training programs and advanced technologies to federal government agencies and all branches of the military. Flight crews rely on FlightSafety-built full-motion simulators and flight training devices, from tanker, transport, and rotary-wing aircraft simulators to cargo load, weapon systems, and part-task trainers.

**SAFETY AT SEA.** For military mariners and ship captains, FlightSafety designs and builds bridge and bridge-wing simulators that enable realistic shiphandling training – customized to any vessel, mission type, or body of water.

**FOREFRONT OF TECHNOLOGY.** Recent FlightSafety flight simulator innovations include an electric motion system, PC-based electric control loading, and the VITAL X PCIG visual system, for non-stop virtual flight and mission training between

any points on the globe, accurately presented in lifelike detail.

### **MOBILE COMBAT TACTICS TRAINER.**

FlightSafety's new transportable/deployable, PC-based training system combines graphical flight simulation, touch screen technology, and high fidelity control loading for an easy-to-operate field trainer. Multiple trainers – two helicopters and a combat ship, for example – can be networked through a Battlemaster Control Station for joint mission rehearsal training.

**CONSTANT MISSION-READINESS.** For the best in training technology and the security of being fully prepared for duty, FlightSafety remains the top choice for military professionals.

*For more information, please contact John Marino, Vice President, Defense Training Systems, at 703.414.5500.*

**FlightSafety**  
international

*"The best safety device in any aircraft is a well-trained crew."*



ARMY PHOTO



A student instructor pilot makes radio adjustments during a training period in a UH-60 simulator.

ARMY PHOTO



The UH-60 instructor pilot training is a progressive process that includes building proficiency and confidence in running the UH-60 flight simulators.

While we invested heavily in the UH-60 FSXXI student, we were unable to accord any similar depth of training to the new UH-60 IP who would be training these students.

We have experienced a sizeable training deficiency and a doubtful possibility of more funding.

When more money or more manpower is unavailable, revert to the basics.

That is precisely what we did. The concept was nearly an epiphany for us.

The 1st Bn., 212th Avn. Regiment's standardization section, led by Department of the Army Civilian Bryant Fontenot, advised then-battalion commander LTC John Dowd of the potential solution.

They advised that the battalion was executing some manner of IP RL progression within UH-60 MOI for AQC IPs, but our training was not meeting mission for equipping UH-60 IPs to teach initial entry rotary wing (IERW) FSXXI.

The Battalion needed a traditional mission training program for recent MOI graduates.

They must be given the opportunity to experience the mission, in real time, in real space, before being assigned students.

No measure of digitization or innovation would have been more effective than our returning to traditional RL progression for our UH-60 IPs.

The concept was supported and the standardization section executed development.

But we still did not have the additional training days, flight hours or standardization instructor pilots (SPs) with which to conduct this IP RL progression.

We would have to make an investment in ourselves, and we would have to do it "out of hide," using our own aircrew training manual (ATM) flight hours, coupled with cross-leveling available SPs to build our training team.

We looked at the most highly experienced and proven trainers in the battalion.

1-212th has some of the Army's most experienced UH-60 SPs, some with more than 10,000 rotary wing hours.

These would be our trainers.

This concept was not just RL progression; it was hinged on mentorship.

We wanted to permit newly assigned IPs to complete the prescribed UH-60 MOI course and then be given an opportunity to refine and compare notes with the most experienced members of our team.

We designated this event as Phase III of UH-60 MOI.

The architects were CW4 Mark Murdock and DAC Randy Welch, highly experienced UH-60 SPs, and members of the Standardization Section.

They developed the 14 training day (TD) syllabus and assembled a robust curriculum of local policies and regulations.

Additionally, they scripted student records maintenance procedures as well as time management considerations and recommendations.

The pace is vigorous, but there is no longer the regimen of a prescribed syllabus; it is face-to-face, in-the-aircraft mentorship.

This is indeed the epitome of mentorship - the most respected senior trainers walking new IPs through a typical training day.

We begin with building proficiency and confidence in running the UH-60 flight simulators.

We include a ground tour of Cairns Army Radar Approach Control (ARAC) and many of our stagefields.

The flight training is a continual and progressive rehearsal of IERW training techniques, common student tendencies, and IP recovery techniques.

Each Phase III MOI training day is filled with comparisons of proven methods, recommendations for setting up an IERW training period, assistance in managing time, as well as numerous accounts of "this happened to me" by our senior trainers.

Our recent graduates describe the training as a time to exhale and absorb.

What have we seen as the result of this investment?

We see the new 1-212th Avn. UH-60 IP efficiently and effectively integrate into his or her platoon, more mature



The ARH **BRITE Star™ II** from FLIR

# OUT OF SIGHT FOR AN UNFAIR FIGHT

THE BEST TECHNOLOGY FOR THE MODERN WARFIGHTER

	✓ <b>BRITE Star II</b>	Theirs	✓ <b>BRITE Star II Benefits</b>
IR ZOOM	89x	50x	Increased stand-off range for safety
LASER DESIGNATOR	Diode Pumped	Flash Lamp	Newer technology - better reliability
TARGET LOCATION	Embedded IMU	Uses Aircraft Nav	Best on-board target location
GIMBAL ROTATION	360° Continuous	±210°	Never lose sight of the enemy

**FLIR**  
WWW.FLIR.COM



SPECIAL FOCUS  
**TRAINING**

ARMY PHOTO



A seasoned 1-212th Avn. Regt. standardization instructor pilot monitors a student IP's instrument flight procedures from a simulator control console.

and better trained.

They comment that they cannot imagine being assigned to train FSXXI students without having received Phase III MOI.

We can truly see the confidence with which they begin the mastery of this routine.

Will we someday get full funding for an expansion of UH-60 MOI? Yes.

But for now, we have the full support of COL Daniel S. Stewart, the 110th Avn. Bde. commander, and the U.S. Army Aviation Warfighting Center.

The command sees the road ahead as institutionalizing Phase III MOI into a formal RL progression program with additional flight hours and training days.

Is there a broader lesson beyond the "return to the basics?" There certainly is.

Every Army aviation unit should seek opportunities for junior aviators and junior trainers to compare notes with the "gray beards."

The worth of RL progression is not just for the aviator. The IP, SP, instrument examiner, maintenance test pilot and maintenance examiner can all benefit from an opportunity to "compare notes."

Generations in Army Aviation must not only be progressive. They must remain cyclical in that the junior generation represents modernization, while the senior generation preserves the fundamentals.

This was not easy for us, and a similar effort in the field will be no less so.

Mentorship and training the basics must never cease.

While fundamentals may sometimes be basic, the basics are always fundamental.



*LTC Mark F. Fassl is the commander of 1st Bn., 212th Avn. Regt., at Lowe Army Heliport, Fort Rucker, Ala. DAC Bryant Fontenot is the deputy chief of Standardization for the 1-212th Avn. Regt.*

# We Are Modeling Our Capabilities To Meet Army Aviation Needs

Navigator Development Group Inc has built its business around providing services tailored to the Army's needs. We continue to reinvent our capabilities for giving our armed forces the competitive war-fighting edge. Therefore, we are proud to introduce our newest business partner, CADRE NAVIGATOR Solutions Group.

**CADRE NAVIGATOR**  
Solutions Group, LLC

CADRE NAVIGATOR compliments our team's core competencies by delivering Advanced Simulation Modeling and 3-D Interactive Technology Solutions. We now provide simulation development and training by combining interactive 3D software with proven solutions from experienced defense partners.

INTERACTIVE SIMULATION MODELING - CONTENT DEVELOPMENT - TRAINING - INTEGRATION - R&D - WARGAMING



116 S. Main Street, Suite 214, Enterprise, AL 36330 Ph. (334)347-7612 FAX 334-347-2582 Toll Free 877-363-6344 [www.ndgi.com](http://www.ndgi.com)





CHECKING

SAVINGS

CREDIT CARDS

LOANS

AUTO INSURANCE

LIFE INSURANCE

MUTUAL FUNDS

FINANCIAL ADVICE

# YOUR ATM FEES HAVE BEEN HONORABLY DISCHARGED.

## Bank with USAA and we'll reimburse your ATM fees — worldwide.

Refunding ATM fees when you use other banks' ATMs is just one way USAA has been helping our military members for more than 80 years. And it's just one more reason why a USAA No-Fee Checking account makes sense for you.



## OUR COMMON BOND: UNCOMMON SERVICE.

- Get automatic ATM fee refunds when using other banks' ATMs here or overseas.
- Pay all your bills online with free USAA Web BillPay.<sup>®</sup>
- Get 1% cash back on debit card purchases for six months when you open an account online.\*

**OPEN YOUR  
ACCOUNT  
ONLINE IN  
MINUTES.**



*We know what it means to serve.<sup>®</sup>*

INSURANCE • BANKING • INVESTMENTS • MEMBER SERVICES

*Consider the investment objectives, risks, charges and expenses of the USAA mutual funds carefully before investing. Contact us at (800) 531-8181 for a prospectus containing this and other information about the funds from USAA Investment Management Company, Distributor. Read it carefully before investing.*

Investment and insurance products are not deposits, are not insured by the FDIC or any government agency and not guaranteed by the Bank. Investment and certain insurance products may lose value.

\$25 minimum opening balance required. Account features and prices are subject to change.

\*USAA Federal Savings Bank will automatically rebate 1% of qualified credit purchases each statement cycle for the first six months (15% thereafter) made with the USAA Debit Card. Just select CREDIT as your payment option at checkout. The 1% cash bonus is only eligible for new USAA checking accounts opened online at usaa.com under this offer and credited to the account of the primary account holder. No charge for the first ten ATM withdrawals from non-USAA ATMs per monthly statement cycle; additional withdrawals are \$1 each. USAA Federal Savings Bank automatically will refund up to \$15 for ATM purchases incurred per account, per statement cycle.

USAA Web BillPay<sup>®</sup> is free for personal use with a USAA checking account or with a USAA Asset Management account. USAA Web BillPay requires an address in the U.S., a U.S. territory or APO/FPO. USAA Federal Savings Bank guarantees (up to \$50 in fees you incur) that your properly scheduled payments will be paid by the due date.

Use of the term "member" does not convey any legal rights, eligibility rights for USAA property and casualty insurance or ownership rights in United Services Automobile Association. To remain eligible, military personnel must purchase property and casualty insurance underwritten by USAA by December 31st of the year following the year they leave active, or active reserve, military service. Eligibility restrictions apply to purchase of property and casualty insurance.

USAA means United Services Automobile Association and its affiliates. Property and casualty insurance provided by United Services Automobile Association, USAA Casualty Insurance Company, USAA General Indemnity Company, Garrison Property and Casualty Insurance Company, USAA County Mutual Insurance Company, USAA Texas Lloyds Company and USAA, Ltd. Investment products and services provided by USAA Investment Management Company, a registered broker dealer. Life insurance and annuity products provided by USAA Life Insurance Company, San Antonio, TX. In NY, life insurance and fixed annuities provided by USAA Life Insurance Company of New York, Highland Falls, NY. Financial advice provided by USAA Financial Planning Services Insurance Agency, Inc. (known as USAA Financial Insurance Agency in California), and USAA Financial Advisors, Inc., a registered broker dealer. Banking products provided by USAA Federal Savings Bank, an equal housing lender. Credit cards provided by USAA Savings Bank. Both banks FDIC insured. © USAA 2006. All rights reserved. 1640-15071



**usaa.com**  
**800.830.0987**





The 1AB added the Unmanned Aircraft Systems Training Battalion at Fort Huachuca, Ariz. on April 19 and now oversees UAS training. Here a Shadow UAS conducts a morning training flight launch.



# Training Our Aviation WARRIORS

By COL Michael J. Dixon

"No matter where you are, no matter what you do, you have a role...the fact is that one's contribution to this fight is not measured by proximity to the enemy. It is measured by being fully engaged and fully dedicated without bias of process, position or organization."

— GEN William S. Wallace  
Commanding General  
U.S. Army Training and Doctrine  
Command

**2006** marks the 40th year of service for the Army's 1st Aviation Brigade.

Activated in May 1966 under BG George P. Seneff, Jr., the brigade consisted of two combat aviation groups, nine aviation battalions, and 45 companies with over 1,000 aircraft and manned by 15,000 officers and men.

The 1st Avn. Bde. (1AB) proudly served in the Republic of Vietnam from May 1966 to March 1973.

During that time the brigade was assigned over 4,000 aircraft and 24,000 men to gallantly carry out its missions.

Over forty years after its conception, the 1AB continues a long tradition of service by supporting the Army's Global War on Terrorism.

The 1AB, assigned to the U.S. Army Aviation Warfighting Center (USAAWC) at Fort Rucker, Ala., under the Training and Doctrine Command (TRADOC), has been and remains the first aviation brigade assignment for every new aviation officer, as well as aviation operations and air traffic control Soldier, and since April, for all unmanned aerial systems Soldiers.

While not deployed forward in the fight against the enemy like the combat aviation brigades (CAB), many officers and Soldiers assigned as instructors to the 1AB are combat veterans and fill a



# SHADOW<sup>®</sup> SYSTEM: 100,000 FLIGHT HOURS AND COUNTING.

Warfighters count on AAI-built Shadow unmanned aircraft — more than 100,000 flight hours and 20,000 sorties\*, well over 80 percent in support of U.S. and allied forces since the outset of Operation Iraqi Freedom.

And U.S. Army Shadow systems deliver: real-time, high-resolution intelligence, surveillance, and reconnaissance imagery through AAI's state-of-the-art One System<sup>®</sup> ground control station technologies.

Shadow systems provide Brigade Combat Teams with situational awareness and force protection from high above battlefields and other areas of operation, no matter how harsh the environment below.

No other tactical unmanned aircraft system in the world has come close to Shadow's records. It's the best in the air. Count on it.



**SHADOW SYSTEM:  
EYES OF THE COMMANDER**



[aalcorp.com](http://aalcorp.com)

\*Program milestone data tabulated through mid-June 2006.  
Shadow and One System are registered trademarks of AAI Corporation.



## SPECIAL FOCUS TRAINING

critical role in training future aviation warfighters.

In addition to experienced personnel, improvements in training programs and systems have ensured the operational Army receives the best trained and equipped leaders and Soldiers.

This article provides an update on those enhancements which are based largely on lessons learned from operations in Afghanistan and Iraq.

### Organization

While the transformation of Army Aviation has standardized the CAB organizational structure, the 1st Avn. Bde. retains a non-standard organizational structure as it had back in Vietnam. See Figure 1

Over the past year, the brigade has increased in size with the activation of the U.S. Army's first Unmanned Aircraft Systems Training Battalion (UASTB) and the establishment of a Survival, Evasion, Resistance & Escape (SERE) Detachment in November 2005.

The UASTB was activated on Rugge-Hamilton field at Fort Huachuca, Ariz. on April 19 and includ-

ed the transfer of authority of UAS training from Military Intelligence to the Aviation branch.

In addition to the UASTB and SERE detachment, the brigade is comprised of the 1st Bn., 13th Avn. Regt.; 1st Bn., 145th Avn. Regt.; and 1st Bn., 210th Avn. Regt.

The majority of the brigade is dedicated to training 23 courses that comprise initial military training, professional military education, and functional training for Army Aviation officers and Soldiers.

The only unit not directly involved in the training mission is 1-210th Avn., which is responsible for the administration and individual training of the

USAAWC and the Fort Rucker Garrison staffs, as well as the assigned military police and fire fighting detachments, and Co. B (a combat engineer company) of the 46th Eng. Bn.

### Enlisted Training Initiatives

Each of the three units responsible for Aviation enlisted training has transformed curriculums to develop warriors.

The 1-13th Avn., the UASTB and the U.S. Army Aviation Logistics School at Fort Eustis, Va., have all implemented tactically oriented training in their courses.

Regardless of unit, prior to graduation, every new Aviation Soldier participates in a four day field training exercise (FTX) and completes training on TRADOC directed warrior tasks and battle drills (WTBD) as well as selected MOS technical tasks. See Figure 2.

With the exception of night vision device tasks, as a result of implementation of TRADOC training initiatives, all Soldiers report to their first unit of assignment having conducted a convoy live-fire and situational training exercise, cleared buildings in an urban operations setting, practiced combatives, and is highly familiar with the M16 rifle and weapons clearing procedures through a weapons immersion program.

Soldiers are afforded the opportunity to live in a field environment and practice duty tasks outside the classroom.

They also receive cultural awareness training on the countries they are likely to deploy to.

The implementation of the WTBD has provided new Soldiers tactically-oriented training that has better pre-

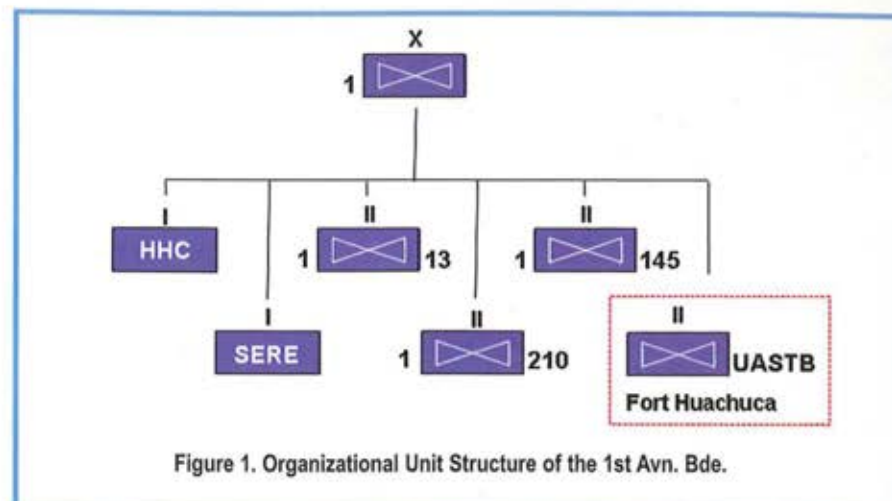


Figure 1. Organizational Unit Structure of the 1st Avn. Bde.

## Warrior Core Tasks

### Every Soldier ...

#### Shoot

- Qualify w/ assigned weapon
- Correct malfunctions w/ assigned weapon
- Engage targets with M240B MG
- Engage targets with M60 or M249 MG
- Engage targets with M2 Cal. 50 MG
- Engage targets with MK-19 MG
- Correct malfunctions of a MG (M2, M240B, M249, MK-19)
- Engage targets with weapon using a night vision sight (AN/PVS-4, AN/PAS-13, AN/TVS-5)
- Engage targets using an aiming light (AN/PEQ-2A, AN/PAQ-4)
- Employ mines and hand grenades

#### Communicate

- Perform voice communications (SITREP, SPOTREP, Call for Fire, & MEDEVAC)
- Use visual signaling techniques

#### Joint Urban Operations

- Perform movements techniques during an urban operation
- Engage targets during an urban operation
- Enter a building during an urban operation



#### Move

- Determine location on ground (terrain association, map, & GPS)
- Navigate from one point to another (dismounted & mounted)
- Move over, through, or around obstacles (except minefields)
- Prepare/operate a vehicle in a convoy

#### Fight

- Move under direct fire
- React to indirect fire (dismounted & mounted)
- React to direct fire (dismounted & mounted)
- React to unexploded ordnance hazard
- React to man-to-man contact (Combatives)
- React to chemical or biological attack/hazard
- Decontaminate self & individual equipment using chemical decontaminating kits
- Maintain equipment
- Evaluate a casualty
- Perform first aid for open wound (abdominal, chest, & head)
- Perform first aid for bleeding of extremity
- Select temporary fighting position

39 Warrior Tasks / 9 Battle Drills

Figure 2. Warrior core tasks and battle drills.





Every new Aviation Soldier participates in a field training exercise and completes training on warrior tasks and battle drills, such as these AIT students executing a wounded soldier evacuation.

pared them for the rigors of combat they are likely to experience in their first unit of assignment.

In the coming year, based on operations Iraqi Freedom and Enduring Freedom lessons learned and surveys of returning combat veterans, the

WTBD will be modified accordingly.

In addition, units will implement advanced rifle marksmanship training and combat lifesaver certification training.

As more lessons are gained, training curriculums will be further modi-

fied to ensure Aviation Soldiers are provided the best possible training to prepare them for combat.

### Officer Training Initiatives

The Army Aviation's officer education system has also undergone considerable transformation during the past several years with an emphasis in developing agile leaders, and is the responsibility of the 1-145th Avn.

Training initiatives common to all officer courses include a dunker qualification; contemporary operating environment (COE) based training scenarios, cultural awareness, improved maintenance training and digital instruction using Force Battle Command, Brigade-and-Below (FB CB2), Management Computer Systems, and the Air Mission Planning System / Tactical Terrain Visualization System (AMPS/T2VS).

With the outstanding support from the program manager, we will be fully integrating AMPS training not only in our courses, but in Flight School XXI as well.

Additionally, enlisted Soldiers are not the only ones to have benefited from the inclusion of more tactically oriented training in their curriculum.

Aviation officer and warrant officer

# fpmi

## Breaking the Barrier Between Training and Reality

Through our support of complex aviation, amphibious, and land-based weapons systems, we've earned a reputation for consistently exceeding the most demanding training requirements for our U.S. Armed Forces and commercial customers.

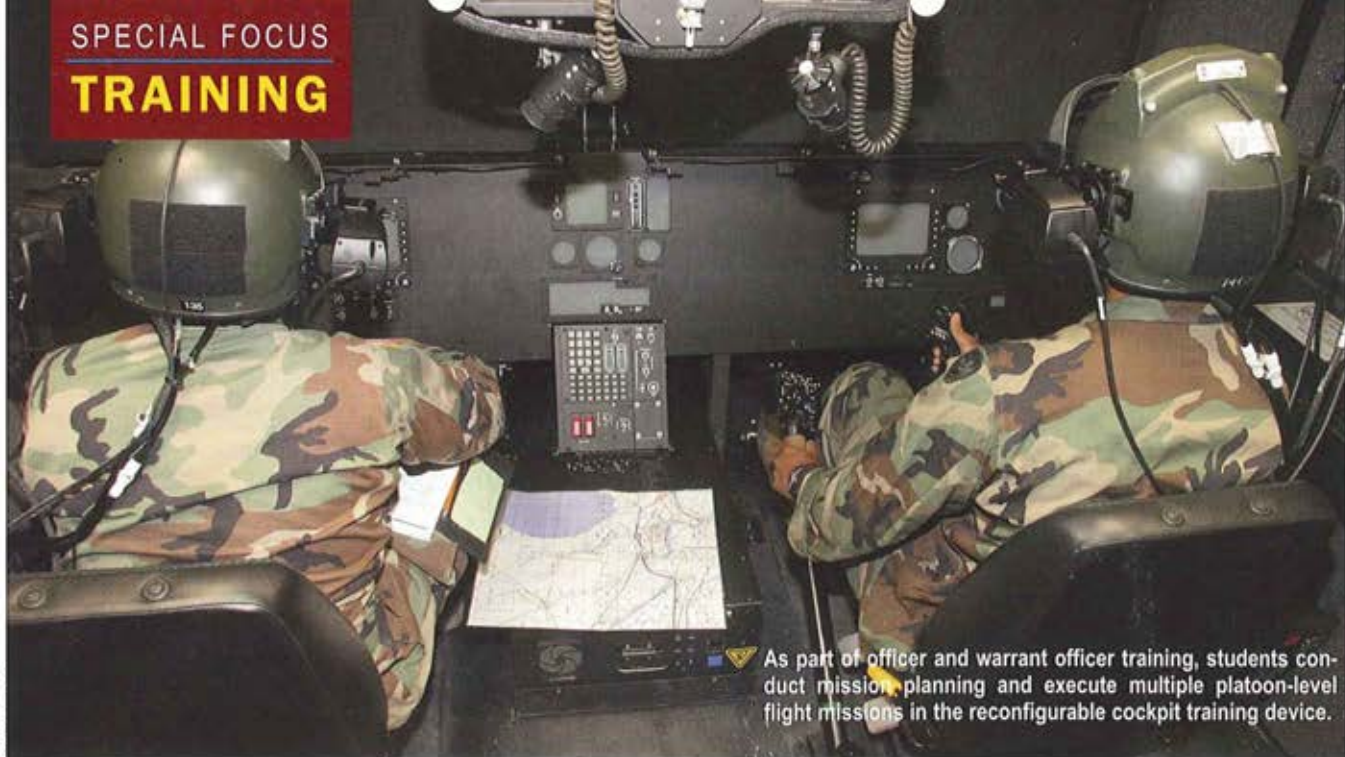
- Interactive Multimedia Instruction (IMI)
- Advanced Distributed Learning (ADL)
- Learning Systems Integration and Customization (LMS and LCMS)
- Automated Electronic Classrooms



www.fpmisolutions.com • 1.866.376.2019  
Huntsville • Orlando • San Antonio • Alexandria



## SPECIAL FOCUS TRAINING



As part of officer and warrant officer training, students conduct mission planning and execute multiple platoon-level flight missions in the reconfigurable cockpit training device.

basic courses (OBC), which are combined courses of instruction with lieutenants and warrant officers, also participate in an FTX.

The officers receive training in convoy operations and current operational environment missions.

The convoy training emulates the situational training exercises received by enlisted Soldiers, and includes situations involving improvised explosive devices and suicide bombers.

Some of the best training during OBC and WOBC is done over the last two weeks of the course.

During this final period, both lieutenants and warrant officers conduct mission planning and execute multiple platoon-level missions in the COE using the Reconfigurable Cockpit Training Device and the Aviation Combined Arms Tactical Trainer (AVCATT) at the Seneff Aviation Warfighting Simulations Center.

In support of this effort, the Directorate of Simulations has greatly improved the data base used for the training with the development of an Iraqi data base that includes VBIED (Vehicle Born Improvised Explosive Devices), UAS and real-world terrain.

The Aviation Captains Career Course (AVC3) and Aviation Warrant Officer Advanced Course (AWOAC) have been revised as well.

In addition to the previously men-

tioned initiatives, AVC3 captains conduct an informal mentorship program with OBC lieutenants.

This successful program is being formalized to link select AVC3 captains and AWOAC warrant officers with lieutenants and warrants during the final two week platoon-level operations phase of OBC and WOBC.

Another favorably received program is the command team seminar, led by the command group and

senior spouses, affording captains and their spouses' valuable discussion and lessons learned on family readiness groups.

For many years, AVC3 has included warfighter exercises and company-level operations training events.

These remain central to the course of instruction with all scenarios based on the COE.

Recently, the AVC3 has led an initiative to conduct training with the Infantry's Captains Career Course at



The 1st Avn. Bde. provides survival, evasion, resistance and escape Level B training to flight crew members, such as these aviation Soldiers practicing improvised water obstacle crossing techniques.



Fort Benning, Ga., and participates in discussions with Air War College students at Maxwell Air Force Base in Montgomery, Ala. Both training events focus on air-ground integration.

In the months ahead, we will work to formally establish a training linkage with the Army's Maneuver Center at Fort Leonard Wood, Mo.

### Basic Officer Leadership Course Implementation

On August 14 lieutenants will enter the first class of *phase three* of the Basic Officer Leadership Course (BOLC) at Fort Rucker.

Warrant officers will continue to attend a modified WOBC modeled after BOLC III until FY 2009 when they begin attending BOLC II.

A TRADOC-led effort, the three-phased BOLC program was implemented in June with first classes of newly commissioned lieutenants attending *phase two* of BOLC at both Fort Benning and Fort Sill, Okla.

The six week *phase two* provides lieutenants a common core of leader training to build confidence and competence.

BOLC *phase one* includes all pre-commissioning courses.

All the initiatives started in OBC and WOBC will transfer to the new curriculum.

The main advantages of the Army Aviation BOLC III are reduced time from training in the cockpit in FSXXI at Fort Rucker to arrival at the unit as well as an increase in digital training.

### SERE Training

Over the past several years, the SERE training within the OBC and WOBC has become a stand-alone course and grown into a highly successful program required for all Aviation officer and crew members and has been the Army's only SERE Level B course.

As good as the 13 day SERE-B+ course has become, it is unable to achieve the SERE-C level training required by Defense Department policy for combat aircrew members.

After considerable effort on the part of numerous individuals and leaders across the Army, the first Aviation SERE-C course will be implemented at Fort Rucker on Jan. 2, 2007.

Initial effort will be training of new lieutenants and warrant officers, but will be expanded to train all aircrews within a year.

### In Closing

The "Golden Hawks" of the 1st Aviation Brigade continue to support an Army at war as it did forty years ago.

Over the past several years, with great support from the USAAWC leadership and staff, the brigade has successfully transformed training for our officers and Soldiers.

As the Army continues to operate on several fronts and units from the field continue to provide lessons learned, operational commanders can rest assured they will continue to receive the world's finest Aviation officers and Soldiers.

We should expect nothing less from an aviation force that is truly "Above the Best."



*COL Michael J. Dixon is the commander of the 1st Aviation Brigade at Fort Rucker, Ala.*

## KIPPERTOOL™

- Order directly from DOD Email using the part number
- Orders can be placed through FEDSTRIP or MILSTRIP
- For ordering help or expediting call direct 800-295-9595

Sales 800-295-9595  
Fax 800-295-9596  
2375 Murphy Blvd.  
Gainesville, GA 30504



**Aircraft Maintenance  
General Mechanic's Tool Kit  
Part # KIT PEOAVN-B01  
\$1,345.00**

- Engineered to update  
**LIN W30949**  
NSN: 5180-01-375-6925  
SC5180-99-B01
- Provides the necessary components for use by Aircraft Mechanics



**Aircraft Maintenance Tool Kit:  
Airframe Repairers  
Army Aircraft  
Part # Kit PEOAVN-B02  
\$1,805.50**

- Engineered to meet or exceed:  
**LIN W30675**  
NSN 5180-01-376-0436  
SC5180-99-B02
- Provides the necessary components for use by Aircraft Airframe Repairers



**Powerplant Aircraft  
Part # Kit PEOAVN-B07  
\$1,315.00**

- Engineered to meet or exceed:  
**LIN W38073**  
NSN 5180-01-375-6927  
SC5180-99-B07
- Provides the necessary components for use by Aircraft Power Plant Repairers



**Aircraft Maintenance Tool Kit:  
Army Aircraft Powertrain  
Part # Kit PEOAVN-B13  
\$1,145.00**

- Engineered to meet or exceed:  
**LIN W49283**  
NSN 5180-01-375-6928  
SC5180-99-B13
- Provides the necessary components for use by Aircraft Powertrain Repairers



# ENABLING

## Contemporary Operating Environment Based

# TRAINING IN YOUR BACK YARD



PFC Kevin Wingard, a cavalry scout assigned to the 4th Bn., 101st Avn. Regt., fires on a range April 12 during the culmination of a two-week door gunner course at Logistical Support Area Anaconda, Iraq.

ARMY PHOTO BY SGT MARSHALL THOMPSON

### SPECIAL FOCUS TRAINING

By Ron Moring and William J. Bell

**T**he 9-11 attacks brought significant changes to established attack and reconnaissance helicopter employment techniques.

While still viable in some scenarios, hovering engagements were not universally suited for the Afghanistan and Iraq environments.

The *Helicopter Gunnery Manual*, published July 2003, reestablished running and diving fire engagements, which significantly changed training range use.

#### The Need

High energy engagement is now a component of crew qualification.

Urban terrain must be included as part of range infrastructures. Target presentations and robustness must accommodate .50 cal. and 30mm fires of up to 30 degrees depression, and 3-dimensional stationary targets are required for 2.75-inch rockets. See Figure 1 and 2.

Higher fidelity target images are required to instill instinctive "shoot - don't shoot"



decision making while using onboard sensors.

Crews have matured past flash cards and now train with recognition of combat vehicles (ROC/V) interactive media.

This training provides crews with visual and infrared images of friendly and threat weapon systems. Continuity demands similar fidelity for range targetry.

Scoring capability must accommodate evolving requirements including engagement scoring down to 300 meters and accurate assessment of compound lead-wing engagements.

Artificiality and work-arounds must be removed to enable units to train as they fight.

Key requirements must be addressed to effectively train crews for combat in the contemporary operating environment (COE) which dictates air/ground interoperability.

Ground and air platform requirements, including unmanned aircraft systems, must be cross-walked in order to determine range design impacts.

Commanders must have facilities to properly qualify crews, instill instinctive lead-wing maneuver to enable seamless team operations, and integrate Army and joint air/ground platforms into challenging tactical scenarios. See Figure 3.

### The Process

Range managers conduct analysis on the type and number of platforms that use their facilities and the required training frequency to determine range through-put.

Using TC 25-8 *Training Ranges* as the Army Corps of Engineers (USACE) standard, range managers construct a range complex master plan or RCMP.

This plan is forwarded to the Army Command Range and Training Land Program Manager.

Prioritized requirements are presented at the Sustainable Range Program Management Review (SRP/PMR) chaired by the Army's G3 (DAMO-TRS).

The resultant requirements are then presented to the Army leadership for final decisions.

Once selected, these projects are placed on the Army Master Range Plan (AMRP) and the design process begins.

The design process begins with a Dept. of Army technical team Planning Charrette, made up of experts in training, weapons gunnery, doctrine, facility engineering, technical engineering, environmental mitigation, communications, range standards and configuration, and the sustainable range program (SRP) process.

Force Structure, force modernization, doctrine, weapons gunnery, unexploded ordnance (UXO), endangered species, wetlands, and archeological site mitigation are all analyzed. See Figure 4.

### Resultant Safe Zone for Diving Fire Engagements

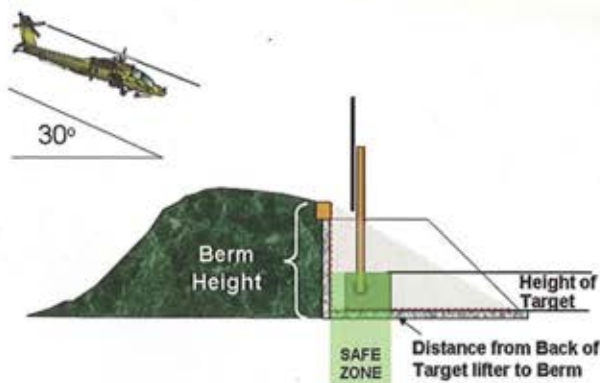


Figure 1

### Door Gunnery Angles of Fire

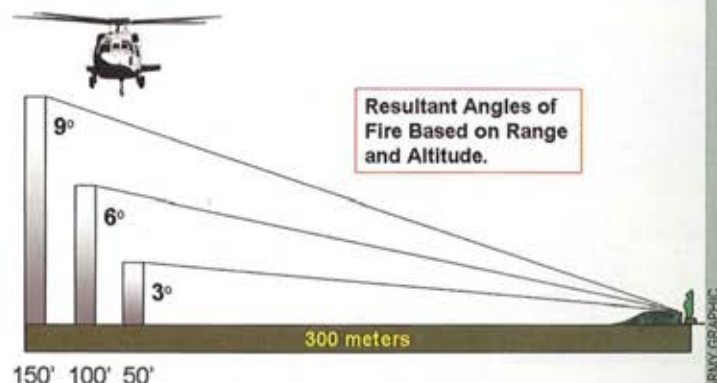


Figure 2

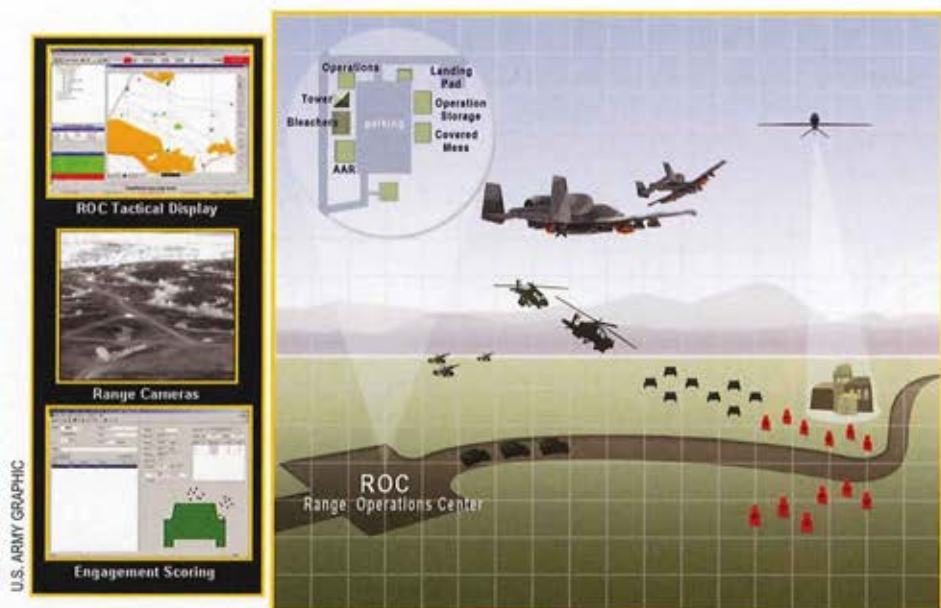
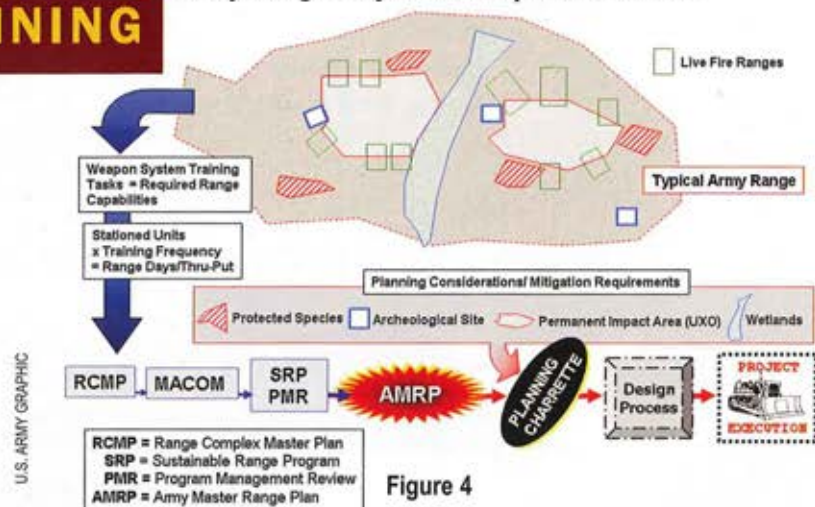
### Aviation Targetry Transformation



Figure 3



## Army Range Project Development Process



## The Digital Air Ground Integration Range (DAGIR)

Figure 5

Once the Planning Charrette produces the initial *basis of estimate summary* (called the 1391 document), the initial design review and then 35, 65 and 95 percent reviews follow as the design matures. AR 350-19 "The Army Sustainable Range Program," explains this process.

It is important that unit master gunners and S3s are engaged in the process.

Most installation range teams have the requisite skill sets to devise solid plans for mounted and dismounted range requirements, but few have individuals with aviation master gunner experience.

Items such as forward arming and refuel points, out front bore-sight tar-

gets, helicopter firing positions (i.e. level pads and markings), and target inter-visibility can be overlooked.

It is critical that aviation units articulate facility requirements to their range team and higher headquarters.

### The Key Players

The Army SRP *manager* works for the chief of Training Support Systems Division, HQDA G3.

The Army SRP *agent* is the U.S. Army Training Support Center (ATSC) at Fort Eustis, Va.

The Training and Doctrine Command's Program Integration Office-Live (TPIO-L), also at Fort Eustis, is the ATSC lead office serving as the HQDA agent for the SRP

and AMRP.

TPIO-L is the Army combat developer and proponent for targetry with functional oversight of range modernization and standardization.

The Army Aviation Warfighting Center (USAAWC) Gunnery Branch and TPIO-L continuously coordinate on Aviation requirements.

Over the past 24 months, TPIO-L and the Gunnery Branch have teamed to generate a white paper which establishes requirements for the Digital Air Ground Integration Range or DAGIR. See Figure 5.

### The DAGIR Concept

While we cannot afford to build "Aviation only" facilities, we must address aviation requirements as we develop multipurpose complexes.

These range complexes must have the core capabilities to accomplish Table VIII qualification, and provide the requisite maneuver area and components to enable air-ground integration training during advanced tables.

Complexes that, when used with on-board laser targeting devices (i.e. IZLID, AIM-1) can provide thorough close combat attack procedural training during dry-fire exercises.

DAGIR will be an integrated facility that will use platform resident player units, cockpit communications, sensor video, and the area weapons scoring system (AWSS) to provide a comprehensive after action review (AAR) capability for crew, team and company tables.

Use of component "interdependence" will economically provide comprehensive AARs to enhance unit training at the collective level.

Player units will be leveraged to provide trigger pull and aircraft location to further enhance AWSS scoring ability and negate the "shot" call when conducting semi-active laser missile engagements.

Down-range cameras, primarily provided for safety, will be used to bring the common relevant operational picture or CROP into the range operation center (ROC), and to enhance AARs and further augment scoring.

Facility terrain data base integration can enable AVCATT use as a collective gunnery conduct of fire trainer or G-COFT tool, and constitute a substantial step toward providing the





# The security they deserve at a price you deserve.

We know it sounds too good to be true. But check out the chart and see for yourself. Our AAFMAA Family Coverage offers you more term life insurance coverage at lower costs than SGLI. That's why Army and Air Force service members have been trusting AAFMAA to protect themselves and their families since 1879. There are **no war, no aviation, and no terrorist clauses**. And with AAFMAA your insurance can continue when you leave the military.

## Compare SGLI to AAFMAA's Family Coverage

Coverage includes \$400,000 of Level Term I insurance for you, \$100,000 for your spouse, and \$10,000 coverage for your eligible children.

Spouse Age	SGLI Premium	AAFMAA Net*Premium	Annual Savings
Under 35	\$32.00	\$23.00	<b>\$108</b>
35-39	\$33.50	\$23.00	<b>\$126</b>
40-44	\$36.00	\$23.00	<b>\$156</b>
45-50	\$45.00	\$23.00	<b>\$264</b>

\* Net monthly non-nicotine rates, after 10% annual premium refund (NOT guaranteed and subject to change). Subject to terms and conditions of the policy.

**For complete details call AAFMAA direct: 1.877.398.2263**  
**[www.aafmaa.com](http://www.aafmaa.com)**



*Insurance from a name you can trust...AAFMAA*

STABILITY • REPUTATION • LOW COST • SINCE 1879

102 Sheridan Avenue, Fort Myer, VA 22211-1110

The U.S. Government does not sanction, recommend or encourage the sale of this product.





Figure 6

## DAGIR TEMPLATE

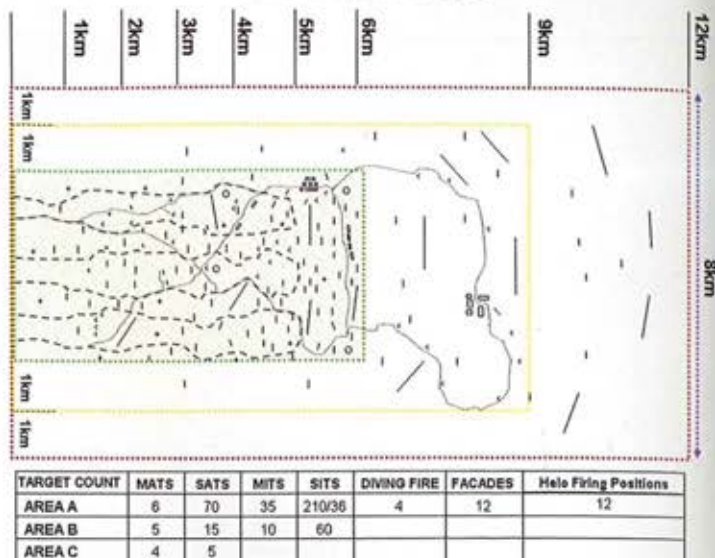


Figure 7: The digital air ground integration range template with typical range distances and target requirements.

## SPECIAL FOCUS TRAINING

"V" of the live-virtual-constructive (LVC) environments. See Figure 6.

DAGIR will qualify crews and train teams, platoons, companies and troops by supporting aerial operations, target engagement with onboard weapons, joint and LVC tactical engagements, command and control, door gunnery, convoy live fire operations, and facilitating COE based air-ground integration training against target sets located in an urban environment for close combat attack scenarios.

DAGIR will provide village centers in a rural or urban environment configured to permit simultaneous, integrated operations by aircrews and ground forces against multiple targets in urban terrain.

Facility cost dictates placement optimization. Construction must target installations housing medium and heavy combat aviation brigades.

Installations with smaller aviation footprints should provide critical aviation range capabilities on appropriate facilities such as digital multi-purpose range complex, digital MP training range and battle area complex.

DAGIR will have three areas that can be selected depending on site footprint availability. Not all installations possess the real estate to accommodate all areas. At those installations, the DAGIR design will be applied as optimally as possible. See Figure 7.

DAGIR will be included in TC 25-8. For the first time aviation requirements will be specifically outlined and Annex A will include required ranges to accomplish aviation gunnery for attack and recon platforms, as well as door gunnery.

With the assistance of the USAAWC Futures Integration Synchronization Team, DAGIR description and requirement rationale was provided and accepted by a recent TRADOC combat needs analysis as a facility requirement.

There are currently five aviation range facility projects on the AMRP.

The intent is to change these project titles to DAGIR upon Army Chief of Staff for Installation Management designation of a DAGIR facility category code.

DAGIR designation and proponent endorsed require-

ments will facilitate enforcement of range standards during the design process.

Construction is scheduled to begin on the first facility of this type at Fort Bragg, N.C. in January 2007.

Additional facilities will be added to the AMRP as a result of the Base Re-Alignment and Closure commission and Aviation transformation.

## The Bottom Line

The range development process is complex. Live fire training requirements must be clearly articulated in field manuals and training circulars as facility, targetry and instrumentation requirements are drawn from doctrine.

Doctrine can have lead times making it difficult to stay abreast of requirements.

For this reason, white papers, operational need statements and memorandums must be used to update training requirements until new doctrine is published.

Your Gunnery Branch has established an effective conduit with TPIO-L that is producing positive results.

Teamed with the Gunnery Branch, TPIO-L will continue development of the range, targetry and instrumentation path ahead.

You can assist them by communicating requirements to your range managers and supporting appropriate facility design reviews when they occur at your installation.

This path will ensure the requisite facilities are in place to prepare crews to provide lethal fires enabling supported ground commanders and soldiers to more effectively prosecute a resourceful enemy.



Retired CW5 Ron Moring is an aviation training specialist in the Training and Doctrine Command's Program Integration Office-Live, Fort Eustis, Va. Retired CW4 William "Jack" Bell is training specialist in the Gunnery Branch, Directorate of Training and Doctrine, Fort Rucker, Ala. Moring and Bell can be reached via email at [ron.moring@us.army.mil](mailto:ron.moring@us.army.mil) and [bellw@rucker.army.mil](mailto:bellw@rucker.army.mil).





**NORTHROP GRUMMAN**

DEFINING THE FUTURE™

©2004 Northrop Grumman Corporation

**The best way  
to simulate the worst-case scenario.**

Electronic Warfare (EW) threat environments are constantly changing. Northrop Grumman has developed a system that instills confidence in the war fighter before the battlefield is even seen. We've created a reliable, high-quality, realistic IR/EO training solution. Our system provides the very best in open-air range and battlefield simulated conditions, so pilots can train for real-world threats in the most realistic environment possible. With realistic training, victory is that much closer.

[www.northropgrumman.com](http://www.northropgrumman.com)



# DUNKER 101: Underwater Classroom

No one really likes a person who claims to know everything and believe me, I'm not that person. I'm not a professional writer and am not in search of a spotlight. What I am is a water survival instructor who has spent the majority of his life caring for others and helping them to save themselves.

I must give you a brief history of myself before I get too carried away. I spent my entire adult life in the U. S. Navy. It was there I wore the hat of a Chief, Diver, Marine Corps Corpsman, Air crewman, and a Water Survival Instructor. I have been in just about every ocean around the world, a few unwelcome stomping grounds, and several water survival units. My last 14 years in the Navy was spent training aviation crews to successfully escape from a ditched aircraft and affect their own rescue. After my retirement from the Navy I was given the opportunity to help develop the U.S. Army water survival program with Survival Systems USA, Inc. (SSUSA). As the Chief Instructor, I am one of the most senior water survival instructors on staff at the Ft. Rucker training site. This enables me to better train our soldiers for over-water missions. As I've watch the evolution of quality training and new equipment throughout the years, I am reasonably certain only a few have had the view from my eyes. I would like to share a few of these views with you.

When the Navy began aviation underwater egress training a half century ago, their primary concern was the aircrew surviving once they escaped from the ditched aircraft and found themselves on the surface of the water. Of course, they spent time discussing the actual egress, but the mentality seemed to be; just find a hole and get out, because there was no underwater egress simulator (Dunker) at this time. But as ditchings and fatalities from ditchings increased over the years, the need to train aviators in actual ditching procedures arose. The Navy brought 9D5 (Multi-placed underwater egress trainer) into the water survival curriculum after years of effort by a handful of committed sailors. This device was simply a huge barrel-type simulator, equipped with plastic seats and exit holes. This device was lowered into the water and rolled upside down. Once the motion of the roll stopped, the students were instructed to egress through whatever hole was closest to them. Trust me; it wasn't always pretty, especially when some students wanted no part of being upside down underwater. But the Navy's new system was saving lives and aircrews were better prepared for over-water ditchings.

December 1999 was a pivotal moment for underwater egress training. After a Marine Corps CH-46 helicopter pitched off the deck of a Navy ship during a combat exercise and crashed in the ocean, 7 people were dead, primarily due to being unfamiliar with their over-water survival equipment and egress procedures. It was then the Commandant of the Marine Corps made a sweeping order that required ALL Marines flying in the back of over-water helicopters to be trained in the proper use of survival equipment. This instruction was put into effect by the Navy and before they knew it, Marine ground troops were going through dunker training. This new water survival training was great; a definite life saver for those who



Russ Jones, Chief Instructor

successfully completed it. The system that was currently being used was not the practical application training demanded by the U.S. Marines operational environment. The Marine Corps looked for alternatives, Survival Systems USA's program was chosen to provide the Marines with this critical training. Four training locations (Okinawa, Hawaii, California, and North Carolina) were created and staffed within 6 months by Survival Systems USA to meet the Marine Corps immediate requirement. As of June 2006, Our Marine Corps programs have trained over 15,000 Marines.

As an air crewman and an instructor, I have been on both sides of the water survival training arena. I know what it feels like to be in the shoes of nervous students, as well as in the shoes of the guy who is charged with training them. I sincerely believe the students' survivability should remain in the BEST interest of all who teach it. Even as a civilian now, my focus goes unchanged. My job is to enhance and preserve the life of every student I train through safety education, training technologies, and applied research and development. And as long as I can make a difference and possibly save someone's life, I will continue my mission.





The beginning of U.S. Navy dunker training 1943

As a former Navy instructor who has not only operated in Naval Training Facilities but oversaw every facet of training, I can honestly say the approach to egress training by SSUSA is above and beyond every form of egress training I have ever been involved with during my career(s). The Navy program provides valuable training that has saved and will continue to save lives. The SSUSA program excels at being able to provide that instruction to students who would normally consider themselves a casualty or not be able to complete a water skills standard as a prerequisite to dunker training

We are committed to saving lives through egress training, making an over water ditching survivable for **EVERYONE**, not just the strong swimmers, in a program that efficiently meets the "time to train" challenge faced by today's warfighters.

Our approach to training is not "Pass or Fail", but one of proven professional instruction which completely takes in hand the most fearful students and, through repetition and one on one instruction, increases self-confidence and decreases personal apprehension. Our training style is one we like to refer to as "Crawl, Walk, Run". We simply save lives by teaching our students to save themselves. By using a very specific procedure of reference points, organized egress steps, utilization of the emergency breathing device and the floatation devices issued, swimming becomes a non-issue. Our training teaches students to conserve energy while conducting surface survival and that staying warm and afloat will extend your survival. Education is

the best survival tool available; each student spends 8 hours in a class room over 2 days learning why they do certain procedures. The "because I said so" technique does not fly with today's highly educated defenders of freedom. We have structured our class into a 2 day evolution that does 4 hours of class room and 4 hours of practical work each day to complete our 16 hour program. This mix of classroom and practical exercises maximizes the student's ability to retain and apply information. The application of Emergency Breathing Systems (EBS/SEA MK2) throughout our 6 or 7 "dunker" runs per day combined with surface survival, reacting to in-flight emergencies, inflating/boarding a raft and being retrieved by rescue devices at sea makes this a very action packed 2 day training program. Anything less would be cheating our soldiers out of a valuable training experience that will facilitate survival.

There is no pass or fail. Our philosophy is: There are two ways to get through egress training, do it right or do it again. If our students don't quit us, we will never quit them.

The community of over-water survival instructors is very small and all institutions claim to have the best programs. Our company's view is simple; when your job is training people to participate in their own rescue and enabling them to save their own lives, there can be no complacency. We have no other sidelines. We teach water survival.

The program we train within the U.S. Army is always improving and is one of the closest monitored courses in the military. Our attention to detail, simulating virtually every problem that could possibly be encountered inside a ditched aircraft is unparalleled in the industry.

Many people have participated in dunker training or know someone who has, but to actually understand what goes through someone's mind when they're strapped into a confined space, upside down and under water and still have the ability to educate them to make conscious thoughts and successfully escape is as much of an art as it is a science. The unpredictable pieces of under water survival training are numerous. Our instructors know this and continuously focus on safety and efficient student education. As this community grows, it will become evident who the experts are and who just wants to get paid. Am I an expert? I don't claim to be. Can I teach you how to egress from a ditched aircraft and successfully affect your own rescue? It's what I live for.

I invite everyone who found their way to the end of this article to ask the tough questions, demand proof, and join us in the mission to save lives.



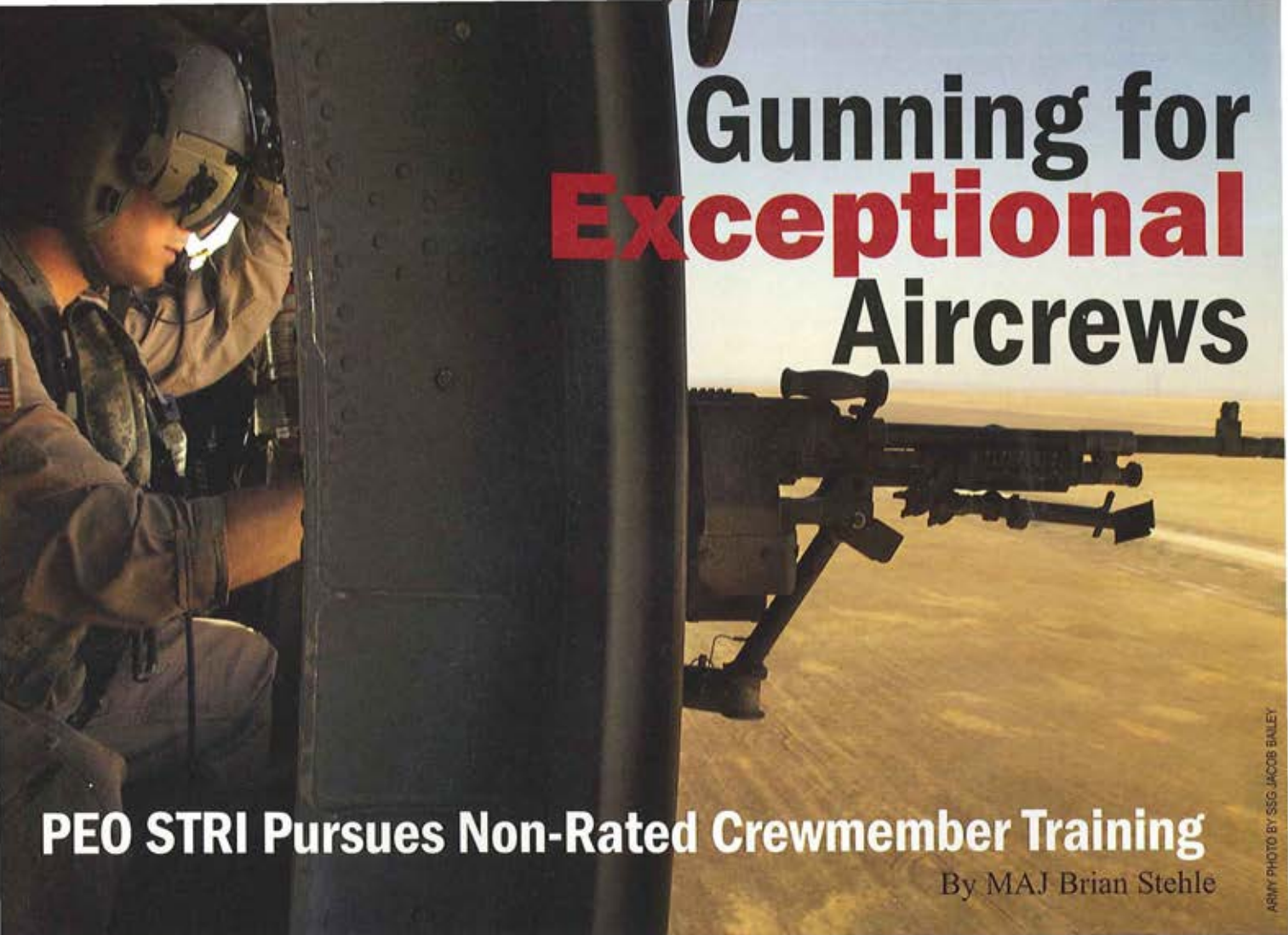
# Survival Systems USA

**Survival Systems USA, Inc.**

144 Tower Avenue  
Groton, CT 06340 USA  
888-386-5371 • 860-405-0002  
fax: 860-405-0006  
[www.survivalsystemsinc.com](http://www.survivalsystemsinc.com)

*The New Survival Training Simulation Theater, Halifax Nova Scotia  
40 knot winds, 3 foot waves, 5 knot current, rain, lightning, dark,  
and sound effects. The ultimate water survival R&D facility.*





# Gunning for **Exceptional** Aircrews

## PEO STRI Pursues Non-Rated Crewmember Training

By MAJ Brian Stehle

The Non-rated Crew Member Trainer will help with training gunnery skills for Soldiers such as PFC Jordan Williams, a UH-60 Black Hawk helicopter crew chief with the 207th Avn. Regt., here manning a M240H machine gun during a June 14 mission near Tal Afar, Iraq.

### SPECIAL FOCUS **SIMULATION**

**H**elicopter non-rated crewmembers (NCM) play an essential role in today's operating environment.

Aside from maintaining the aircraft when it is not flying, the NCM is integral to the success of conducting combat operations, air and humanitarian missions, and homeland defense.

Because of the high emphasis on mission readiness, non-rated crewmembers receive ample training for maintenance tasks but very little on operational tactical tasks.

This shortfall has been identified and the Program Executive Office for Simulation, Training and Instrumentation's (PEO STRI) product manager for Air and Command Tactical Trainers (PM-ACCTT) is conducting a research and development effort to provide a prototype device to be ready in the spring of 2007.

This prototype is currently identified as the non-rated crewmember trainer or NCMT.

### **Improving Individuals – More is Better**

The NCMT will allow NCMs to perform multiple iterations of aircrew training manual tasks while eliminating the requirement for blade hours, pilot availability and training area coordination.

The NCMT will be a specialized classroom of sorts, allowing standardization instructors (SI) to correct bad habits, enforce standardization and further prepare Soldiers to conduct missions as individuals.

People improve through experience; the NCMT is a means to provide experiences that were previously available only 'on the fly.'

A sample NCMT task includes assisting the pilot with attaching to a sling load.

In this scenario, the SI could "fly" the helicopter in response to the trainees' commands.

From a centrally located instructor opera-



STABLE MOVING INFANTRY  
AND ARMOR TARGETS . BANSHEE  
AERIAL TARGET SYSTEM . AC-  
130U SPECTRE GUNSHIP 25 MM  
AMMUNITION HANDLING SYSTEM  
DOPPLER AND ACOUSTIC  
SCORING SOLUTIONS . MOUT  
TRAINING SYSTEMS . BADGER  
UNMANNED GROUND VEHICLE  
STRYKER MOBILE GUN SYSTEM  
REPLENISHER . ROAD RANGE  
INDOOR FIRING RANGE . VOOODOO  
AERIAL TARGET . AH-64D APACHE  
T2-PAK 30 MM AMMUNITION  
MAGAZINE PODS . M1A2  
ABRAMS TANK THERMAL  
MANAGEMENT SYSTEM . GT-400  
GLIDE TARGET . THREAT  
DETECTION . THERMAL  
ENCLOSURES . TOWED TARGETS .  
FIELD SERVICE TEAMS .  
UNMANNED SURFACE VEHICLES  
RANGEMASTER 10K TARGET  
CONTROL SYSTEM . HUMAN  
FORM TARGETS . TUFFLINK

Meggitt Defense Systems



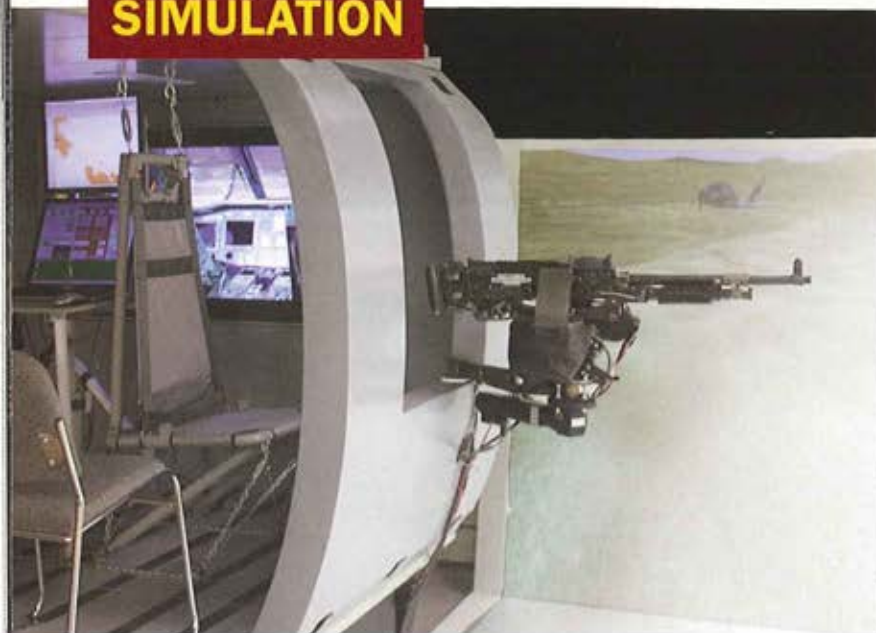
## Action items.

Every day you can find our next-generation ground target systems honing urban combat skills, our unmanned vehicles and target systems helping train armor units, and our ammunition handling systems and cooling technologies supporting the operational influence of Army Aviators.

Our systems go where warfighters go.

- deployable networked live fire training systems
- turnkey free-flying, glide, and towed targets
- single-source Doppler and acoustic scoring
- medium and large caliber ammunition handling
- ruggedized military COTS-based cooling solutions
- special purpose pods





COURTESY PHOTO BY SCOTT SANDERS/PATHFINDER SYSTEMS, INC.

— aviators in the AVCATT or another synthetic flight training system, and the crew chiefs in the NCMT — to train collectively as a crew.

Full-up aircrew interaction will help build the team by allowing crews to understand the interactions within the aircraft prior to execution.

### What Do We Expect?

The NCMT will be the first of its kind. As such, the scope of tasks must be carefully chosen to meet the parameters of cost schedule and performance.

Close coordination between PM-ACTT and the Directorate of Simulations and the Directorate of Evaluations and Standardization at the U.S. Army Aviation Warfighting Center; the Army National Guard, and with representatives from the Special Forces community have helped refine the initial task list within the available funding and timeline.

The intent of this effort is to provide a tool to gather user feedback and recommendations and then incorporate these suggestions into future versions.

PM-ACTT is leveraging an existing Navy Small Business Innovative Research program to develop the NCMT.

This program, supplemented with funding from PM-ACTT, will provide a trailerized, reconfigurable, high fidelity crew collective training device.

The trailer will consist of two separate 'fishbowl' screen systems that surround the helicopter cabins and provide viewing of the virtual world.

Therefore, two fully-crewed cabins may participate in a networked exercise. See Figure 2.

Figure 1: The non-rated crewmember trainer includes a crewchief/gunner's station, a console control station for the instructor, and seating for other students, trainees or observers.

tor station, the SI can control the simulation, observe trainees, and provide on the spot correction if necessary. See Figure 1.

The NCMT will allow the SI to freeze, replay and analyze activities and point out tactics, techniques and procedures in a controlled environment prior to actual operations in the aircraft.

This training is not designed to replace actual flight training. It is designed to augment it and make better use of available flight time.

Simulation provides the NCM a baseline set of skills so that their first time in a live aircraft can be more productive.

Another benefit is the opportunity to conduct missions not normally practiced because of flight time restrictions or mission requirements.

NCM tasks can generally be broken down into two categories: *force protection* or *mission execution*.

Force protection is essentially keeping the aircraft and crew operational so it can fly and fight another day. This includes helicopter gunnery and obstacle observation and avoidance.

Mission execution is operating and delivering the payload. This includes troop insertion and extraction, internal or external cargo transport, hoist operations, command and control, mine delivery, water bucket operations, and much more.

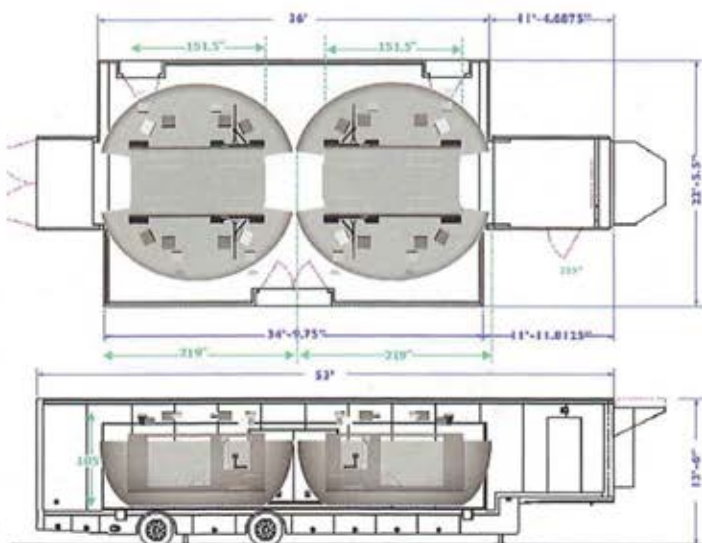
Sometimes these two categories overlap, but they always involve the entire crew.

### Improving the Crew – Collectively

The crews of utility and cargo helicopters consist of both rated (aviators) and non-rated (crew chiefs) as members.

Besides classroom training and during actual missions, this interface is rarely trained.

An objective of the NCMT is to allow complete crews

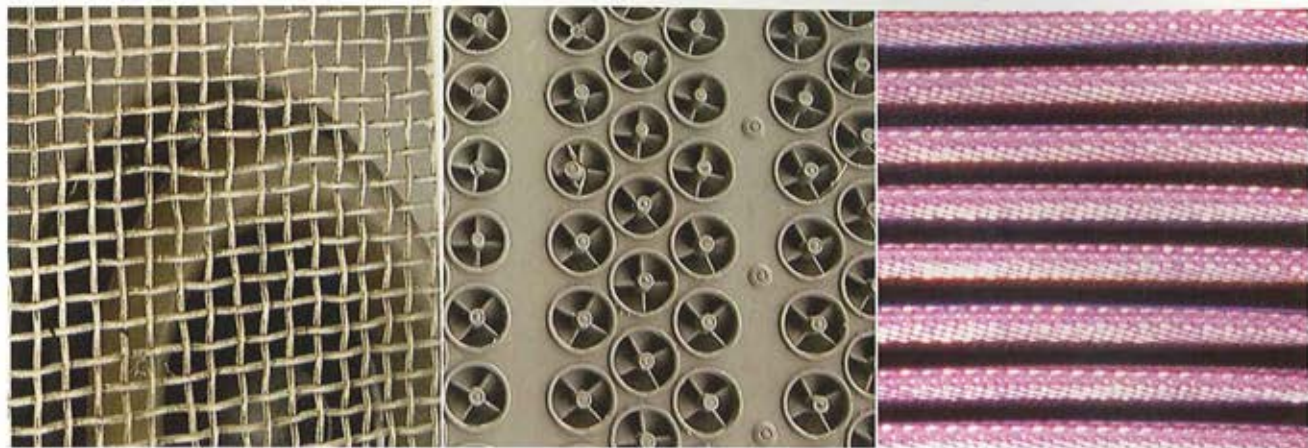


COURTESY GRAPHIC PATHFINDER SYSTEMS, INC.

Figure 2: The NCMT is fielded in a 53 foot long, expandable trailer and contains 2 'fishbowl' shaped, reconfigurable training devices replicating the crew/cargo section of the aircraft. This permits four gunnery stations for training.



# How much dirt do you want in your engine?



A FOD screen amount? ☐



An EAPS amount? ☐

An AFS IBF amount? ☒

**When it comes to turbine engines,** even a little dirt can do a lot of damage. That's why more and more operators are replacing their particle separators with something better: Inlet Barrier Filtration systems from AFS. Our filters block over 99 percent of engine-damaging debris. What's more, AFS high-technology systems enhance performance, reduce engine temperatures, and deliver significant savings — hour after hour, year after year.

For the ultimate in engine protection, **the choice is clear: AFS.**





# BSC

BINGHAMTON SIMULATOR CO

## Train like you will fight

The most realistic, cost effective  
Aircrew Training available for:



Vertical  
Replenishment

Door  
Gunners

CSAR/SAR

Hoist Operators

Troop Insertion/  
Extraction

Aircrew  
Communications

[www.bsc.com](http://www.bsc.com)

## SPECIAL FOCUS SIMULATION



COURTESY PHOTO BY SCOT SANDERS/PATHFINDER SYSTEMS, INC.

Figure 3: A key component of the NCMT is the realistic replica of the M240H weapon system which provides the feel and operational functionality of the actual aircraft machinegun.

### Training Within Reach

Unlike pilots who are confined to cockpits, NCMs have a little more room and freedom to operate.

Their operation within the cabin is as much about feeling their way through it as it is about seeing their way. Therefore each cabin replicates the systems found within the actual aircraft.

This means NCMs will be able to train as they fight, using their own flight helmet and equipment to interface with the trainer.

The intercommunication system, seats and harnesses, attachment points and weapons will look, feel and operate like the real thing.

This 'train as you fight' environment is essential in reducing negative habit transfer.

And although not every mission system will be available for the prototype, the functionality and flexibility of the system will allow users to practice tasks nonetheless.

An example of one high fidelity system is the M240H weapon. See Figure 3.

The prototype system uses demilitarized weapons to provide the actual feel and operational functionality.

Visual models show the ballistics of tracers in flight while a control loaded weapon simulates wind resistance at varying airspeeds. This provides trainees the opportunity for various experiences not avail-

able at current training locations.

Various flight modes, including takeoff, en route and landing, along with multiship engagements create an entirely new training venue to increase proficiency within the NCM ranks.

This system will create greater opportunities to conduct live advanced tables by helping Soldiers qualify sooner because of familiarity created by simulation.

### Feedback to the Future

Although this prototype will provide a much needed capability to the NCM ranks and aviation community, it is still in its infancy.

It is important that unit SIs, instructor pilots and master gunners provide feedback to help make this system what the users need.

By providing an interim capability to the NCM, the acquisition community can get feedback to improve the systems for the future.

But more importantly, Soldiers will be able to train for the challenges they face in the current operating environment.



*MAJ Brian Stehle is the assistant product manager for Virtual Recon/Attack Systems with the Program Executive Office for Simulation, Training and Instrumentation in Orlando, Fla.*



# Power, Performance, Affordability.



**A winning combination.** Honeywell has designed the next generation engine with increased power, performance and affordability.

**Power.** 900-1000 Shaft Horsepower.

**Performance.** High altitude, hot day power where you need it.

**Affordability.** Fuel efficient, durable, and cost effective.

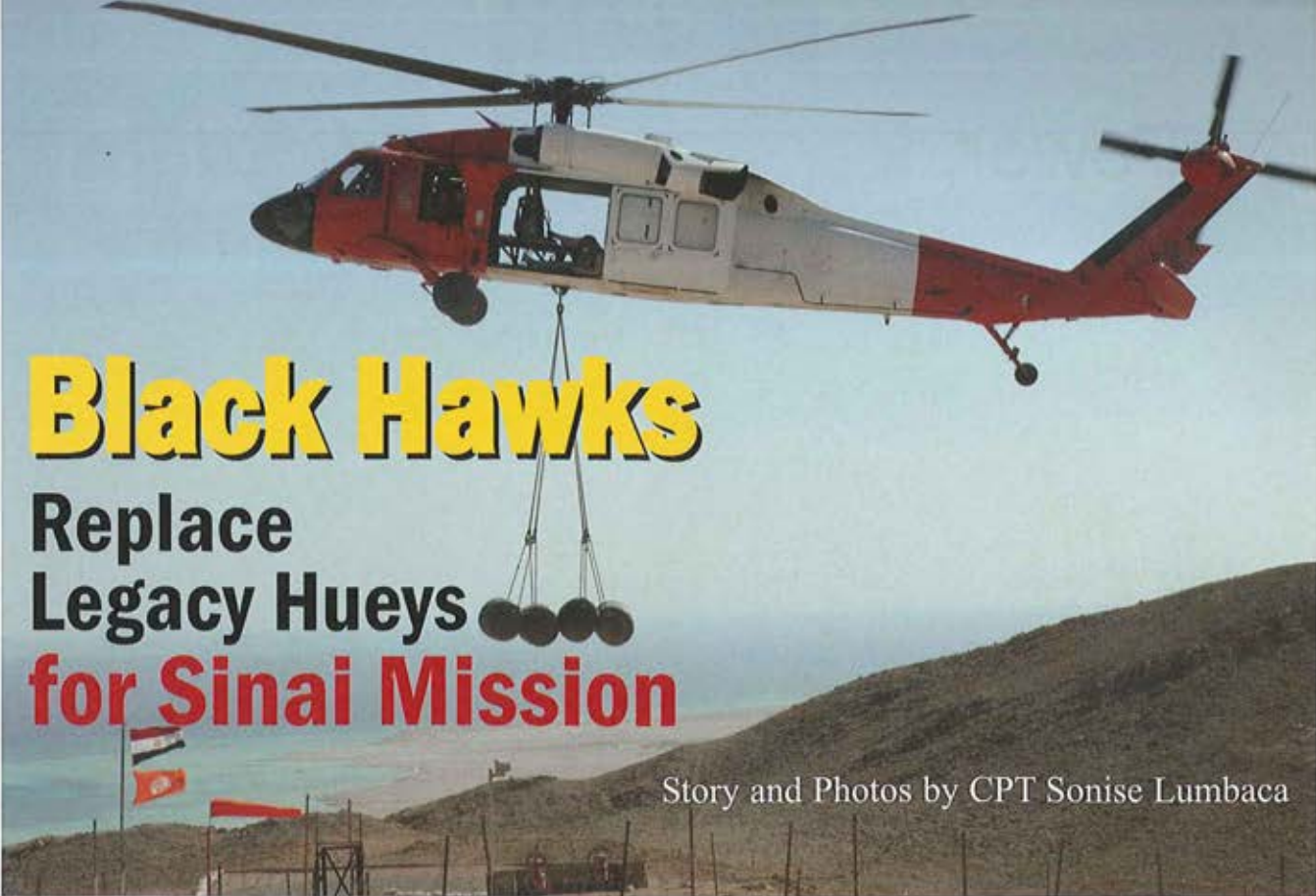
**A winner.** HTS900 engine has been selected for the Bell 417 and for the U.S. Army's Armed Reconnaissance Helicopter.

## Honeywell

For more information, call 602-231-7950

© 2006 Honeywell International Inc. All rights reserved.





# Black Hawks

## Replace Legacy Hueys for Sinai Mission

Story and Photos by CPT Sonise Lumbaca

A UH-60 Black Hawk, painted in the orange and white colors of the Multinational Force and Observers, prepares to drop off four-fuel blivets to a high altitude observation post in the Sinai.

**M**embers of the Aviation Platoon from the 1st Support Battalion of Task Force Sinai from the 1st Corps Support Command, bid farewell to the last of the UH-1 Huey aircraft March 30 on Egypt's Sinai Peninsula.

The Soldiers watched in silence, some waving goodbye, as the aircraft took flight from South Camp.

The UH-1, a Vietnam War era aircraft, which conducts supply and medical evacuation missions for the unit, was replaced by UH-60 Black Hawks which arrived to the unit in December and January from Fort Bragg, N.C.

"The Soldiers are fond of the [Huey] because it has been in the Army's inventory for quite some years," said

CPT David J. Scooler, the aviation platoon leader.

"[This Huey] is the last one leaving South Camp and is the aircraft that the Soldiers are used to [flying]," Scooler said.

CW3 Richard G. Willis, a test pilot and maintenance examiner for the UH-1, was personally involved in the distribution of the Hueys when they first arrived to the unit in 1982.

Back then, the task organization of the unit was far different than what it looks like today.

"We were an 82nd [Airborne Division] aviation unit back then that fell directly under the Multinational Force and Observers," Willis said.

After the reorganization that took place in the 1990s, the unit was placed under 1st COSCOM, a Fort Bragg unit, to conduct MFO operations.

The MFO mission consists of 11 national contingents, including U.S. Army peacekeepers assisting in the enforcement of the 1979 Egyptian-Israeli Camp David Peace Accords.

Willis and a team of officers and NCOs were sent to the Sinai back then to determine how well the UH-1 Huey would operate in a desert environment and what it would take to run the air operations. This mission was one of many tours Willis would spend in the Sinai.

Willis, who entered the Army in 1968, has an extensive background with the UH-1 having worked with the aircraft during the Vietnam and post Vietnam era.

His subject matter expertise was used when it was time to bring the aircraft to the mission.



Texas National Guard Soldiers from 1-124th Cav. Regt., prepare to connect the slings on a supply bundle to a hovering UH-60. Resupply missions which were once conducted by UH-1 aircraft throughout the Sinai region are now conducted by Black Hawks.



"I was sent to test fly the aircraft at Corpus Christi, Texas and later helped assemble them during my second tour in the Sinai," Willis explained, "I played a very minor role in everything."

Once the aircraft were in place, Willis returned back to the states.

He was called upon again to provide his expertise when the UH-60 was slated to replace the UH-1.

"I got the call that the Black Hawks were transitioning in. If you would have asked me if this was going to happen back in 1982, I would have told you probably not," Willis said. "In my personal opinion, the UH-1 fits the bill for this operation."

However, Willis recognizes that as time changes, so does the need for equipment that are more technologically advanced.

"Although the Army has a well and proven product with the Huey, the aircraft doesn't have the capability to be upgraded to today's standard, so, it is time to retire the Huey," Willis said.

Scooler, who has logged over 500 hours flying the UH-60, although fond of the prestige of the Huey, agrees and prefers the newer aircraft.

"Since the Black Hawks arrived, the workload is less," he said.



The last of the UH-1 Huey aircraft conducts a final flyby March 30 over Camp South on the Sinai Peninsula on its way for shipment out of the Middle East.

Members of 1st Sqdn., 124th Cav. Regt., 36th Inf. Div. of the Texas National Guard, know all too well how the change in aircraft has impacted their mission.

As a team of Soldiers that rotate out on a regular basis at an undisclosed observation post in the region, these infantrymen have seen a huge change in the aircraft's mission.

"At the [OP], everything has to come in by air—water, food, fuel, you name it," said

SSG James D. Smith. "We are totally dependant upon air operations."

Smith and his team at the observation post welcome the UH-60s with open arms.

"Our time between the [supply] drops has been cut in half because the Black Hawks are a lot faster and can easily carry more," Smith said.

As the last of the UH-1 aircraft left South Camp, pilots and aircrew members from the 1st COSCOM gazed quietly at the iron bird that was once their only mode of conducting air operations.

"There goes that last of the Hueys leaving [South Camp]," Scooler said in a somber voice.



CPT Sonise Lumbaca is the public affairs officer for the 1st Corps Support Command, Fort Bragg, N.C.

## Discrete Event Simulation in PBL Business Case Analysis

### TECHNOLOGY SPAR™

Custom Model Development Platform



### ATLAST™

Comprehensive Total Life Cycle Performance-based Logistics Prediction Model



### FEATURES and BENEFITS

Life Cycle (PBL) METRIC Prediction Tool

Continuous fleet Assessment Capabilities

Identify Supportability Risks Early in Life Cycle

Leverage ERP/MRO Data Management Investments

Improve Inventory Planning

Reduce Unnecessary Inventory

Ensure Fleet Availability and Readiness

Reduce Life Cycle Costs

Enhance Contract Profitability

For More Information Please:

Visit Us @ [www.clockwork-solutions.com](http://www.clockwork-solutions.com)  
or Email @ [info@clockwork-solutions.com](mailto:info@clockwork-solutions.com)



CLOCKWORK SOLUTIONS



# Aviation Center Farewells Retiring Commander,



BG E.J. Sinclair, center, presents his command for the final time on Howze Field to GEN William Wallace before passing the colors and responsibility to MG Virgil Packett.

MG Virgil Packett, center, gladly accepts the colors of the U.S. Army Aviation Warfighter Center and Fort Rucker from GEN William Wallace on June 29.

By James Bullinger

A clear blue Alabama morning sky welcomed the hundreds of military and civilian attendees gathered June 29 at Howze Field to witness the change of command between the retiring and incoming commanding generals of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

GEN William S. Wallace, commanding general of the Army's Training and Doctrine Command, hosted the combined change of command and retirement ceremony between BG E.J. Sinclair and incom-

ing MG Virgil L. Packett II.

Earlier in the morning, Sinclair and his wife Susan were recognized with two special award presentations in the Aviators' Landing club.

AAAA President BG (Ret.) Tom Konitzer inducted Susan into the Honorable Order of Our Lady of Loreto for her lifetime of service and commitment to taking care of Soldiers and their families, presenting her with the OLL certificate and lapel pin.

Then Konitzer presented Sinclair with the Gold award of the Order of St. Michael for his many contributions to Army Aviation during his career and as the 10th Aviation Branch Chief.

Wallace followed, awarding the Distinguished Service Medal to Sinclair for his leadership as the 22nd commanding general of the USAAWC and Fort Rucker, and his efforts in the implementation of the aviation transformation initiatives directed by the Army's chief of staff.

Sinclair, who arrived at Fort Rucker in July 2003 to serve as deputy commanding general and the assistant commandant, became the first Brig. Gen. to serve as a branch chief on Dec. 10, 2003, following MG John M. Curran's nomination to lieutenant general and assignment as the director of the Army's Futures Center.

Then Wallace presented Susan with the Outstanding Civilian Service

Medal for her many meritorious contributions during nearly three decades of service as an Army spouse.

A master Army aviator, Sinclair retires after a sterling 30-year career which included command of the 3rd Sqdn., 6th Cav. Regt. at Fort Hood, Texas; and then the 6th Cav. Bde. in Korea.

He also served as the senior aviation trainer at the National Training Center.

Prior to assignment at Fort Rucker, Sinclair served as the assistant division commander for Support during combat with the 101st Airborne Div. (Air Assault) at the start of Operation Iraqi Freedom in 2003.

During the ceremony Wallace spoke highly of the Sinclairs and their team effort.



In addition to a hearty handshake from GEN Wallace for a job done well while in command following his farewell remarks, BG Sinclair received a standing ovation from the hundreds of Soldiers, officials, past Aviation branch chiefs, family members and friends on hand to honor the departing 10th Aviation branch chief.



GEN William Wallace presented the Outstanding Civilian Service Medal to Susan Sinclair for her many meritorious contributions and service as an Army spouse over the nearly three decades.





The 11th Aviation branch chief and 23rd commanding general of Fort Rucker, MG Virgil Packett, leads his new command during the pass-in-review.

## Welcomes New Branch Chief

Of Sinclair, Wallace said, "His visionary, no-nonsense approach, allowed this branch to transform, modernize and flourish."

"The phenomenal work done here at Fort Rucker directly contributes to our success in Iraq and Afghanistan, and elsewhere around the world," Wallace said, "Your legacy will lived in the aviation branch and the Army for generations to come."

In an emotional address, Sinclair thanked his staff, commanders and directors, Soldiers, Army civilians, local mayors and business leaders and friends of Fort Rucker for their unwavering commitment and support of the Army, the branch and installation.

Sinclair saved a special thank you for the branch's top warrant officer and NCO.

"Most of all to my two battle buddies, and the two greatest Soldiers I ever served with, CW5 Brent Driggers and CSM Buford Thomas... As a team, we

have lead this installation and this branch... we love you and will always be indebted to you," he said.

Sinclair concluded with a heartfelt thank you to all Aviation Soldiers serving around the world, keeping America safe and serving others in need.

Packett, who previously served as a DCG and asst. commandant at Fort Rucker from June 2000 to July 2001, comes well qualified to lead the branch.

He has held numerous leadership positions including: commander of the 6th Sqdn., 6th Cav. Regt. deployed to Operation Provide Comfort in Iraq; commander of the 229th Avn. Regt. (Attack) and Task Force 229th Avn. to Opn. Joint Guard, and later commander of the Stabilization Force with Opn. Joint Forge, both times in Bosnia-Herzegovina.

Prior to assuming command, Packett and his wife Ululani served in North Carolina from Nov. 1, 2004 to June 2006, where he served as the deputy commanding general of the XVIII Airborne Corps and Fort Bragg.

"Ululani and I are certainly proud to serve and we are very pleased to be here, and we look forward to serving with each and every one of you," Packett said in his brief remarks.

For the Sinclairs, they plan to spend time with family and friends at their property in Panama City Beach, Fla. and at their ranch in Montana.



### Last Flight

In a long standing tradition, BG E.J. Sinclair took his last flight June 27 in an AH-64D Longbow at Fort Rucker. Landing across from the Post Headquarters, Sinclair was greeted by his wife Susan and a large crowd of well wishers. CW5 Brent Driggers, the chief warrant officer of the branch, assisted by COL Scott Larese, garrison commander, had the honor of hosing down Sinclair with a fire hose from a crash rescue truck.



Ululani Packett, with her welcome bouquet of yellow roses, listens with pride as the narrator reads the assumption of command orders for her husband MG Virgil Packett.



# Hawaii Witnesses New Chapters in Air Cav Histories

From reports by PFC Carlee Ross and

## 6-17th Cav. Mounts Up and Heads to Alaska

By PFC Carlee Ross

**S**aying farewell to Hawaii, the 6th Sqdn., 17th Cav. Regt., cased their colors at Wheeler Army Air Field June 1 just prior to the remainder of their unit moving to Fort Wainwright, Alaska.

The unit is being re-stationed in Alaska based on demand, and they are looking forward to advancing their air-ground integration at their new home, said LTC Robert Brown, 6-17th Cav. commander.

The few remaining Soldiers stood proudly in formation on the flight line as Brown and reviewing officer COL Thomas Ball, commander of the 25th Cbt. Avn. Bde., marched out together to roll up the unit's colors.

After the casing ceremony, the squadron gathered into a hangar to listen to the two commanders discuss the history of the unit and their future.

According to Brown, all of the equipment and more than half of their personnel are already in Alaska, with the remainder of the Soldiers arriving in Alaska by June 5.

This could not have been accomplished without support from the families, the Soldiers' professionalism, the command group and many others, Brown stated.

They have many deployments, most recently in support of Operation Iraqi Freedom and Operation Enduring Freedom.

The 6-17th Cav. was first constituted and activated as Troop F, 17th Cav. Regt., on July 1, 1916 at Fort Bliss, Texas.

Troop F was reorganized and activated Nov. 16, 2005 as Headquarters and Headquarters Troop, 6-17th Cav., an OH-58D Kiowa Warrior attack helicopter squadron, and assigned to the CAB of the 25th Inf. Div., at Wheeler Army Air Field.

Brown discussed how the unit was different having been assigned away from their normal duties as a Cav. unit.

The Soldiers of Cavalry who are given assignments to armor or avia-

tion units will come out with wisdom, he said.

"You are never *not* Cav., but simply assigned away from your regiment," Brown said.

Having deployed many times with great successes in severe climates, Brown believes the unit will once again come out on top in the new environment they face in the Arctic.

Although the ongoing transformation continues to re-shape the Army and the squadron, the success the unit has had in combat and in training is directly attributable to the Soldiers and leaders that stood before him, he explained.

"The squadron is no stranger to operating at the edge of the environmental envelope," Brown said.

Brown looks optimistically toward the unit's future and the challenges that lay ahead for the newly assigned unit.

The challenges of the past will help the challenges of their future, Brown concluded.



*PFC Carlee Ross is a photojournalist with the 25th Inf. Division's Public Affairs Office, Schofield Barracks in Hawaii.*



LTC Robert Brown, left, 6th Sqdn. commander, and COL Thomas Ball, right, 25th Cbt. Avn. Bde. commander, complete the uncasing of the 17th Cavalry Regt. colors during a reflagging ceremony June 1.

ARMY PHOTOS BY PFC CARLEE ROSS



Troop commanders uncase their new unit guidons as part of their transformation from the 1st Bn., 25th Avn. Regt. to the 6th Sqdn., 17th Cav. Regt.



PV2 Amanda Sweetnam

# "Love of Country" Leads 2-6th Cavalry

By PV2 Amanda Sweetnam



**T**he 1st Bn. (Attack), 25th Avn. Regt., was deactivated and re-flagged as the 2nd Sqdn., 6th Cavalry Regt., during a June 7 ceremony at Wheeler Army Air Field, Hawaii.

The 2-6th Cav., originated May 4, 1861, almost 100 years before the 1-25th Avn. was constituted.

The change became necessary due to the separation and consolidation of equipment and supplies as part of the Army's transformation process.

"As the Army transforms, we

The 1st Bn., 25th Avn. Regt. (Attack), marches for the last time June 7 onto Wheeler Army Air Field before their deactivation and re-flagging as the 2nd Sqdn., 6th Cavalry Regt.

take our place in the roles of the United States Cavalry," said LTC James Barker, 2-6th squadron commander.

All battalions equipped with the OH-58D Kiowa Warrior will now become cavalry squadrons and AH-64D Apache formations will be a part of attack battalions.

Prior to the latest series of changes, units were a mixture of both types of equipment.

Although the squadron's name has officially changed, preparation for the mission will remain the same, according to Barker.

"Even though we're equipped and manned exactly the same as we were yesterday, this transformation to a 'Cav' squadron will make us a different unit — a better unit," Barker said.

The 1-25th Avn's re-flagging is significant due to the future deployment in support of Operation Iraqi Freedom.

"Our mission for our upcoming deployment

won't change whatsoever," Barker said. "We've been training for this mission as 1-25 Attack, and we will fulfill that mission as 2-6 Cav."

Now that the official re-flagging has occurred, the newly minted 2-6th Cav. looks forward to carrying on the duty and honor associated with its distinguished legacy.

"This ceremony represents a bittersweet time for the members of the squadron as we complete another chapter of the rich history of the 1st Bn., 25th Avn. Regt., and initiate a new chapter as the 2nd Sqdn., 6th Cavalry," Barker said.

"We embrace our new colors as a symbol of our future and the uncertainty that the future holds for us," he said.

As part of a new beginning, the 2-6th Cav. also adopted a new motto.

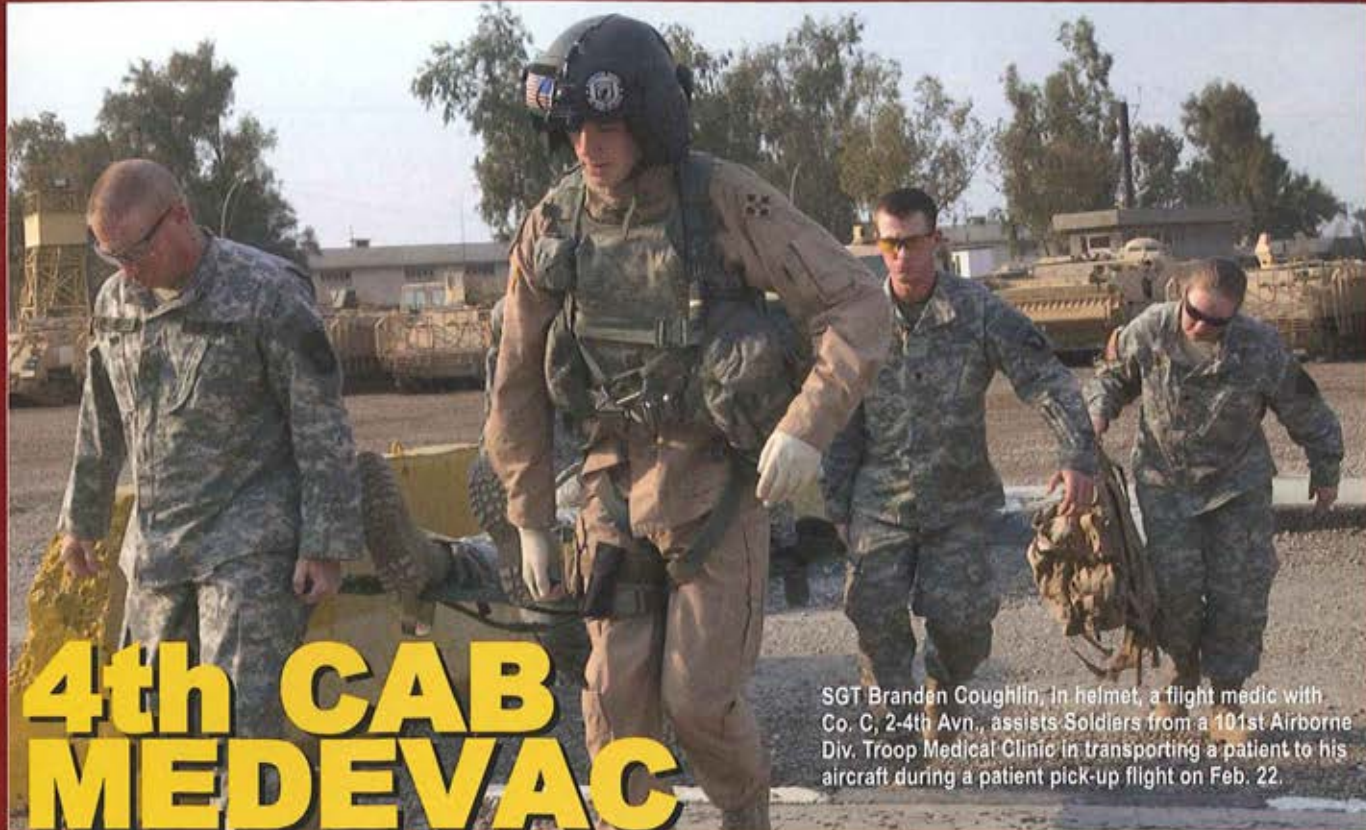
"Our new motto... 'Led by Love of Country,' says it all," Barker said, "That's why we're here — not for the glory, money or personal gain."



LTC James T. Barker, left, and CSM Allen R. Haynes prepare to dismiss units following the uncasing of their new squadron colors and reflagging to the 2-6th Cav. Regt.

PV2 Amanda Sweetnam is a photo-journalist with the 25th Cbt. Avn. Bde.'s Public Affairs section at Wheeler Army Air Field in Hawaii.





ARMY PHOTO BY SFC REGINALD ROGERS

## 4th CAB MEDEVAC

SGT Brandon Coughlin, in helmet, a flight medic with Co. C, 2-4th Avn., assists Soldiers from a 101st Airborne Div. Troop Medical Clinic in transporting a patient to his aircraft during a patient pick-up flight on Feb. 22.

# Provides Seasoned Support to Troops on Battlefield

By SFC Reginald Rogers

**F**or the Soldiers of Company C (aerial medical evacuation), 2nd Bn., 4th Avn. Regt., Camp Taji in Iraq has become somewhat of a home away from home.

That's because the 4th Inf. Div. unit has deployed to the war-torn country three times in the past three years in support of Operation Iraqi Freedom.

The company departed Fort Hood, Texas Oct. 14, 2005 and arrived in Iraq to provide medical airlift support to the 3rd Inf. Div.'s Combat Aviation Brigade.

Despite its high optempo, Soldiers in the unit maintain their motivation.

"I think it's going great in terms of the mission we're supporting out here and the accomplishments of the Soldiers," said Co. C Commander MAJ Ricky Ortiz.

"The Soldiers are doing wonderful out here. They picked up a tough mission, made a painless transition and now they're out there operating daily."

Ortiz said his unit has earned the confidence of all the units it supports in theater, despite having an even mix

of seasoned veterans and new Soldiers.

"I think we've got an even split with newcomers and some of the old-timers, as we call them," he said.

"As expected, the veterans have taken the new Soldiers under their wings. They told them about the phases of the deployment. Those vets said, 'hey, you can expect this and if you do this, everything will come out right,' and it has been just like that."

Ortiz said the current deployment offers some differences from the previous tours in Iraq.

"OIF-I was a more dynamic deployment for this unit. They were assigned to the 3rd Inf. Div. at the time when it did most of the offensive and direct support. So I know it was a dynamic time with a lot of jumping, a lot of instability and uncertainty," he explained.

Ortiz, who didn't deploy with the unit during the last rotation, said the last deployment, in which the unit supported the Marines was a good one for the unit also.

"All I heard about the last rotation

was that it was a good rotation with the Marines and there were some trying times, with the Marines, I guess, in developing that relationship," Ortiz said.

Co. C returned back to their parent Cbt. Avn. Bde. following the 4th ID's transfer of authority with the 3rd ID in early January.

"It's been good," he said. "There was no mission dropped during the transition. Now we're just refining the procedures and developing new relationships to get to a final set. Now we're improving our system to make sure we support the Soldiers across the wire better."

The MEDEVAC unit is responsible for transporting battlefield casualties and Soldiers who require urgent care to medical facilities throughout the Multinational Division-Baghdad area of operation.



*SFC Reginald Rogers is the public affairs officer for the 4th Inf. Division's Cbt. Avn. Bde., deployed in support of Operation Iraqi Freedom.*



# New Unmanned Aircraft Systems (UAS) Awards

Suspense: September 1, 2006

## Outstanding UAS Unit of the Year Award

Sponsored by AAI Corporation, this award will be presented annually by AAAA to the Army UAS unit that has made an outstanding contribution to, or innovation in, the employment of unmanned aircraft systems over and above the normal mission, during the award period encompassing July 1, 2005 through June 30, 2006. Any unit meeting the criteria is eligible regardless of component.

## UAS Soldier of the Year Award

Sponsored by AAAA, this award will be presented annually by AAAA to the Army UAS Soldier who has made an outstanding contribution to, or innovation in, the employment of Unmanned Aircraft Systems over and above their normal mission assignment, during the award period encompassing July 1, 2005 through June 30, 2006. Any soldier meeting the criteria is eligible regardless of component.

Nomination forms for these two new awards can be found on the AAAA website, [www.quad-a.org](http://www.quad-a.org)

## AAAA UAS Symposium • December 11-13, 2006, Crystal Gateway Marriott, Arlington, VA

Exhibit space is available. Contact Bob Lachowski, (203) 268-2450, ext. 131, or email: [bob@quad-a.org](mailto:bob@quad-a.org)

## Other Nominations Open (Suspense: October 15, 2006)

- Army Aviation Air/Sea Rescue Award
- Army Aviation Fixed Wing Unit Award
- Army Aviation Medicine Award
- Army Aviation Flight Medic of the Year Award
- Army Aviation Trainer of the Year Award
- Army Aviation Air Traffic Controller of the Year Award
- Army Aviation ATC Manager of the Year Award
- Army Aviation ATC Company of the Year Award
- Army Aviation ATC Facility of the Year Award
- Army Aviation ATC Maintenance Technician of the Year Award

## Unwired...But Still Connected



Courtesy of the U.S. Air Force

### Wireless Intercommunication **READY TODAY!**

- MIL Spec Qualified
- Off-The-Shelf
- GSA Schedule
- Encryption Upgrade Available

# TruLink™



Telephonics' TruLink™ Wireless Intercommunication System provides MedEvac teams with the ability to communicate during front line missions where no communication equipment currently exists.

TruLink's hands-free and full-duplex capabilities improve crew resource management and helps **SAVE LIVES!**

Today's soldiers deserve an edge. TruLink™ delivers it.

E-mail: [trulink@telephonics.com](mailto:trulink@telephonics.com)

Call: John Piacentino (631) 549-6067 • [www.telephonics.com](http://www.telephonics.com)





# 2006 Photography Contest

Sponsored by Army Aviation Publications, Inc.



2005 1st place winner-  
Midnight Maintenance  
by SSG Derrick L. Mims

**A**rrmy Aviation magazine announces its second annual photography contest. Awards will be given to the best photographic works that reflective an Army Aviation subject or theme. Twelve cash prizes will be awarded for 1st place (\$500), 2nd (\$300), 3rd (\$200), 4th (\$100), and 8 honorable mentions of \$50 each. Contest is open to AAAA members.

## Contest Rules:

- a. Contestants must be current AAAA members in good standing at time of entry and through the annual national convention period. Persons who are not AAAA members may participate by joining AAAA and must submit a paid membership application with their entry. Contest is open to all AAAA members of the military, government, industry and private sector.
- b. Entries may be color, black and white, or sepia tone prints or digital JPEG images. 35mm slides and negatives will not be accepted.
- c. The minimum size for prints is 4x6 inches, with a maximum size of 8.5x11 inches.
- d. Digital prints must have a minimum resolution of 300 DPI or better, have an image size of 1024x768 or

larger (4 x 6 inch), and must be in either a ".jpg" or ".tif" format. (Set digital camera settings on "Fine" or "Best" quality, not standard.)

e. Contestants are limited to three (3) entries and the entry must be the original work of the contestant. Entries will not be returned.

f. Entries must be original photographic images, without touch-ups or alteration. Composite graphic images and manipulated artwork are not eligible.

g. Photographs must have been taken on or after January 1, 2006 to Dec. 31, 2006. Entries must be received by AAPI not later than Jan. 5, 2007.

h. Photographs will be judged based on photographic quality, composition and subject matter.

i. Each entry must be accompanied by an official entry form, available from the AAAA website on the 2006 Photo Contest webpage, or requested via email at [photos@quad-a.org](mailto:photos@quad-a.org).

j. Entries must not have been published in any commercial advertising or for profit publications. Evidence of prior publication will disqualify entry. Exceptions may be granted for military command information publications.

k. Entries which are winners in other photography contests will be disqualified.

l. Entries as hard copy or as digital

photographs on CD-ROM, may be mailed to: AAPI; Attn: 2006 Photo Contest; 755 Main Street, Suite 4D; Monroe, CT 06468-2830.

m. Digital photos may also be submitted separately via email to: [photos@quad-a.org](mailto:photos@quad-a.org), with a subject line of "2006 Photo Contest." Emails must include an entry form with the mandatory information. Photographs embedded in word documents, power point slides, or other software products will not be accepted.

n. Winners will be notified in March 2007. Winners must provide social security number for tax notification in order to receive prize money.

o. The winning photographs will be posted on the AAAA website and used in Army Aviation magazine and other publications.

p. Employees of Army Aviation Publishing, Inc. and their family members are not eligible.

q. Contact AAPI for more information (203) 268-2450.

r. Any fraudulent information, act or photography will disqualify the contestant.

Visit the AAAA website for the rules, entry form and more at: [www.quad-a.org](http://www.quad-a.org)



# Flashing Sabers:

## Memories of Vietnam 1967-1968

By Hilbert H. Bert Chole

Xlibris Corp.; 2005; 296 pages; photos, maps, 6 page glossary of terms  
Hardcover \$31.99, Paperback \$21.99

### AAAA Book Review

by MG (Ret.) George W. Putnam, Jr.



**F**lashing Sabers is a story of warriors, heroes and men who sought and found the enemy nearly every operational day of their service in Vietnam.

It's about Troop B, 1st of the 9th Air Cavalry, 1st Cav. Div. (Airmobile).

In five short chapters, CPT Bert Chole covers his family life, Army experiences, and the trials of helicopter flight training at Forts Wolters, Texas, and Rucker, Ala.

On arrival in An Khe, home base of the 1st Cav. Div., Chole with 13 years service and just 200 hours of student flight training faced a big decision.

At Fort Rucker he heard both sides concerning pilot assignments in the 1st Cav. — "Do everything possible to avoid going to the 1st of the 9th," and "You may not live long but you will learn what helicopter warfare is all about."

He was offered assignments to the 227th and 228th Avn. Bn. (both lift battalions, each with a weapons company) and 1-9th. He chose the latter.

The history of Air Cavalry began in 1954 when an article by MG James M. Gavin was published in Harper's magazine titled "Cavalry, and I Don't Mean Horses."

In April 1962, Defense Secretary Robert McNamara directed the Army, among other tasks, to determine the extent that aerial vehicles could improve the Army's combat posture by substituting them for ground transportation.

GEN Hamilton Howze was charged with implementing the directive and took full advantage of the opportunity.

The three organizations recommended by the Army Tactical Mobility Requirements Board (Howze Board) were the air assault division; air cavalry combat brigade, and the air transport brigade.

The first included the Howze air fighting squadron; the second his air fighting regiment.

The first and third were tested and the Air Assault Division survived and the 1st Cav. Div. (Airmobile).

The 1-9th had a headquarters troop, three air cav troops and a ground cav troop equipped with heavy mortars and recoilless rifles transported by light airmobile vehicles.

The squadron was augmented at various times with maintenance detachments, Rangers, combat trackers and intel units.

Each air cav troop had a scout platoon (White) with light observation helicopters, a weapons platoon (Red) of attack helicopters, and an airmobile platoon of infantry (Blue).

When Chole joined Troop B, he was told he'd command the scout platoon and learned that over the previous ten months thirteen of its commanders had been lost.

The three chapters beginning with "Learning the Trade" cover in detail a one-day classic air cav airmobile operation.

A Pink team (one White and one Red platoon) is operating beyond the range of tube artillery.

White finds the enemy, calls in Red, requests additional fire power to include a team of two aerial rocket artillery (ARA) helicopters each armed with 48 2.75-inch rockets, the troop commander inserts the Blues and alerts the brigade's platoon size quick reaction force (QRF), the QRF is inserted with Blue lift helicopters and the brigade's company size ready reaction force (RRF) is alerted.

A landing zone (LZ) is selected and an infantry battalion commander takes over the fight using division lift assets for infantry and artillery insertion.

The Blues are extracted and Bravo Troop prepares for the next day's operation.

In less than a month Chole completed 100 flight hours of "watch and lis-

ten" time, took active command of his platoon and flew as a scout pilot.

The learning process continued with Bravo Troop's daily enemy contacts and flights.

In January 1968 the 1st Cav. Div. moved north to Camp Evans specifically to relieve the surrounded Marine garrison at Khe Sanh.

Midway on the move the Tet '68 offensive began with particularly heavy fighting in the Quang Tri and Hue areas.

Subsequently, the relief of the Khe Sanh was completed by air assault of the full division, augmented by the 1st and 26th Marine Regts., Army of Vietnam Airborne Task Force and Ranger Battalion.

The book's last combat operation was the air assault of the 3rd Bde. into the North Vietnamese Army bastion, the A Shau Valley.

In each of these operations, Jeb Stuart, Pegasus and Delaware — Lam Son 216, the 1-9th played major roles well described by Chole.

I recommend *Flashing Sabers* to all veterans of Vietnam and those of our modern Army interested in helicopter warfare.

It's a great reminder to the former and an eye opener for the latter of the effectiveness and hardness of the helicopter as used by air cavalry.

GEN Howze once responded to a critic, who stated categorically that any helicopter venturing into the battlefield would be immediately shot down, with "There'd be a lot fewer duck hunters if the ducks shot back."

Chole backs that statement with dozens of examples.



Retired MG George W. Putnam is a past AAAA president, a 1980 Aviation Hall of Fame inductee, and is an active AAAA National Executive Board member.



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

## Army Awards LUH Contract

EADS NORTH AMERICA PHOTO



The U.S. Army announced June 30 the awarded of a \$43.09 million contract to French-German defense company **EADS North American Defense** of Arlington, Va. for the production and **Sikorsky Aircraft** of Stratford, Conn. for contractor logistics support of the new Light Utility Helicopter. The Utility Helicopters Project Manager at Redstone Arsenal, Ala. intends to procure the EADS UH-145 model aircraft and field a total of 322 LUHs, worth \$2 billion, beginning in Fiscal Year 2007. The LUH will be built in Columbus, Miss., with fielding completed by June 30, 2016.

## Boeing Unveils New Army CH-47F Chinook

The **Boeing Company** unveiled June 15 the first production CH-47F Chinook to the Army during a rollout ceremony in Ridley Park, Pa. The

BOEING COMPANY PHOTO



aircraft is the first of 452 new heavy-transport helicopters in the Army's cargo helicopter modernization program. "This aircraft,

delivered on cost and on schedule, marks the beginning of a long production run that is a keystone in Army aviation's transformation. Our special thanks to all of our industry partners for their dedication to this program and to our Soldiers," said COL William T. Crosby, cargo helicopter program manager.

**GoldenEye Wins DARPA's Phase III OAV-II Program**  
**Aurora Flight Sciences**, Manassas, Va., announced June 13 its Team GoldenEye won a \$23.6 million contract and was selected by the Defense Advanced Research Projects Agency for Phase III of the Organic Air Vehicle-II program. GoldenEye is a ducted fan unmanned aircraft capable of lifting off ver-



AFS PHOTO COURTESY

tically and transitioning to high-speed flight like a fixed winged aircraft. It can return to a hover and observe an area of interest, or land or 'perch,' shut off its engine and watch an area for extended periods. The UAV's enclosed propeller reduces the aircraft's acoustic signature and increases survivability in urban operations. It's a possible candidate for the Army's Future Combat System Class II UAV requirement.

## Sikorsky To Open "Black Hawk Works"

**Sikorsky Aircraft Corp.** announced June 5 plans to open a 100,000-square-foot Rapid Prototyping and Military Derivatives Completion Center in a new building adjacent to its Schweizer Aircraft subsidiary at the Elmira-Corning Regional Airport in New York. The RPMDC, which will be branded **Sikorsky Hawk Works**, will serve as the primary completion center for all Black Hawk and Naval Hawk derivative aircraft requiring customized configurations for a range of specialized missions. The RPMDC will be located a quarter-mile from Schweizer's current facility. Construction starts this summer with the center to be operational in the first quarter of 2007.

## Joint Ventures Compete for JCA

The Army has received several proposals for the Joint Cargo Aircraft (JCA) program, which was established to address operational shortfalls and support Army fixed-wing fleet transformation. Several joint ventures announced June 7 their proposals for the JCA. The C-27J Team of L-3 Communications Integrated Systems, Alenia North America, Inc., Boeing Integrated Defense Systems and Global Military Aircraft Systems has submitted the C-27J aircraft, pictured here. The partnership of Raytheon and EADS CASA North America proposes two offerings: the C-295 and CN-235. Lockheed Martin proposes their short-fuselage variant of the combat tested C-130J.



L-3 COMMUNICATIONS PHOTO

## Army Awards SNC New Mobile ATC Tower Contract

**Sierra Nevada Corp.**, Sparks, Nev., announced May 12 it received an \$8.7 million contract to develop a new air traffic control mobile tower system (MOTS) for Army aviation. Transportable by CH-47 and C-130 aircraft, the MOTS provides a world-wide ATC capability to support operations at military and civilian airfields and tactical locations. MOTS supports three ATC operators and a supervisor, and includes runway lighting, night vision compatibility, secure communications, environmental effects and basic weather information. First deliveries are scheduled for 2007, with options that could result in up to 22 MOTS being provided to the Army.

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

**Northstar Aerospace\***, Bedford Park, Ill., was awarded June 14 a \$5.1M contract for gear bevels, gear shaft multiples, and shaft rotor transmitters for the CH-47 system. Work should be completed by Dec. 31, 2009.

**Lockheed Martin Corp.**, Orlando, Fla., was awarded June 13 a \$5M contract for post production system support and contractor field service rep for the Modernized Target Acquisition Designation



## Industry News *continued*

Sight/Pilot's Night Vision Sensor for the AH-64D aircraft. Work will be performed in Orlando (90 percent) and Kuwait (10 percent), and should be completed by Dec. 31, 2010.

**W.G. Yates & Sons Construction Co.**, Oxford, Miss., was awarded June 8 a \$25.3 contract for design and construction of an aviation brigade barracks. Construction will be at Fort Campbell, Ky., and should be completed by April 20, 2009.

**Honeywell International Inc.**, Albuquerque, N.M., was awarded June 8 a \$5.1M contract for the continued development and demonstration of the Organic Air Vehicle-II toward the Army future combat systems Class II UAS need. Work should be completed by Feb. 19, 2009.

**Lockheed Martin**, Orlando, Fla., was awarded June 1 a \$385.5M contract for the modernized target acquisition designation sight/pilot's night vision sensor for the Apache aircraft. Work should be completed by Dec. 31, 2010.

**Longbow L.L.C.**, Orlando, Fla., was awarded May 31 a \$125.8M contract for production of fire control radars for the AH-64D Longbow helicopter. Work should be completed by Dec. 31, 2010.

**Hellfire Systems L.L.C.**, Orlando, Fla., was awarded May 25 a \$133.5M contract for the AGM-114K high explosive anti-tank, AGM-114N metal augmented charge warhead, AGM-114M blast fragmentation warhead, and TGM-M36E4 training guided Hellfire II Missiles. Work should be completed by Aug. 30, 2009.

**McDonnell Douglas Helicopter Co.**, Mesa, Ariz., was awarded May 25 a \$40.9M contract for procurement of AH-64D Apache Longbow aircraft. Work should be completed by Oct. 31, 2008.

**Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded May 18 a \$40.1M contract for advance procurement funding for the MH-60R Helicopters. Work should be completed by Dec. 31, 2007.

### Advertisers Index

AAI Corporation . . . . .	21	Honeywell Aerospace . . . . .	39
Aerospace Filtration Systems . . . . .	37	Kaman Aerospace . . . . .	64
Army & Air Force Mutual Aid . . . . .		Kipper Tools . . . . .	25
Association . . . . .	29	Meggitt Defense Systems . . . . .	35
Binghamton Simulator Co. . . . .	38	Milltope Corporation . . . . .	5
Boeing-Military A&M Systems . . . . .	2	Navigator Development Group . . . . .	18
CAE Flight Simulations and . . . . .		Northrop Grumman Corp. . . . .	31
Training . . . . .	1	Panasonic . . . . .	9
Clockwork Solutions, Inc. . . . .	41	Rockwell Collins, Inc. . . . .	13
DRS Technologies, Inc. . . . .	11	Survival Systems USA . . . . .	32, 33
FlightSafety International . . . . .	15	Teledyne Brown . . . . .	7
FLIR Systems . . . . .	17	Telephonics Corporation . . . . .	47
FPMI . . . . .	23	USAA . . . . .	19
Global Military Aircraft Sys. . . . .	63	Westwind Technologies Inc. . . . .	51

## PROVEN PERFORMANCE!

# WESTWIND

Aircraft Systems Integration

Your Solution for Integration Design,  
Manufacturing & Modification

- Small Business
- Competitive Rate Structure
- Rapid Prototyping & Response
- Technical Expertise
- Single Source Solution

### SOLUTIONS ABOVE AND BEYOND

WestWind Technologies, Inc., 2901 Wall Triana Highway, Suite 200, Huntsville, AL 35824 USA  
(256) 319-0137 • <http://www.westwindcorp.com>



# POTM

## People on the Move

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

### Aviation General Officers

The Senate confirmed June 22 the promotion and federal recognition of the following aviation officers:

**BG Timothy J. Wright** to Maj. Gen., currently serving as the director of Military Support & Homeland Defense, J-3, National Guard Bureau, Arlington, Va.

**COL Bret D. Daugherty** to Brig. Gen., currently serving as the commander of the 66th Cbt. Avn. Bde., Washington Army National Guard in Tacoma.

### Changes of Command

**LTC Russell E. Stinger** relinquished command June 16 of the 2nd Bn., 101st Avn. Regt., to **LTC Michael F. Mahoney** at Fort Campbell, Ky. Stinger moves to the Joint Readiness Center at Fort Polk, La. Mahoney joins the unit from 1st Cav. Div., Fort Hood, Texas. This is the last official function of the 2-101st, the unit reflags Aug. 1 at Fort Riley, Kan., as the 1st Bn., 1st Avn. Regt., of the 1st Cbt. Avn. Bde.

**COL William M. Gavora** relinquished command of the Army's Aviation Applied Technology Directorate at Fort Eustis, Va., on July 19 to **LTC Steven W. Kihara**. Kihara was the first Army officer to command the U.S. Naval Test Pilot School at Patuxent River, Md. Gavora retires after 30 years of service and has accepted a position as director of Advance Programs with Link, Simulation and Training Division, L3 Communications, Arlington, Texas.

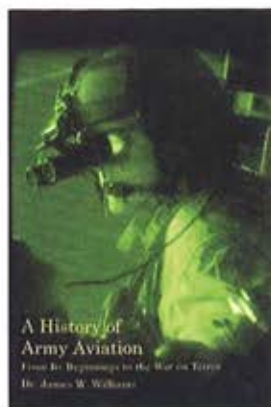
**BG Joseph A. Smith** will relinquish command of the U.S. Army Combat Readiness Center and director of Army Safety to **BG William H. Forrester, Jr.** at Fort Rucker, Ala. on Aug. 25. Forrester moves from being the assistant division commander for Support, 2nd Inf. Div., Eighth U.S. Army in Korea. Smith retires after 32 years of service and plans to reside in Enterprise, Ala.

**LTC Neil Thurgood** passed the guidon for the Armed Reconnaissance Helicopter Product Office to **LTC Carl "Barry" Higgs** during a change of charter ceremony at Redstone Arsenal, Ala. on June 1. Higgs served with the program manager's office for Aviation Systems prior to moving to ARH. Thurgood departs for the Air War College at



Maxwell Air Force Base, Ala. Pictured here Paul Bogosian, Program Executive Officer for Aviation, passes the ARH guidon to Higgs as Thurgood looks on.

### Aviation Branch History



**A History of Army Aviation: From Its Beginnings to the War on Terror**  
By Dr. James W. Williams

The comprehensive history of the United States Army's aviation branch. From its early roots as the balloon corps, through World Wars I and II, to Vietnam and today's Global War on Terrorism; a rich, in-depth study of the "Above the Best" branch.

Published in 2005, this 423 page book with 48 illustrations is available in hardback and soft cover versions. A great read for any aviation enthusiast, history buff or professional Soldier.

Hardback \$35, Soft Cover \$25

Available from the U.S. Army Aviation Museum Gift Shop  
Call (334) 598-9485 or toll-free (888) 276-9288  
Order online at [www.armyavmuseum.org](http://www.armyavmuseum.org)

Sponsored by the U.S. Army Aviation Museum Foundation, Inc.  
P.O. Box 620610, Fort Rucker, AL 36362



## Promotion Selections

Fiscal Year 2006 active Army Medical Dept. LTC Selection board results released June 22. Congratulations to the following 8 Medical Service Corps 67J aeromedical evacuation officers.

### Seq# Name

59 Armstrong, Anthony M.  
81 Colacicco, Christopher J.  
40 Hallstrom, Lawrence W. \*  
88 Lehnig, Peter A.  
32 Mayes, Gordon D. \*  
91 McDowell, Terence S.  
82 McNally, John B.  
42 Zarzabal, Esmeraldo Jr.

### 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 06-14, 53 Officers, Graduated June 1

#### OBC

Leslie R. Hensley \* DG  
William W. Mulder HG  
Griselda M. Zamorano\* HG

Nathan J. Bliss  
Christopher M. Coatney \*  
Aaron R. DeRubeis  
Jeffries H. Duvall \*  
Michael A. Fish \*  
Aaron K. Gatzke  
Timothy R. Hernandez \*  
Eric P. Lizama \*  
Casey A. Rumpfelt  
Jay A. Ryun \*  
Timothy A. Smith  
Mahmoud Abboud (Lebanon)

#### WOBC

David W. Burns \* DG  
Samuel D. Morgan \* HG  
Bryan P. Duhl HG  
Grant M. Montgomery \* HG  
Bryan K. Potter HG  
John A. Simmons \* CLG  
Warren R. Carwin CLG  
Jason A. Aldins \* CLG  
Nicholas C. Adkins \*  
Nicholas T. Bachert \*  
Shannon W. Bruce  
Paul H. Connors  
Judson W. Farrer  
James A. Fields \*  
Brian C. Graessle  
James P. Griffin  
John A. Harlin II \*  
James O. Helms \*  
Daniel B. Hodge \*  
Christopher P. Holaday  
Michael A. Kicklighter, Jr. \*  
Mark E. Kisinger \*  
Bryant N. Lawler  
Sean M. Martin  
Matthew J. McGregor  
Todd A. Misurelli

Michael V. Mondini  
Michael J. Murphy \*  
Michael E. Parreco  
Joseph M. Reed  
Kenneth Roquhett  
James C. Tootle \*  
Terry A. Vick \*  
Thieman L. Watkins  
Davin Williams \*  
Eric A. Williams  
Stacie J. Williamson  
Ricci Nicewarner

### Class 06-15, 49 Officers, Graduated June 15

#### OBC

Michael J. Wocher DG  
Herbert F. Beck  
Archibald F. Forsyth III \*  
Brian P. Green \*  
Keith L. Maynard \*  
Pedro J. Costas  
Nathaniel A. Plunkett

#### WOBC

Rachel M. Cattin \* DG  
Ryan M. Skopek \* HG  
Edward T. Nichols \* HG  
Kevin B. Zybach \* HG  
Christopher A. Vaske \* HG  
Eric W. Pope \* CLG  
Anthony D. Seib CLG  
Travis L. Duffy CLG  
Matthew D. Allen  
David C. Brown \*  
Shane B. Burkhardt \*  
Joshua B. Cryer  
Garrett L. Darvell \*  
Mark J. DeLaRosa

Humberto Dominguez  
John B. Dorman  
Adam D. Garner  
James H. Hanshaw \*  
Preston B. Hebert  
Frank J. Hensley  
Benjamin H. Jester  
Murray W. Jones  
Kenneth R. Lofgren \*  
Colin M. Lucas \*  
Fernando Marta, Jr. \*  
Kevin D. Nolan  
Luis T. Rivera  
Charles W. Roth  
Gennis A. Ruiz  
Andre F. Saenz  
Thomas A. Shellhart \*  
Ricardo A. Shields  
Matthew L. Vaccaro  
Charles D. Weaver  
Jason A. Werkman  
Michael C. Wood \*  
Chivon M. Carter  
Michael J. Curnutte  
Rosa M. Leon  
Joseph E. Morra  
Darel Simpkins  
Temeko Westbrook

DG = Distinguished Graduate  
HG = Honor Graduate  
CLG = Commandant's List Graduate

\* = AAAA Member  
+ = Life Member

## ARMY AVIATION mailbox

### FORWARD TO THE PAST

Dear ARMY AVIATION:

I was saddened by the cover picture on the March-April issue of Army Aviation magazine. The computer manufactured picture showed five Bell 412 in formation over snowy mountain peaks. As we know, the 412 is Bell's entry for the LUH [light utility helicopter] competition.

The reason for my emotion was the thought of Army aviators flying a 45 year old "new" helicopter. Yes, we all know the promises of Bell and the military industrial complex to keep the Soldier's requirements in mind, but for Army Aviation of the 21st century to even consider a mid-20th century design is shameful.

After choosing another 45 year old design for its ARH [armed reconnaissance helo], one could paraphrase the title of Army aviation's procurement program as "Forward to the Past."

And Army aviation wonders why it got \$70 million robbed for another Army requirement. Army aviation deserves everything it receives.

Ever wonder why it only has a one-star in charge of [the] Aviation branch?

Respectively,  
Sharman Kuch  
Fort Bragg, N.C.

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



## NEW MEMBERS

### NON-AFFILIATED MEMBERS

Mr. Dale L. Arnold  
Mr. Jim Barnes  
Mr. Al Duke  
Mr. Kip Freeman  
CW2 Shaun A. Hollins  
CW4 Peter R. Johnson, Ret.  
SP5 Tommy R. Markham, Ret.  
Mr. James G. Martin, Jr.  
1LT Anne S. Perella  
MAJ David C. Phillips  
Mr. Robert Rehborn  
Ms. Susan Jean Schumacher  
Mr. Don Sharp  
Mr. Bob Shoemaker  
Mr. Ron Tarach  
Mr. Alfred S. Weser  
Mr. J. C. Williams  
Mr. Jeffrey Wood

### AIR ASSAULT CHAPTER

#### FORT CAMPBELL, KY

SPC David T. Liska, Jr.  
Mr. Robert R. Lobdell

### ALOHA CHAPTER

#### HONOLULU, HI

MAJ Winfield A. Adkins  
MAJ Andrew S. McClelland  
SGT Carlos A. Valle Gourzong

### AVIATION CENTER CHAPTER

#### FORT RUCKER, AL

WO1 Trevor R. Bremer  
2LT Ben S. Broberg  
2LT Samuel T. Brown  
WO1 Bobby Burgess  
2LT Steven J. Cardiel  
2LT Sara B. Coddou  
2LT Chris L. Colley  
2LT Kevin S. Doo  
SGT Jennifer L. Dunfee  
2LT Charles M. Escaleras  
2LT Tyler J. Espinoza  
WO1 Carl A. Glover Jr.  
CPT Kevin J. Grant  
2LT Krystal R. Green  
2LT Andrew E. Gupko  
CW4 Richard S. Handlon  
WO1 Robert W. Herlt  
2LT Nickolas D. Holz  
WO1 Vernie E. Honaker II  
2LT Kyle S. Jaacks  
2LT Joseph A. Jurkowitz  
WO1 Michael P. Kitchens  
WO1 Jacob T. Krodel  
2LT Joel A. Lewis  
1LT James N. Magee  
2LT Stephen D. Martin  
2LT Brian L. McClintock  
2LT Muriel P. Mendoza  
WO1 Joseph V. Mireles

WO1 Paul A. Noecker  
2LT Martin J. Skovly  
WO1 Eric A. Slover  
2LT John K. Tritschler  
2LT Michelle A. VU  
2LT Joshua J. Yri  
WO1 Jared M. Zornes

### CENTRAL FLORIDA CHAPTER

#### ORLANDO, FL

Ms. Sharon A. Collett  
Ms. Mona L. Collins  
Ms. Joyce M. Heine  
Mr. Sam Knight  
COL David E. Lockhart  
Ms. Vickie L. McDevitt

### COLONIAL VIRGINIA CHAPTER

#### FORT EUSTIS, VA

CPT Miles A. Baker  
Mr. Edward M. Bourne  
Mr. Rae W. Dehncke  
Mr. Richard S. Gula  
SFC Sherman A. Gumbs  
COL Larry W. Jameson  
CSM Felipe Mendez  
Mr. Terry L. Richards  
SGM Reginald Smith

### CONNECTICUT CHAPTER

#### STRATFORD, CT

SSG Neil G. Gerrish  
Mr. Ken Hollstrom

### CORPUS CHRISTI CHAPTER

#### CORPUS CHRISTI, TX

Mr. Michael A. Ramirez  
Mr. Joseph A. Saenz

### GREATER CHICAGO AREA

#### CHAP. CHICAGO, IL

WO1 Eric A. Putnam

### HIGH DESERT CHAPTER

#### FORT IRWIN, CA

CW4 Donald Sanders

### IRON MIKE CHAPTER

#### FORT BRAGG, NC

CW3 Walter E. Crawford Jr.  
CW3 Roger P. Farina  
CPT Clayton N. Horney  
CW4 James M. Israel  
CPT Phillip W. Mazingo  
CPT Jennifer A. Phelps  
CW4 Roy Queipo  
CPT Roderick R. Stout  
MAJ Carey M. Wagen  
MAJ Richard A. Wagen

### JIMMY DOOLITTLE CHAPTER

#### COLUMBIA, SC

SPC Jennifer L. Harris  
2LT Jonathan J. Shively

### KEYSTONE CHAPTER

#### INDIANTOWN GAP, PA

CW4 Timothy D. Wolshire

### MACARTHUR CHAPTER

#### NEW YORK/LONG ISLAND AREA, NY

CDT Jill M. Rahon

### MAGNOLIA CHAPTER

#### JACKSON, MS

1LT Leslie F. Lovelady

### MIDNIGHT SUN CHAPTER

#### ANCHORAGE, AK

COL Jeffrey E. Arnold  
LTC Jerry A. Kidrick  
CW4 Dan O. Larson  
SGT Stephen J. Moulfair  
CPT Robert A. Seymour  
CW5 Roger D. Showers

### MONMOUTH CHAPTER

#### FORT MONMOUTH, NJ

Mrs. Carrie L. Foley  
Mr. Dzung T. Tang

### NORTH STAR CHAPTER

#### ST. PAUL, MN

Mr. Brian Gora

### NORTH TEXAS CHAPTER

#### DALLAS/FORT WORTH

Mr. Andrew H. Johnson  
Mr. Mark B. Spencer  
LTC Craig S. Walters, Ret.

### OREGON TRAIL CHAPTER

#### SALEM, OREGON

SPC Robert K. Marcum  
SPC Christopher McMurtie

### PHANTOM CORPS CHAPTER

#### FORT HOOD, TX

SGT Jerome Macdonald  
SPC Columbus Nolen

### SAVANNAH CHAPTER

#### FT STEWART/HUNTER AAF, GA

SPC Eric Flores  
CW4 Richard R. Thetford

### SOUTHERN CALIFORNIA

#### CHAPTER

#### LOS ANGELES, CA

Mr. Wilford S. Vickers

### TARHEEL CHAPTER

#### RALEIGH, NC

Mr. Roy H. Sharpe

### TENNESSEE VALLEY CHAPTER

#### HUNTSVILLE, AL

Mr. Matthew E. Appleberry  
Mr. John Janusas  
Ms. Ara L. Miller

Mr. Matthew D. Rainey  
Mr. Randy J. Richardson  
Mr. Steven Schoenebeck  
Ms. Suzanne R. Suever  
Mr. Johnny D. Wright  
Mrs. Patricia Z. Wright

### VOLUNTEER CHAPTER

#### SMYRNA, TN

SSG Scott R. Bennett

### VOODOO CHAPTER

#### NEW ORLEANS, LA

SFC William H. Crockett  
SFC Mark D. Sellers

### WASHINGTON-POTOMAC

#### CHAPTER

#### WASHINGTON, DC

Mr. David A. Calico  
Mr. Steve Kimmel  
Ms. Deborah R. Rausch  
SGT Neil D. Seymour  
CW2 Stephan B. Wilson

### WRIGHT BROTHERS CHAPTER

#### COLUMBUS, OHIO

Mr. Steve Maul  
CPT Richard J. Sebastian

### LOST MEMBERS

If your name appears on this list, please give us a valid address.

Anderson, Kenneth A., Mr.  
Barkley, Alan M., 2LT  
Berg, Lukas B., 2LT  
Cain, Leeford C., 1SG  
Chambers, Harry M., SSG  
Conn, Johnathon, PFC  
Crapanzano, Robert A., 2LT  
Daschle, Michael D., 2LT  
Dirienzo, Thomas P., 2LT  
Duff, Jeremy T., 2LT  
Flynn, Daniel P., 2LT  
Frederick, William P., 2LT  
Halverson, Hannah C., CPT  
Hsiung, Stanley, 2LT  
Hunt, Wesley P., 2LT  
Jones, Raymond C., 2LT  
Kotzenmacher, Darcie A., WO1  
Lindenmeyer, Vincent R., MAJ  
Mondragon, Jake J., WO1  
Newcomer, Samuel K., SFC, Ret.  
Olson, Eden M., 2LT  
Seale, Jade E., SPC  
Waldrop, Steven B., Mr.



## In Memoriam

### BG Edwin L. Powell, Jr.

Retired BG Edwin L. Powell, Jr., 86, a 1957 AAAA Charter Member and a Charter Life Member, died June 10 in Atlantic Beach, Fla. A veteran of World War II and Vietnam, Powell retired in 1971 after 30-years of distinguished service to the nation as an Engineer officer and as an Army aviator. During the latter part of his career, he served as assistant division commander for Maneuver with the Americal Div.; and, later as the deputy commanding general and chief of staff of the U.S. Army Test and Evaluation Command. Powell is survived by his wife Clelia P. Powell of Atlantic Beach. He was buried July 7 at the West Point Cemetery, N.Y.



COURTESY PHOTO

### Memorial Day Service Wreath Laying

Following President George W. Bush laying the National Wreath during the Memorial Day ceremony at Arlington National Cemetery's Tomb of the Unknowns, AAAA's representative joined with 25 other participating veteran service organizations to present a wreath on behalf of fallen Aviation Soldiers and its members. Retired MG Carl H. McNair, Jr., a past AAAA president and member of the National Executive Board, represented the more than 15,000 members of the association. This was the first time AAAA has participated and the association has been invited by Army Protocol to participate again on Veterans Day and next Memorial Day. Here, flanked by Guard of Honor escorts from the Veterans of Foreign Wars, McNair prepares to carry the AAAA wreath forward to the Tomb.

## 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.*



1LT Casillas



CW4 Wright



SGT Erberich



SGT Hall



SGT Meeks

### Homeland Defense

A 159th Cbt. Avn. Bde. officer was killed June 9 shortly after an HH-60 Black Hawk medevac helicopter made a precautionary landing for a reported engine fire about 10:10 a.m. at Outlaw Field, a civil airport near Clarksville, Tenn. south of Fort Campbell, Ky.

Killed was:

**1LT Landon R. Casillas**, 26, of Euless, Texas, an aeromedical evacuation officer and pilot with the 50th Medical Co. (Air Ambulance).

Clarksville Fire Rescue officials stated that Casillas was struck by the main rotor blades after egressing from the helicopter. Three other Soldiers were treated for minor injuries and released, and a fourth was held overnight for observation of injuries that were not life-threatening.

### Homeland Defense

A 3rd Bn., 160th Special Ops. Avn. Regt. MH-47 Chinook en route from Hunter Army Airfield in Savannah, Ga. to Fort Rucker, Ala. crashed after clipping a guide-wire on a 1,000-foot tall television tower just after 8 a.m. June 1, near Doerun, Ga., killing four Soldiers and injuring one. The crew was on a training flight when they encountered the tower about 25 miles south-southeast of Albany belonging to TV station WFXL.

The Night Stalkers killed were:

**CW4 Michael Lane Wright**, 41, of Indiana.

**SGT Christopher Michael Erberich**, 26, of Boise, Idaho.

**SGT Michael Dennis Hall**, 30, of Little Rock, Ark.

**SGT Rhonald Eugene Meeks**, 28, of Fort Worth, Texas.

One of the pilots survived the crash with minor injuries. Officials were uncertain if the collision with the television tower caused the crash or if the helicopter was already in trouble.

These incidents remain under investigation by Army safety officials.

*(Information from Defense Department news releases and other media sources.)*



PHOTO BY KARLA TOBIN



## Tennessee Valley Chapter

**LTC Vincent M. Tobin**, right, was awarded the Silver award of the Order of St. Michael on April 12 during the 2006 AAAA annual convention at the Gaylord Opryland Resort and Convention Center in Nashville, Tenn. MG Virgil Packett II, deputy commanding general of the XVIII Airborne Corps, made the presentation. As the retiring product manager for Apache Block III, Tobin has served Army aviation for more than 21 years. He has held numerous command and staff positions at all levels of command, starting with troop command during Desert Storm, and culminating as the Apache Project Office Product Manager. Working closely with the Army, the Aviation community and industry partners, Tobin led his team through the development of a comprehensive Apache Block III acquisition strategy that will ultimately provide the world's most sophisticated and lethal attack helicopter to the Army.



ARMY PHOTO BY JOE RAMIREZ

## Tennessee Valley Chapter

The Legion of Merit and the Silver award of the Order of St. Michael were presented to **LTC Neil Thurgood** during his change of charter ceremony at Redstone Arsenal on June 1. Thurgood was the first product manager for the Armed Reconnaissance Helicopter Product Office, one of Army aviation's top acquisition programs. As the PM-ARH, he stood up the newly established product office and led an unprecedented effort to move the program from mere paper through milestone review, to source selection in less than 12 months. Under the leadership, dedication and devotion of this 23-year Army aviation veteran and former Night Stalker, the Army has set the future course of the ARH. Thurgood now attends the Air War College at Maxwell Air Force Base, Ala. LTC C. Barry Higgs is the new PM-ARH. Here Mr. Paul Bogosian, Program Executive Officer for Aviation, congratulates Thurgood.

PHOTO BY MICHAEL G. GENETTI



## Central Florida Chapter

CFC President Kenneth A. Donahue, right, and BG Stephen D. Mundt, director of the Army's Aviation Task Force, presented the Silver award of the Order of St. Michael April 5 to retired **CW4 Robert J. Monette** during a ceremony in Orlando, Fla. Monette has been the business development manager for Computer Sciences Corp.'s Orlando office. He has over 35 years of outstanding service to the Aviation branch and the Army as an aviator and industry partner providing simulations to the warfighter. Some of his significant contributions include development of the first geo-specific simulation terrain database to support AH-64A crew training during Operation Desert Shield; functioning as the engineering integration pilot and conducting the government acceptance testing on all fielded Apache Combat Mission Simulators; and developing the industry solution to the Aviation Combined Arms Tactical Trainer. Monette has relocated with CSC to be the business development manager in Huntsville, Ala.

COURTESY PHOTO BY T.G. MARTIN PHOTOGRAPHY



## Savannah Chapter

The Bronze award of the Order of Saint Michael was presented to **BG Mark E. O'Neill**, the 3rd Inf. Div. assistant division commander for Support, on April 1 in Savannah, Ga. BG E.J. Sinclair, Aviation Branch Chief, and COL Ronald D. Tuggle, 31D Cbt. Avn. Bde. commander, made the presentation to O'Neill during a Welcome Home Ball for the CAB. O'Neill was honored for his continuing support to Army Aviation, especially during the last two years as the Avn. Bde. transformed from a legacy unit to a multifunctional aviation brigade. O'Neill departs to be the deputy commandant of the Army's Command and General Staff College at Fort Leavenworth, Kan. Pictured here is O'Neill, left, and Sinclair.





### Aviation Center Chapter

The Bronze award of the Order of St. Michael was presented to **SGM J.T. Luckie**, **MSG David Moss** and retired **MSG Raymond Garza** on May 30 at Fort Rucker, Ala. COL Mark T. Jones, director of Aviation Branch Personnel Proponency Office, made the presentations to the three Aviation veterans working in the AP office. Luckie, who is the AP's senior NCO and the chief of NCO Career Management, and Garza, an enlisted career management analyst, were recognized for their efforts in assimilating the unmanned aircraft systems military occupational specialty skills from the Military Intelligence branch to the Aviation branch and their lifelong service. Moss, who was a senior career management NCO, was honored for his overall career achievements and his work in support of the proposed aviation life support system MOSs. Moss is on terminal leave and has accepted a contractor position in Huntsville, Ala. Pictured here (l to r) are Moss, Luckie, Garza and Jones.



### Savannah Chapter

Two 3rd Inf. Div. Iraqi combat veteran pilots were inducted into the Order of St. Michael on May 31 at the Cbt. Avn. Bde. Headquarters on Hunter Army Airfield, Ga. The SC President COL Ronald Tuggle presented **CW5 Warren A. Aylworth** the Bronze award and **CW5 Richard M. Fry** the Silver award of the OSM. Aylworth, with over 24 years in aviation, served as the CAB's standardization officer, significantly contributing to the unit's combat readiness and safety during deployment to Iraq. Today he's the branch's master gunner with the Directorate of Training and Doctrine at Fort Rucker, Ala. Fry served as brigade's aviation maintenance officer, spearheading a phenomenal unit operational readiness rate during combat. He retires with over 31 years of outstanding service to the Army and the branch. Today he resides in Savannah. Picture here are Tuggle, Aylworth and Fry.



### Tennessee Valley Chapter

Three members of the Cargo Helicopter Project Management Office were inducted into the Order of St. Michael on April 10 at the 2006 AAAA National Convention in Nashville, Tenn. The Bronze award of the OSM was presented to **Janet A. L. Fletcher**, **Robert B. Kentner** and **Jeffery L. Langhout** by TVC President Robert Birmingham and COL William T. Crosby, the project manager for Cargo Helicopter. Fletcher has served aviation for more than 20 years, the last four as the deputy product manager for the CH-47F program, being instrumental in pushing the program through the full-rate production decision. A retired CW5 who has served the aviation community for more than 35 years, Kentner serves as a CH-47F logistics management specialist. He successfully designed and managed the development of the Integrated Logistics Support & Supportability system for the new improved cargo helicopter. Langhout, a 13-year veteran of aviation, has served the last 5 years as the CH-47F lead engineer, directing the efforts to complete the Engineering, Manufacturing and Development phase of the program and pushing the program through the low-rate initial and full-rate production phases. Today Langhout serves as the Joint Heavy Lift Program product manager. Pictured here (l to r) are: Crosby, Kentner, Langhout, Fletcher and Birmingham.



### Savannah Chapter

The Bronze award of the Order of St. Michael was presented to **CSM William M. Grant**, Command Sgt. Maj. of the 3rd Inf. Div., on May 25 at the Hunter Club, Hunter Army Airfield, Ga. CSM Richard D. Stidley, CSM of the 3rd ID's Cbt. Avn. Bde., made the presentation during a farewell dinner for the departing Grant. He was honored for over 20 years of outstanding service to Army aviation and his support to the first fully functional CAB to deploy to combat in Iraq. Grant's actions and efforts contributed to the 3rd CAB being named the 2005 AAAA Unit of the Year. Grant is now the CSM of the U.S. Army Infantry Center, Fort Benning, Ga.



## CONCERN CONTINUES OVER STOLEN VA RECORDS

On May 3 a Department of Veteran Affairs laptop computer was stolen from a VA employee's home containing identifying information (including names, social security numbers and dates of birth) for approximately 26.5 million veterans, including at least 1.1 million active duty, 430,000 National Guardsmen, and 645,000 Reservists.

Letters were sent in June to individuals believed to be affected and the investigation is ongoing to determine the extent of the stolen data.

The data loss may affect any veteran who has served since approximately 1975, whether or not the veteran had any interaction with the VA.

As of June 22 there was no evidence that any missing data has been used illegally. However, the VA is asking all veterans to be especially vigilant and to carefully monitor bank statements, credit card statements, and any information related to recent financial transactions, and to immediately report any suspicious activity.

For more details visit online: [www.firstgov.gov/veteransinfo](http://www.firstgov.gov/veteransinfo) or call (800) 333-4636.

## PRESIDENT SIGNS EMERGENCY SUPPLEMENTAL

On June 15, the President Bush signed the 2006 Emergency Supplemental Appropriations Act.

The bill provides a total of \$94.5 billion in emergency funding for the fiscal year 2006 ending Sept. 30.

The measure provides additional funds needed for the ongoing war in Iraq and Afghanistan, as well as continued Hurricane Katrina recovery efforts.

Congressional delays in resolving differences between the House and Senate versions of the bill forced many units and installations to cut back on spending over the last several months, with commanders uncertain when extra funds would be available.

Among the items funded are:

- \$2 billion to procure and develop IED (improvised explosive devices) countermeasures to prevent attacks in Iraq and Afghanistan.
- Full funding for the recently enhanced \$400,000 life insurance benefits for service-members and \$100,000 death gratuity for combat related fatalities.
- \$423 million to allow commanders in the



## LEGISLATIVE REPORT

LTC JoAnn Eberle (Ret.)

AAAA Representative to The Military Coalition (TMC)

field to conduct small scale urgent construction projects.

- \$4.85 billion to train and equip Afghanistan and Iraqi security forces, \$1 billion below the request.
- \$550 million to rebuild a New Orleans VA hospital.
- \$708 million for National Guard troop deployments to the border.
- \$2.3 billion for avian flu pandemic preparation efforts.

## PRESIDENT SIGNS MILITARY TAX LEGISLATION

On May 29, President Bush signed the Heroes Earned Retirement Opportunities (HERO) Act discussed in June's legislative report.

The bill amends the Internal Revenue Code to allow service members to exclude their military compensation from federal income tax, but also contribute to an individual retirement account (IRA) while serving in a combat zone tax exclusion area.

The provision remedies a situation which effectively barred service members assigned to combat zones from making contributions to IRAs, since their basic pay is exempt from income taxes and the previous code prohibited tax-free money from being placed in a tax deferred account.

This bill is great news for service members sent to combat, and ensures they won't be penalized in their ability to build future retirement savings.

The HERO Act is retroactive to tax year 2004 and service-members who did not make an IRA contribution during 2004 or 2005, due to the combat zone tax exclusion, have until May 28, 2009 (3-years from the enactment date) to make a contribution to an IRA for those years.

## FLAG AMENDMENT UPDATE

In mid June the Senate Judiciary Committee approved the constitutional flag amendment, which would authorize Congress to prohibit desecration of the U.S. flag.

Sen. Orrin Hatch (R-Utah), chief sponsor of the measure, has 57 co-sponsors and

believes the resolution has 66 supporters, leaving it one short of the 67 needed to pass a constitutional amendment and send it to the states for ratification.

Senate Majority Leader Bill Frist (R-Tenn.) vowed to bring the measure to the full Senate for a vote before the July 4 recess.

Since the House has already passed the measure with the necessary two-thirds majority, passage by the Senate would automatically send the bill to the state legislatures, where it would need ratification by 38 states to become a constitutional amendment.

## NATIONAL GUARD EMPOWERMENT ACT INTRODUCED

Senators Christopher Bond (R-Mo.) and Patrick Leahy (D-Vt.) have introduced the bipartisan National Defense Enhancement and National Guard Empowerment Act of 2006.

The measure has considerable support in Congress, with 33 Senate co-sponsors and a companion measure in the House introduced by Rep. Tom Davis (R-Va.) with 49 co-sponsors.

Among other provisions, the bill would establish the Chief of the National Guard as a 4-star general and a member of the Joint Chiefs of Staff.

Despite strong opposition from the Defense Department, the measure is receiving significant attention.

Many legislators and state governors believe the Guard has been continually shorted by the Pentagon on manpower and equipment budgets.

States are particularly concerned that sending much of their equipment and manpower overseas to Iraq and Afghanistan has left them shorthanded in responding to increased homeland and border security needs, as well as natural disaster response.

The issue became critical earlier this year when DoD proposed a 17,000 position reduction in National Guard manpower levels without consulting the governors or the National Guard Bureau chief.

When the 50 state governors protested, Congress acted to restore the manpower and DoD retracted the provision.





### Welcome Home 2-228th Avn.

Army Reserve Deputy Commanding General for Mobilization and Training BG Matthew Matia, left, and COL Thomas Caples, commander of the 244th Avn. Bde., presented LTC Scott Morcomb, center, commander of the 2nd Bn., 228th Avn. Regt. (USAR), with the Welcome Home Warrior-Citizen award on March 5 at Willow Grove, Pa. Morcomb and 48 of his brave C-12 and UC-35 fixed-wing Soldiers were honored with individual WHWC awards for their professionalism and sacrifices during their year-long deployment to support operations and nation building in Iraq.



ARMY PHOTO BY SSG PAMELA ALLEN

### Welcome Home Warrior-Citizens

On 6 May, 116 Soldiers from three U.S. Army Reserve aviation units of the 244th Avn. Bde. were honored with a Welcome Home Warrior Citizen ceremony at Fort Hood, Texas for their successful deployments to Iraq. Soldiers from Co. M (AVIM), 158th Avn. Regt.; 7th Bn., 158th Avn. Regt.; and the 7th Sqdn., 6th Cav. Regt. were recognized for their service and sacrifices during the year-long tour to provide the Iraqi people with the freedom we cherish as Americans. The ceremony was attended by employers, family members, friends, local officials and government representatives. Pictured here (l to r) are: retired BG Arthur Junot; LTC Andrew Doebling, 7-158th Avn. commander; Doebling's oldest son Drew, Luke and daughter Jenna, wife Judy and COL Thomas Caples, 244th Avn. Bde. commander.



### Tennessee Valley Chapter

Kevin Hoecherl, one of two TVC 2006 Aviation Challenge Scholarship winners, graduated June 9 from the 6-day camp at the U.S. Space & Rocket Center in Huntsville, Ala. The 16-year old son of MAJ Joe and Kelly Hoecherl of Madison, Ala., who goes by the call-sign "Wolverine," was fully immersed in a realistic aviation environment, learning land and water survival, basic aeronautics and aerodynamics, flight physiology, and air combat history. Hoecherl graduated with distinction, being presented with the "Right Stuff" award, named in honor of early space explorers and test pilots who displayed the personal traits and characteristics similar to those early aviation pioneers. Here Hoecherl, wearing graduation medallion, posed with family following graduation.



### Greater Atlanta Chapter

Members of the GAC gathered May 24 at the Lockheed Martin complex in Marietta, Ga. for a meeting and tour of the F-22 Raptor fighter and the C-130J Hercules cargo aircraft production facilities. Chapter leaders discussed action plans for AAAA's 50th anniversary convention in Atlanta next May 9-12 with LM executives for possible support. GAC members took a mile-long walk to observe aircraft being assembled on the production lines. A special thanks to LM's Bill Sarno and his team of professionals for providing an excellent presentation and briefings on their projects for the military. Thanks go to LTC Brent Bracewell, Ga. Army National Guard State Aviation Officer, and MAJ Michael Kanzler for coordinating this once in a lifetime opportunity.



ARMY PHOTO BY SGT RYAN MATSON

### Toby Keith Visits Troops

Country music star Toby Keith, right, holds up a shirt from the 1st Bn. "Expect No Mercy," 101st Avn. Regt., an AH-64D Longbow attack helicopter unit with the 101st Cbt. Avn. Bde., following a presentation by unit members May 27. Keith was in Iraq to perform a concert as part of a USO tour for "Screaming Eagles" Soldiers of the 101st Airborne Div. (Air Assault). MAJ Jeffrey White, left, 101st CAB executive officer, was one of the hundreds of fans to see and meet Keith and his band during a stop at the 101st CAB area at Contingency Operating Base Speicher.



## ARMY AVIATION

### Upcoming Special Focus:

#### August-September Issue

- Blue Book Directory
- Unmanned Aircraft Systems

#### October Issue

- Avionics & Aviation Electronic Systems
- Safety

**Contact: Bob Lachowski**  
**Advertising Director**

Tel: (203) 268-2450 x131

E-mail: bob@quad-a.org

## Upcoming Events

### SEPTEMBER 2006

- Sept 16-18 NGAUS 128th General Conference, Albuquerque, NM
- Sept 18-21 AAAA AES Symposium, Atlantic City, NJ

### OCTOBER 2006

- Oct 9-11 AUSA Annual Meeting, Washington Convention Center, Washington, DC
- Oct 9 AAAA Scholarship Board of Governors Meeting, Washington Convention Center, DC
- Oct 9 AAAA National Executive Board Meeting, Washington Convention Center, DC
- Oct 10 AAAA Hall of Fame Selection Committee Meeting, Washington Convention Center, DC
- Oct 24-27 AHS/AAAA Helicopter Military Operations Technology (HELMOT) Specialists' Meeting XII, Williamsburg, VA

### DECEMBER 2006

- Dec 11-13 AAAA UAS Symposium, Crystal Gateway Marriott, Arlington, VA

#### New Chapter Officers

##### Bavarian Chapter:

MSG Timothy Hoffer,  
Secretary

##### Greater Atlanta Chapter:

COL William T. Harrison,  
Senior Vice President; LTC  
William J. Leary, III, VP  
Industry Affairs; Mr. Josh P.  
Sondaq, VP Awards;

##### Midnight Sun Chapter:

COL Richard L. Thomas,  
President; LTC Timothy R.  
DeHaas, Senior Vice President;  
LTC Christopher M. Fleming,  
Secretary; CPT Robert A.  
Seymour, Treasurer; MAJ  
Matthew C. Schell, VP,  
Membership Enrollment

##### Ragin Cajun Chapter:

MAJ Whitney B. Gardner,  
Treasurer

##### Washington/Potomac Chapter:

LTC Thomas G. Patrick, Ret.,  
Treasurer

##### Distinguished Instructor

*Chapter Program to Recognize Distinguished Instructors on a Quarterly Basis.*  
Terry L. Richards  
Second Quarter 2006  
(Colonial Virginia Chapter)

##### NCO of the Year

*Chapter Program to Recognize Outstanding Noncommissioned*

#### Officers on a Yearly Basis.

SGT Jerome Macdonald  
(Phantom Corps Chapter)

#### Soldier of the Year

*Chapter Program to Recognize Outstanding Aviation Soldiers on a Yearly Basis.*  
SPC Columbus Nolen  
(Phantom Corps Chapter)

#### Soldier of the Month

*Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis.*  
SPC Robert K. Marcum  
June 2006  
(Oregon Trail Chapter)  
SPC Christopher McMurtie  
July 2006  
(Oregon Trail Chapter)

#### Aces

*The following members have been recognized as Aces for signing up five new members.*

Mrs. Ann S. Stahl  
Ms. Mary M. McCown  
COL John M. Carden, Ret.  
LTC Timothy R. DeHaas  
LTC Samuel E. Seetin, Jr., Ret.  
COL Scott D. Wagner, Ret.

#### New AAAA Order of St. Michael Recipients

(Gold)  
BG E. J. Sinclair  
(Silver)  
David L. "Tex" Hill  
COL Joseph I. Moore  
CW5 Robert J. Dickinson

CSM Charles N. Reisinger  
CW4 Michael J. Plankis, Jr.

CW5 Steel V. Parsons  
(Bronze)

MAJ Patrick G. Magras

Richard B. Borer

MSG Teresa R. Hebda

MAJ Cornelius Kugler

CW5 Armand C. Brasseur

CPT Michael E. Entekin

MAJ Terry A. Meyer

LTC Oui Ki Cho

CW4 Mark E. Kaufman

CW4 Edward T. Cartwright

CW4 John S. Hayden

CW3 Terry D. Anderson

1SG Patrick Whitfield

1SG Eric S. Peckham

1SG Annette Hunter

CW3 Kenneth D. Nadeau

1SG Kerry P. Hartley

CW3 William B. Thagard

1SG Larry G. Williamson

1SG Robert F. Gage

CW3 James A. Stoner

SGM Walter Zapotoczny

CW4 Keith Young

CW4 Kenneth Lareau

CSM Michael Gundrum

CW3 Chieu V. Le

COL Joseph Laneski

MAJ Dana Resnick

MAJ Jason Roncoroni

CW4 Edwin Watson

SFC Daniel Annicelli

LTC Garner Pogue

CW5 James Lattimore

MSG Ronald Crankshaw

1SG James Hamm

MAJ Charles J. Dalcourt

MAJ Michael K. Snedden

MSG John M. Palesch

CW3 James C. Frazier

MSG Fu H. Pi

LTC Elaine Baxley

COL David A. Anderson

MAJ Woodard B. Hopkins III

Mindy G. Barbe

Rabon N. Smith

LTC Brian S. McFadden

MAJ Fernando Guadalupe, Jr.

LTC Mike Cavalier

Pat Chomski

John Dougherty

Kenneth Eland

#### New AAAA Industry Members

Aerosonic Corporation  
Airfoil Technologies Intl.  
Alion Science and Technology  
Goodrich Corporation

#### New Life Members

LTC David J. Anderson, Ret.  
CW4 L.M. Boris Becker  
2LT Brian J. Crawford  
Mr. Shane G. Eddy  
Mr. Gary G. Gustafson  
MG Dewitt T. Irby, Ret.  
SGT Robert R. Long, Ret.  
CW4 James S. Morrical, Ret.  
COL Gerard B. Nery, Jr., Ret.  
CW4 Raul W. Smith, Ret.  
MAJ James A. Vansickle, Ret.  
COL Kim R. Wright

#### In Memoriam

1LT Landon R. Casillas  
Mr. William G. Crichton  
CW4 Frank S. Hibbard, Ret.







# Army Aviation Hall of Fame

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

## **Lieutenant Colonel Jerome R. Daley** **Army Aviation Hall of Fame 1983 Induction**

LTC Jerome Daly was a proven expert in aviation operations and maintenance, the development of innovative tactics and doctrine, and proven hardware systems.

In 1966, then a chief warrant officer, Daly was the leading instructor of helicopter gunnery and an expert with M-3 and M-5 weapons systems at the U.S. Army Aviation Center, Fort Rucker, Ala.

There he was not only noted for his fine skills but also for his efforts in modernizing and improving aerial gunnery training.

In 1967, while serving as combat aviator and maintenance officer with the 121st Helicopter Company in Vietnam, CW2 Daly courageously contributed to the rescue of three downed helicopter crews who were threatened with destruction by two Viet Cong battalions.

To conceal the area in smoke and allow a rescue ship to recover the downed aircrew members, Daly completed 12 separate smoke runs through a hail of enemy fire.

During this operation his aircraft was damaged beyond repair and for his actions he was awarded the Distinguished Service Cross.

Daly continued to make many more significant contributions while assigned to key aviation positions, including commander of the 4th Battalion, 1st Aviation Brigade, retiring in August 1982.





# C-27J SPARTAN

## Joint Cargo Aircraft Program Requirements:

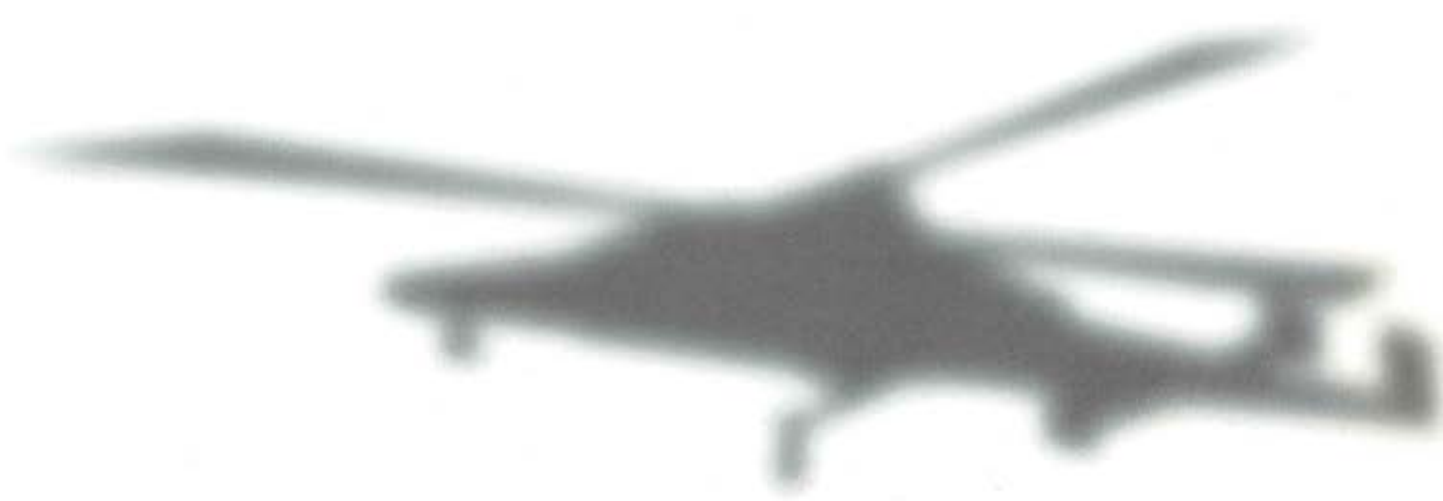
	C-27J Spartan	Competition
Self-deployable, pressurized, multi-purpose cargo aircraft	✓	?
Payload requirements: 463L pallets	✓	?
CDS bundles	✓	?
Troops	✓	?
Day/Night, Adverse weather, IFR/VFR	✓	?
Air speed requirement: 300 KTAS	✓	?
Mission radius: 600 NM	✓	?
Operate from short unimproved runways such as sod, clay and gravel	✓	?
Must communicate with civil agencies	✓	?
Rapid reconfiguration: Pallets to Troops to MEDEVAC	✓	?
Survivable: Integrated ASE suite plus numerous redundant systems	✓	?
State of the art tactical communications and navigation avionics	✓	?

The C-27J Spartan will play a key role in providing responsive aerial sustainment and critical resupply support for the maneuver force to maintain operational momentum.

GMAS & the C-27J Spartan: The Best Value and Only Military-Off-The-Shelf Solution for the Joint Cargo Aircraft.



It Outlifts,  
Outflies, and  
Outperforms all other VT UASs.



If you can carry more, you can do more. It's as simple as that. BURRO+ is the largest, most powerful, most capable VT UAS available. It's the modern battlefield commander's go-to-guy, delivering complete capability for fully integrated logistics, communications, and weaponry, without ever putting crews in harm's way. It has the range and endurance for the most demanding military missions.

It's a power-lifter-plus. It's BURRO+. Only from Kaman.

Kaman Aerospace  
**KAMAN**

Kaman Aerospace · Connecticut USA · 1-860-243-7085 · frenchm-kac@kaman.com