

# ARMY AVIATION

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**ON THE COVER**

Paid advertisement. The U.S. Army has contracted with The Boeing Company for an additional 96 Block II AH-64D Apaches, raising the total of remanufactured Army aircraft to 597. The contract also included 30 remanufactured AH-64Ds for a Foreign Military Sales customer. An additional 27 new Apaches are on order to meet Army defense requirements. Photo by Bob Ferguson.

*Caption provided by advertiser.*

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

**USAAWC Announces New Aviation Branch CWO**

The U.S. Army Aviation Warfighting Center at Fort Rucker, Ala., announced Jan. 23 the appointment of **CW5 Randall G. Gant** as the third Chief Warrant Officer of the Branch. Gant, a standardization instructor pilot with the elite 160th Special Operations Avn. Regt. at Fort Campbell, Ky., replaces CW5 Brent C. Driggers, who departed in December to be the SIP of the 101st Airborne Div. Gant will be formally recognized at an Honor Eagle ceremony at Fort Rucker at a date to be announced.



CW5 Randall Gant

**MEDEVAC Commissioned Pilot Opportunities Open**

Aviation warrant officers interested in Medical Service Corps officer pilot careers have until May 30 to apply. Officers selected for branch transfer and who complete the MSC officer basic course at Fort Sam Houston, Texas, will be commissioned as second lieutenants in the MSC and assigned to the 67J Aeromedical Evacuation career field. Prerequisites are a bachelor's degree or higher, rated pilot in UH-60 or UH-1H aircraft, one year flight experience, and eligible for a permanent-change-of-station move by Aug. 1. Application packets should follow Chapter 2 of Army Regulation 135-100, and instructions in MilPer Message 07-017, dated Jan. 23, 2007.

**Oregon MEDEVAC Unit Redesignated**

The Oregon Army National Guard's 1042nd Medical Co. (Air Ambulance) was redesignated as Co. C, 7th Bn. (Gen. Spt. Avn. Bn.), 158th Avn. Regt., during a Jan. 6 ceremony in Salem. CPT David A. Strayer assumed command of the unit from departing commander MAJ Mark Ulvin. Soldiers in the unit have deployed twice in support of Operation Enduring Freedom in Afghanistan.

**2007 Air Traffic and Airspace Seminar**

The U.S. Army Aeronautical Services Agency will hold its 2007 Air Traffic and Airspace (AT&A) Seminar, April 23-26 in Addison (North Dallas), Texas. The objective is to provide training to Army AT&A officers, installation and garrison commanders and representatives, range management personnel, airfield commanders, state aviation officers, ATC facility managers and chiefs, and other interested persons. Seminar and reservation information available online at: [www.usaasa.belvoir.army.mil](http://www.usaasa.belvoir.army.mil). Contact LTC Stan Smith, [stan.smith@faa.gov](mailto:stan.smith@faa.gov) or MSG James Hiefner, [james.l.hiefner@faa.gov](mailto:james.l.hiefner@faa.gov), or call (817) 222-5920, DSN: 477-2920. RSVP by NLT April 13.

## 2008 Hall of Fame Nominations Open

Suspense June 15, 2007

**In a change of policy, the Army Aviation Hall of Fame inductions will now take place every year instead of tri-annually!**

The deadline for receipt of nominations is June 15, 2007. The Trustees are especially interested in nominations of lower ranking personnel who participated in DESERT STORM, OEF, OIF and the GWOT.

Contact Janis Arena, 800 722-ARMY ext 132, [Janis@quad-a.org](mailto:Janis@quad-a.org), or see the AAAA web site: [www.quad-a.org](http://www.quad-a.org)



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# AAAA Solid, Strong Support for Our Members



It has been a very busy winter with the AUSA Aviation Symposium, the Aviation Senior Leaders Conference (ASLC) at Fort Rucker, then the AAAA Scholarship Foundation executive committee meeting and the National Awards Board, all in January.

February events included the funeral for COL Paul Kelly, the Joseph P. Cribbins Aviation Product Symposium, a senior executive associate meeting in DC, a visit to the Wright Brothers Chapter in Columbus, Ohio; and participation in the Warrior Citizen Welcome Home ceremony in Olathe, Kan., for the Soldiers of Co. B, 7-158th Avn. Regt. who redeployed from Pakistan and Afghanistan.

The ASLC started off with a Passing of the Saber and retirement ceremony to bid farewell to CSM Buford Thomas and welcome the 15th Command Sergeant Major of the Branch CSM Don Sanders.

It was a distinct pleasure for me to present CSM Thomas with the Gold award of the Order of St. Michael,



COL Paul Kelly died Jan. 20 when the UH-60 helicopter he and 11 other Soldiers were flying in was shot down by hostile fire south of Baqubah, Iraq.

## AAAA Convention Soldier Sponsorship

See page 39 for details of a new AAAA program to help underwrite the cost of sending one Soldier from each chapter to the 2007 AAAA Annual Convention!

and the Our Lady of Loreto medal to his lovely wife Judy.

These were small tokens of our appreciation for their numerous contributions to Army Aviation. We wish the Thomas Family all the best on their new journey.

During the ASLC, we had the opportunity to sponsor a luncheon for more than 150 brigade commanders, senior warrant officers and CSMs and to brief them on recent AAAA initiatives, as well as to receive their feedback on how we can better support the Army Aviation Soldier and family.

Here are some key points we addressed.

At the strategic level, we have the AAAA senior associates under the direction of GEN (Ret.) Jack Keane. These 12 4- and 3-Star non-aviators help bring your Aviation concerns to the highest reaches of the government.

The Military Coalition, with our representative COL (Ret.) Curt Herrick, works tirelessly on Soldier support issues such as pay and benefits.

And we continue to press for full aviation career incentive pay for our reserve component personnel.

On the tactical level, it's not widely known that AAAA National provides up to \$5,000 per Chapter for welcome home celebrations for our brigade sized units, and proportionate funding for battalion and smaller

organizations. In 2006, we provided more than \$103,000 for these events.

The Scholarship program awarded \$239,000 to 148 of our children, spouses, unmarried siblings and grandchildren last year. The deadline for new applications is May 1.

A reminder to all that we have changed the Army Aviation Hall of Fame from the previous every-three-year cycle to annual inductions. Deadline for the 2008 nominations is June 15.

Please take the time to nominate our most deserving heroes, regardless of rank, from Desert Storm, OEF, OIF and the GWOT.

Between Jan. 20 to Feb. 2, hostile fire brought down four helicopters in Iraq. We all recognize the sacrifice and grieve for so many of our brothers and sisters who lost their lives.

COL Paul Kelly, former director of Army National Guard Aviation, was one of those killed in action. Paul was a great friend to AAAA and it was a very humbling experience and honor to attend his interment at Arlington National Cemetery. The Washington-Potomac Chapter, with AAAA National, sponsored a reception afterwards at the Fort Myer Officers Club.

Our thanks and hearts go out to all of you for what you do each day.

In closing it is very gratifying to have our membership at a 12-year high of over 15,500, our end of year funds available at a record \$500,000, and our reach to key decision makers better than ever.

Our ability to affect your future is a responsibility we don't take lightly.

You, the members, have made all this possible.

Thanks for helping us to achieve our mission: "AAAA: Supporting the U.S. Army Aviation Soldier."

Tom Konitzer  
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# UAS Integration and Expeditionary Aviation

By MG Virgil L. Packett II



SPC Chantz Shealy with Co. D, 1st Sqdn., 14 Cav. Regt., 3rd Stryker BCT, 2nd Inf. Div., performs maintenance on a UAS on Sept. 26 at Forward Operating Base Diamondback near Mosul, Iraq. The recent AAAA UAS Symposium in December allowed military and industry partners to review UAS integration and the road ahead.

**A**n expeditionary mindset is the backdrop for delivering aviation capabilities and is the foundation for our campaign quality force.

In essence, continuous, full-spectrum expeditionary operations are the new reality.

This fluid environment is also the setting for the future of Army Aviation.

As the Army develops a process of force generation to provide combatant commanders and civil authorities with rapidly deployable, employable and sustainable force capabilities packages tailored to specific mission requirements, so must Army Aviation.

After attending the Unmanned Aircraft Systems Symposium in December, it became apparent that these expeditionary campaign qualities are now more essential to our UAS as we continue to integrate them into the Force.

Currently, all of our UAS are either deployed in support of Operations Iraqi or Enduring Freedom, integrated with modular forces preparing to deploy, or in training for those commands in the OIF/OEF rotation.

In fact, 13 percent of our flight hours in these theaters are UAS related.

Even though we have over 900 air platforms in theater, the demand for UAS is increasing at an explosive rate.

According to one deployed commander, his "number one irritant as a commanding general is not having UAV assets to execute his mission."

This is characteristic of the assessments we routinely receive about UAS.

As the Army assumes a more expeditionary nature, UAS will play an integral role.

To meet this demand, we will continue to rely on the TRADOC Capabilities Manager – Unmanned Aircraft Systems (TCM-UAS) to serve as the cornerstone with integration, synchronization and innovation.

We have published new tactics, techniques and procedures and handbooks and are in the process of writing platoon, company and battalion manuals while our combat developers are aggressively pursuing technology insertions and "Spin Outs."

In addition to the efforts here at the U.S. Army Aviation Warfighting Center, we continue to seek input from our commanders in the field.

To this end, COL A. T. Ball and the Soldiers of the 25th Cbt. Avn. Bde. are leading the way in UAS integration with significant milestones and achievements.

Of note is the positioning of an organic Hunter UAS company in the CAB.



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SGT Joshua Chambers, a tactical unmanned aircraft systems operator with the 2nd Bde. Cbt. Tm., 1st Inf. Div., attached to Co. E (Prov.), 615th Avn. Spt. Bn., 1st Air Cav. Bde., prepares inside of his ground control station for the Dec. 12 launch of a Shadow from a site at Camp Taji, Iraq. Once in flight, he will guide the UAS to its hand-off point where a pilot on the ground will use it for a mission over his sector of Iraq.

By instilling aviation rigor to the Shadow unit in the CAB, they are operating at a 45 percent increase in optempo with no accidents.

This is an incredible validation for the reasoning behind organic UAS in the CAB.



ARMY PHOTO BY SPC NATHAN J. HOSKINS

SPC Larry Kirkman, from the 2nd Bde. Cbt. Tm., 1st Cav. Div., walks a Shadow UAS off the Camp Taji runway following a December mission in Iraq.

Current force design calls for putting the Extended Range Multi-Purpose (ERMP/Warrior) UAS in the CAB when it enters the service.

The modular design of one ERMP company to each CAB and distributing the ground control stations (GCS) throughout the division, enables allocation of ERMP platoons to brigade combat teams (BCT), fires brigades, battlefield surveillance brigades, or to the corps with flexible, integrated service.

By changing the force structure for this important asset, Army Aviation will fulfill a capability gap identified in operational needs statements from deployed units.

This will also grow subject matter expertise in unmanned aircraft operations while promoting cost efficiencies for maintenance management.

In addition to this, quick response and immediate employment of UAS throughout the area of responsibility will continue to be enhanced through brigade aviation elements.

Finally, the safety and standardization of training, operations and sustainment will also enable distributed UAS operations to other echelons.

In essence, this Modular design facilitates reinforcement of deployed units while enhancing the expeditionary nature of the Force.

As the Army continues to meet irregular and evolving challenges, it will increasingly call on Army Aviation to expand its expeditionary mindset to support the increasing demands of the commanders.

The 25th CAB is a prime example of the ability to effect change and have immediate impact on division operations.

Above the Best!



*MG Virgil L. Packett II is the Army Aviation branch chief and the commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.*

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# Communicating to Help Others Continue the Fight

By CW5 Randall Gant

**Editor's note:** We are honored to welcome CW5 Randall Gant, the 3rd Chief Warrant Officer of the Aviation Branch to Army Aviation magazine. We look forward to his updates and contributions.

To say that I am simultaneously proud and humbled to be the Aviation Chief Warrant Officer of the Branch (CWOB) would be an understatement.



CW5 Randy Gant, formerly with the 160th Special Operations Aviation Regiment, becomes the third Chief Warrant Officer of the Branch.

I am honored to represent all aviation warrant officers (AWO).

It is an extreme honor to work on the behalf of such a truly talented and professional force; a task to which I pledge my dedicated effort.

I am humbled to follow in the footsteps of two great Americans, retired CW5 Steve Knowles, the first CWOB, and CW5 Brent Driggers, the second CWOB.

During their tenure, each has advanced the interests of AWOs, and Army Aviation in general.

I thank them for their service, and look forward to continuing their efforts as we develop a strategy for the future.

I would also like to thank the Aviation Branch Chief, MG Virgil L. Packett II, for choosing me for this unique opportunity to impact our great branch.

The CWOB position was initiated as a result of the recommendation by the Army Training and Leader Development Panel, Phase III (Warrant Officer Study), and empowered by charter.

The charter was written in May 2002 and outlined the duties of the Aviation CWOB.

Key among these duties is serving as "principle advisor to the Aviation Branch Chief on all matters concerning aviation warrant officers," and acting "as an advocate and voice of AWOs at the highest level within the branch and Army by addressing issues concerning personnel management, training, and professional development."

I quote these parts of the charter to emphasize that our collective ideas will be heard, considered and voiced.

I had the opportunity to speak with the senior warrant officers at this year's Aviation Senior Leaders Conference held here at Fort Rucker from Jan. 22-25.

From these discussions, I gleaned that AWOs are doing a tremendous job in many areas.

However, the need to improve, be more efficient, or re-evaluate other areas is becoming more and more important due to the increased tempo of our units.

I welcome your thoughts, comments and ideas.

What can you expect from me?

The single most important thing I can do is to establish "communications."

I intend to communicate through periodic articles in this magazine, through mass emails, via an AKO CWOB Website (under construction); by speaking to WOBC, WOAC, WOSC and WOSSC; by holding senior warrant officer conferences, and by visiting units whether they are in garrison or combat.

From this communication I will evaluate the issues and recommendations, and develop courses of action.

If a feasible solution is reached, I will advise the Branch Chief.

I intend to speak to our commissioned leaders at the Pre-Command Course, the Captains Career Course, and during visits to the units on issues relating to AWOs.

What I expect from you: *Continue the fight.*

The aviation community has contributed immeasurably in projecting combat power on the battlefield.

Keep up your professionalism, tactical expertise and motivation.

Take ownership in leading and mentoring; each of these can be done up the chain as well as to Soldiers junior to you.

Let me be your advocate.

Discuss your issues or ideas with your senior warrant officers, so that they can forward them to me, or contact me direct.

Once again, it is a sincere honor and I look forward to seeing you, hearing from you, and serving the branch.



CW5 Randall Gant is the chief warrant officer of the Aviation Branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



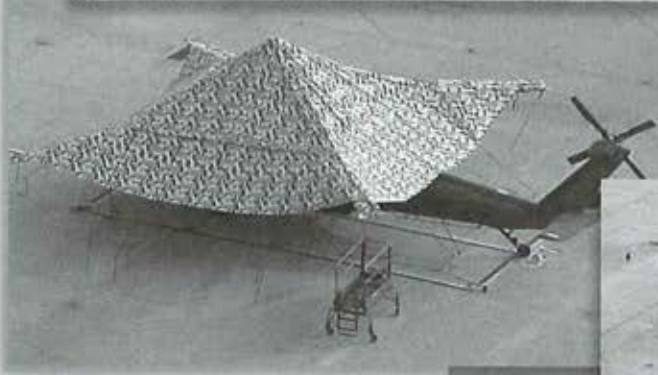
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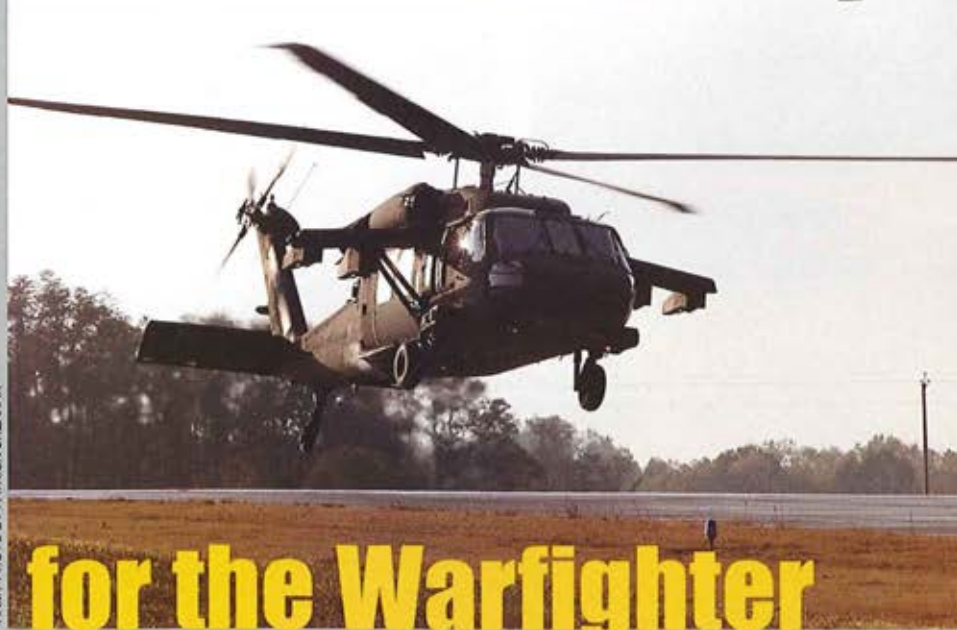
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# UH-60M

## Fielding the Next Generation Utility Helicopter



ARMY PHOTO BY PATRICK SHEAHAN

The modernized UH-60M Black Hawk helicopter is ready for full-rate production pending a formal decision by the Office of the Secretary of Defense targeted for May.

By LTC Robert H. Lunn,  
MAJ Robert L. Barrie  
and MAJ David Cheney

The UH-60M modernized Black Hawk helicopter is ready to enter full-rate production.

The FRP decision is currently targeted for May at the Office of the Secretary of Defense.

The UH-60M completed its initial operational test (IOT) this past November at Fort Hood, Texas with five aircraft.

The pilots and crew chiefs from Stetson Troop, 4th Squadron, 3rd Armored Cavalry Regiment finished the test three weeks ahead of schedule.

The test consisted of 35 operational missions conducted from field and garrison environments.

Stetson Troop flew over 248 flight

hours and maintained over a ninety percent mission capable rate.

In total, the pilots logged over 650 hours throughout aircraft training, collective mission training, and the record test; an unprecedented achievement for Army aviation.

### Initial Operational Test

The IOT was focused on evaluating the effectiveness and suitability of the aircraft. It was also aviation's first opportunity to develop tactics, techniques and procedures for how to fight the new technology.

The four redundant multi-function displays provide unparalleled situational awareness with color moving maps complete with threat symbology, storm scope and terrain avoidance information.

The moving map, combined with the fully coupled flight director, sig-

nificantly reduces pilot workload; especially in instrument meteorological conditions.

Blue Force Tracker (BFT) was used to send Joint Variable Message Format messages from aircraft to aircraft and to ground stations.

The BFT was also used to digitally send icons to the map in the aircraft.

The new digital Black Hawk has an integrated vehicle health monitoring system, or IVHMS, which provides on-board rotor track and balance solutions, and cockpit voice and flight data recording.

Essentially, every flight hour becomes a maintenance record and in some cases a maintenance test flight.

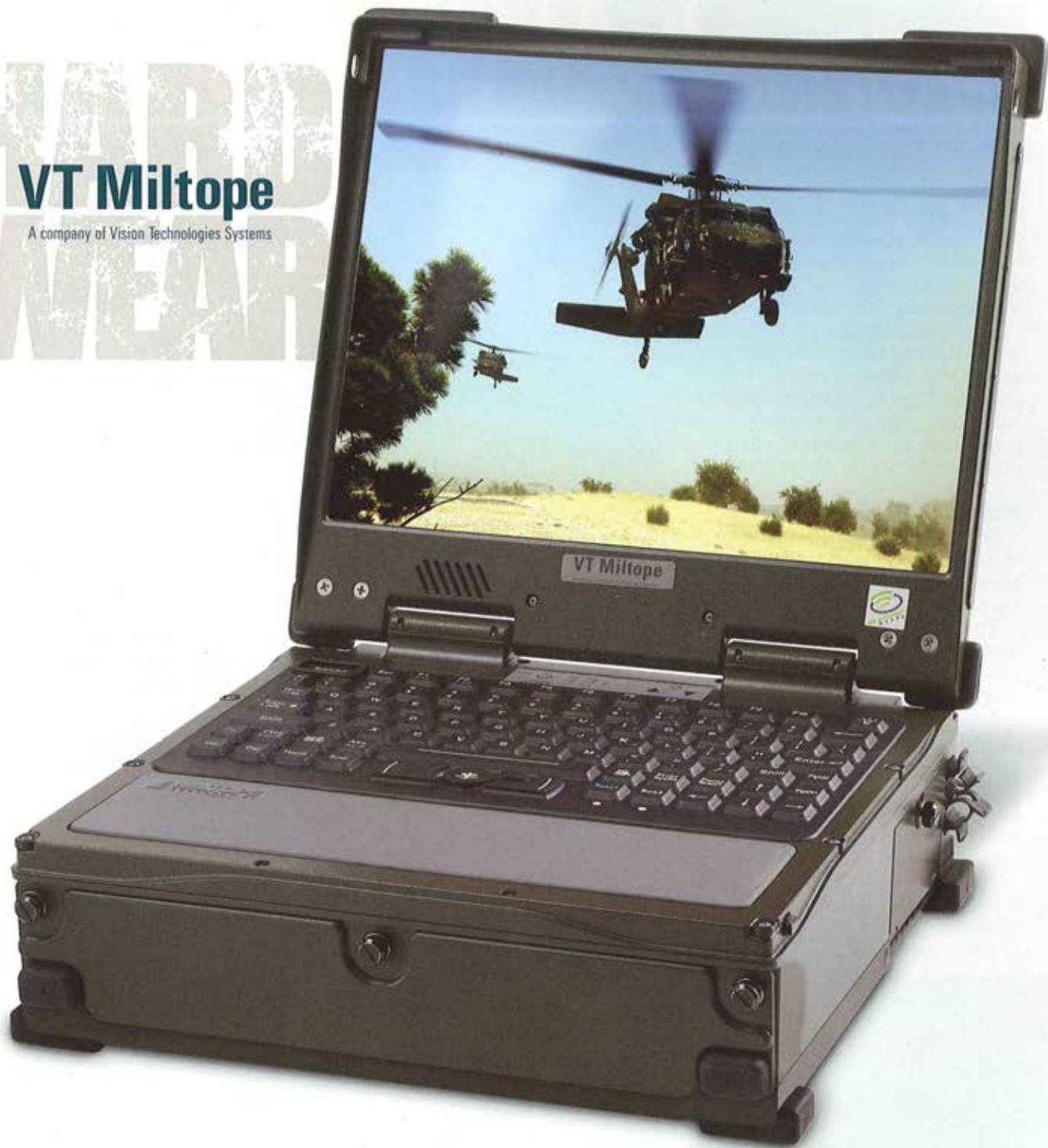
The collection of this data will dramatically improve maintenance management and assist in proactive aircraft troubleshooting so unit commanders can anticipate problems and



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become more agile when reacting to unscheduled maintenance events.

The IVHMS provides the foundation for transitioning to condition based maintenance that will further reduce operating and sustainment costs by allowing components to be used for their complete lives based upon actual usage from unit to unit, environment to environment.

While the test report and system evaluation report are still being written, all indications are that the aircraft performed well, with the aircraft exceeding all requirements and demonstrating a marked improvement over the legacy Black Hawk.

### MEDEVAC Version

HH-60M is the medical evacuation version of the aircraft, and started its operational test in January at Fort Rucker, Ala.

The HH-60M is a baseline M model aircraft with forward looking infrared radar, an external hoist, a tactical air navigation or TACAN system, and the HH-60L medical equipment package integrated onto the aircraft.

The final efforts of the baseline program are to integrate the common missile warning system and the ARC-231 multi-band radio with satellite communications onto the aircraft.

The operational test for this effort is scheduled to begin in March at Fort Rucker.

Since completion of the opera-

ARMY PHOTO BY LARRY FURNACE



tional test, several UH-60M aircraft have been flown to Fort Rucker and to the U.S. Army Aviation Logistics School at Fort Eustis, Va., for six months of initial key personnel training, known as IKPT.

First unit equipped training begins in July, making ready the first aircraft unit to go to war with the UH-60M.

### UH-60M Upgrade Program

As the UH-60M baseline completes its development activities and begins fielding, the Project Office has initiated the development of upgrades to meet the Warfighter's objective requirements.

The upgrade development effort was made possible due to the cancellation of the Comanche Program and has been underway since 2005.

The UH-60M Upgrade program consists of integration of a fly-by-wire (FBW) flight control system, full-authority digital electronic control (FADEC) for the T700-GE-701D engines, composite tail cone and drive shafts, the common avionics architecture system cockpit, and a fully coupled flight director system integrated with the FBW flight control system.

### Fly-by-Wire Flight Control System

The cornerstone of the UH-60M Upgrade development effort is the FBW flight control system (FCS).

Over 400 flight critical compo-

The UH-60M incorporates the common avionics architecture system cockpit with four redundant multi-function displays. The MFDs provide unparalleled situational awareness with color moving maps with threat symbology, storm scope and terrain avoidance information.

nents are removed from the aircraft and replaced by a full authority, triple redundant system.

The system is controlled by three independent flight control computers that drive flight regime-based control laws.

The control laws are optimized for operation in degraded visual environments to include night vision goggle flight and brown-out conditions.

Incorporation of active inceptors allows for tactile feedback and cueing in the controls.

Cueing and feedback in the controls allow crews to remain focused outside the aircraft in power limited situations or when control margins are reached.

The system integrates electrical and hydraulic improvements to improve the fault and ballistic tolerance, redundancy and maintainability of the overall FCS.

When fielded, the FBW FCS will bring dramatic improvements to the handling capabilities of the aircraft and enhance the safety and combat efficiency of our crews in degraded, austere environments.



ARMY PHOTO BY LARRY FURNACE

As part of the operational test, pilots from 4th Sdqn., 3rd Arm. Cav. Regt., conducted a variety of operational missions, including external loads such as lifting this humvee.



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## SPECIAL FOCUS PM HARDWARE UPDATE

FADEC integration permits the crew to monitor engine performance in real time, manage HIT and maximum power checks without manipulation of the power control levers, and for the first time, provide on-demand contingency power capability for dual engine operations.

The FADEC training panel will allow units to train for contingency operations while located at sea-level conditions by providing on-demand simulated high-hot engine performance.

Integration of FADEC with the FBW FCS improves transient droop performance, and tactile cueing of the collective provides enhanced maneuver performance following single engine failures.

### Glass Cockpit for UH-60M

In an effort to minimize recurring software and hardware costs through commonality, the UH-60M Upgrade incorporates the common avionics

architecture system (CAAS) cockpit. Enhancements to existing CAAS implementations include pilot-vehicle interface improvements, integrated aircraft survivability equipment displays, and integration of a fully-coupled flight director.

Drawing on experience gained from the development of the successful UH-60M cockpit, the UH-60M Upgrade CAAS development will increase the integrity of the system and ease usability by bringing essential information to the top-level of the displays.

Additional weight reduction and performance enhancements provided by the UH-60M Upgrade include composite tail cone and drive shafts, an improved stabilator actuator, modified stabilator position sensor located on the outside of the vertical fin, and maintenance and integrity improvements to the electrical and hydraulic systems.

### For The Future

Throughout the development effort, the UH-60M Upgrade design team has worked hand-in-hand with the logistics and maintenance community to validate the design efforts, verify installations, and ease maintainability.

The critical design review for the UH-60M Upgrade was completed recently in October.

The FBW control laws began flight testing on a prototype test aircraft with active cyclic and collective controls at the U.S. Army Aeroflightdynamics Directorate (AFDD) in December.

The control laws will continue optimization and testing at AFDD through June, with first flight of the UH-60M Upgrade prototype aircraft scheduled for this December.

Production cut-in for the UH-60M Upgrade is planned for fiscal year 2008.

Following operational testing in FY10, first unit equipped is scheduled for FY11.



*LTC Robert H. "Chip" Lunn is the UH-60M product manager, MAJ Robert L. Barrie is the assistant PM for the UH-60M Upgrade program, and MAJ David Cheney is the assistant PM for UH-60M Test and Evaluation, with the Utility Helicopter Project Manager's Office, Redstone Arsenal, Ala.*

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The UH-72A Lakota light utility helicopter is a dual engine, 4-bladed ridged rotor system aircraft capable of carrying a crew of two and eight passengers.

# UH-72A LAKOTA Exceeding Expectations



EAOS/NA PHOTO

By LTC James B. Brashear and MAJ Kirk M. Ringbloom

**G**EN Richard Cody, the Army Vice Chief of Staff, and LTG Clyde Vaughn, the Director of the Army National Guard, accepted delivery of the Army's first light utility helicopter (LUH) Dec. 11 at the American Eurocopter (AE) facility in Columbus, Miss.

This event marks a significant milestone in Army aviation modernization and transformation.

Continuing tradition, GEN Cody designated the new UH-72A aircraft the "Lakota" in honor of the Native American Great Sioux Nation Lakota division.

Several Lakota dignitaries were present at the historic ceremony.

The Army's main goal in procuring the UH-72A is replacing the aging UH-1 and OH-58C fleet with a modern aircraft at lower procurement and operational and sustainment costs than the Army's primary UH-60 utility helicopters.

Initial fielding of the UH-72A will allow 23 UH-60A aircraft to be displaced to the current warfight in support of Aviation Transformation initiatives.

## Filling a Need

The UH-72A will conduct light utility helicopter missions in support of Homeland Security, Force Generation, and non-tactical (table of distribution allowance) unit mission requirements.

The Lakota is interoperable with other joint services, government agencies, and non-governmental organizations.

It provides the Army first response capability to react to acts of terrorism, conduct civil search and rescue, support damage assessment, and perform medical evacuations (MEDEVAC).

The Lakota also supports test activities, training centers and counter-drug operations.

The LUH has the capability and cargo capacity to carry eight passengers in the standard mission configuration, or to carry two patient litters, a medical attendant and a crew chief in the North American Treaty Organization MEDEVAC configuration.

The MEDEVAC configuration also offers a rescue hoist.

All UH-72A have provisions to use

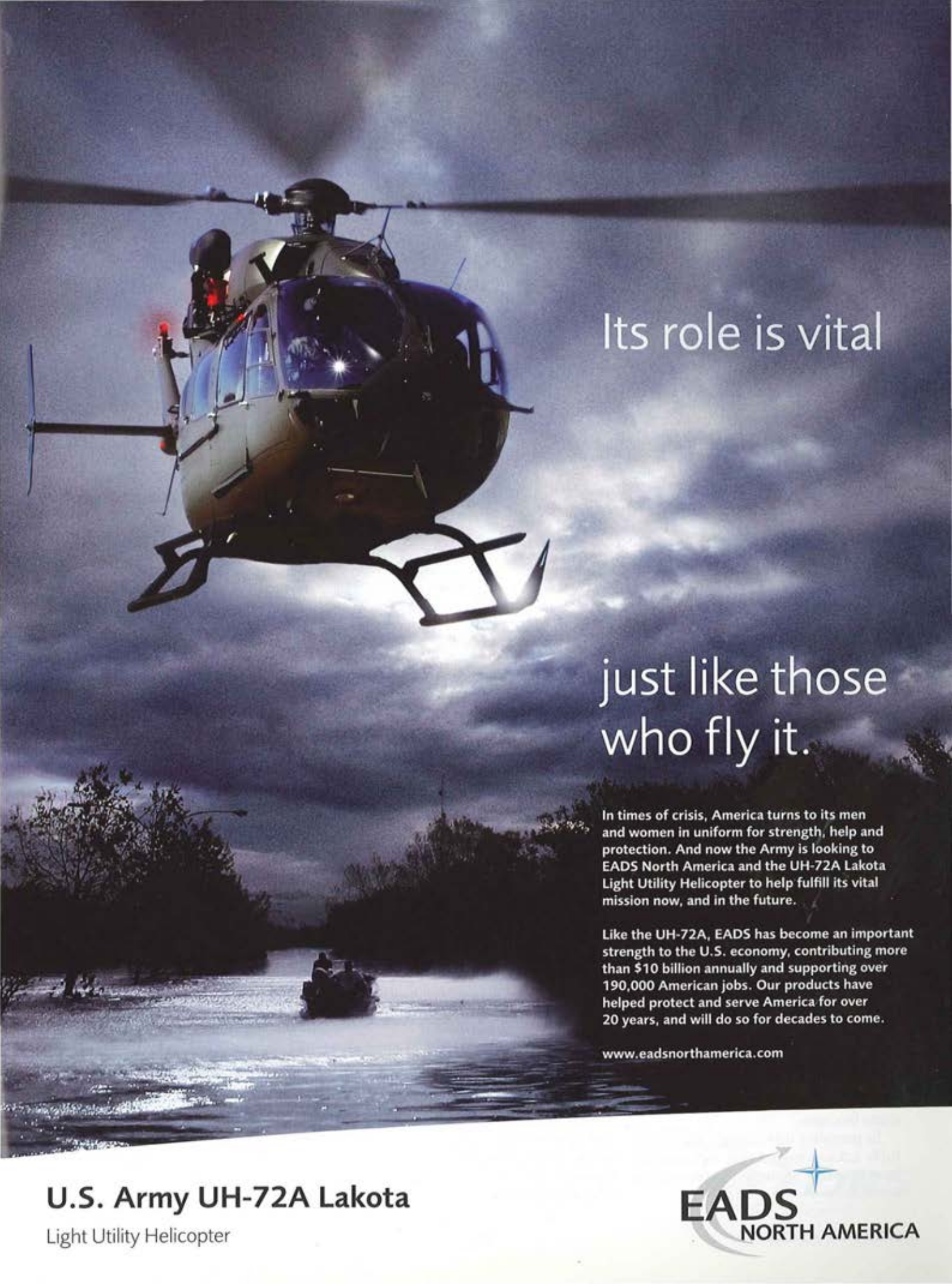
the aircraft in either configuration, and come equipped with a cargo hook for external loads.



COURTESY/PHOTO

The initial key personnel training graduates Nov. 18, the Army's first Lakota pilots, after completing the commercial aircraft qualification training provided by American Eurocopter at their Grand Prairie, Texas facility. From left to right: LTC Patrick Mason, CW4 Sean Higgins, CW4 Michael Chickilly, Mr. Michael Weis, CW4 Rucie Moore and CW4 Doug Savell.





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GEN Richard A. Cody presents his remarks on behalf of the Army's acceptance of the first UH-72A during a Dec. 11 ceremony in Columbus, Miss.

It has dual engines, a 4-bladed ridged rotor system, a 3-axis autopilot, and an advanced cockpit design.

The Lakota's communications and navigation suite is unprecedented.

The aircraft is equipped with eight radios that provide very high frequency (VHF), ultra high frequency (UHF), frequency modulation (FM), and emergency public safety band coverage to simultaneously communicate with military units, law enforcement, emergency service providers, and air traffic services.

Outfitted with dual Garmin GNS-430 global positioning system navigation, distance measuring equipment (DME), and dual VHF Omni directional range (VOR) and instrumented landing system (ILS), the aircraft is Federal Aviation Administration (FAA) approved for single pilot instrument flight rules (IFR) operations.

### **Stepping Outside the Box**

The Lakota is a commercial-off-the-shelf (COTS) non-developmental item acquisition meaning that no new technologies were required to be developed.

The decision to purchase a COTS aircraft for the LUH program is a paradigm shift in the way the Army conducts business.

In pursuing this aircraft, the Army fully acknowledged that there would be cost and materiel improvement limitations.

Presently, the acquisition strategy and programmed budget support the procurement of aircraft configured according only to the Joint Readiness Oversight Council approved capabilities development document used for the Milestone "C" Low Rate Initial Production decision.

### **Mission Equipment Packages**

With the understanding that units may have specific operational requirements beyond the capabilities provided by a COTS solution, the Lakota offers significant growth potential to integrate additional mission equipment packages (MEP) into or onto the airframe.

Units may submit an operational needs statement for additional MEPs according to Army Regulation 71-9, Materiel Requirements (Appendix B).

Of paramount importance to the LUH program is maintaining FAA certification.

MEPs and/or aircraft modifications must be arranged by the life cycle manager and contracted through the original equipment manufacturer (OEM).

This methodology is necessary to ensure FAA certification remains valid since the OEM is responsible for procuring, testing and integrating new items to FAA standards.

The materiel developer, in concert with the OEM and users, must assess the technical and cost feasibility of each desired MEP modification.

The most applicable capabilities can then be delivered directly while maintaining strict configuration management and most importantly — FAA certification.

### **Maintenance Simplified**

Aircraft maintenance will be in accordance with FAA, the OEM, and Army policies, regulations and procedures.

The LUH will be fielded and sustained under the two-level maintenance support concept; consisting of field level maintenance and depot or sustainment level maintenance.

Active component aircraft will receive full contractor logistical support (CLS).

Active component units will not perform any maintenance on the aircraft; aircraft operation will truly be turn-key.

Maintenance contract performance is measured by aircraft availability and depot repair turn-around-time (TAT).

The National Guard has opted for a "hybrid" CLS maintenance strategy.

The OEM is responsible for parts supply support while Army maintainers perform field level maintenance. Depot level repairs remain a maintenance contractor responsibility.

Hybrid CLS maintenance contract performance is measured by parts fill rate and depot repair TAT.

### **"Lakota" Warfighter Training**

The UH-72A pilot training plan consists of three phases.

*Phase I* includes the initial key personnel training or IKPT, commercial aircraft qualification training provided by the OEM, and an active and Reserve component mobile training team (MTT).

The MTT is responsible for unit instructor pilot qualification beyond the OEM's basic aircraft qualification training.

Instructor pilots will then train unit pilots on mission tasks (e.g. night vision goggle (NVG), external loads, etc.) not trained during the OEM aircraft qualification.

*Phase II* is a transition between the vendor new equipment training team and the establishment of an institutional training base at the Eastern Army National Guard Aviation Training Site (EAATS).

During this phase, OEM training will continue to be the source for initial aircraft qualification training and the institutional training base completes training previously conducted by the MTT.



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ARMY PHOTO BY PATRICK SHEAHAN

The UH-72A cockpit is equipped with eight radios, dual global positioning system navigation, DME, dual VOR and an ILS navigation radio.

In *Phase III*, EAATS will assume full responsibility for all pilot training.

Commercial OEM maintenance training will be provided to aircraft maintainers.

However, active component crew chiefs will not attend this training because of the full CLS maintenance concept.

Unit instructor pilots will be responsible for conducting aircraft familiarization for active component non-rated crewmembers.

Reserve component mechanics and crew chiefs will attend commercial OEM maintenance training.

Similar to the rated aviator training concept, maintenance training responsibility will eventually migrate completely to the U.S. Army Aviation Logistics School at Fort Eustis, Va.

The IKPT for pilots was conducted at the AE facility in Grand Prairie, Texas Nov. 6-17 in preparation for pre-operational test (OT) requirements.

Prior to the OT, the Aviation Technical Test Center at Cairns Army Airfield, Fort Rucker, will conduct aircraft safety testing and develop the necessary materiel and safety releases.

Fort Rucker's Directorate of Training and Doctrine and the Directorate of Evaluation and Standardization are responsible for conducting training development.

### Initial Aircraft Fielding

The UH-72A will undergo the OT in March at the National Training Center (NTC), Fort Irwin, Calif.

The NTC site was intentionally selected for two reasons.

*First*, the adverse environmental conditions (high/hot) experienced at the NTC are well known.

*Second* is the fact that the NTC MEDEVAC unit is both the test unit and the first unit equipped (FUE).

Test events include air movement of internal and external loads, MEDEVAC missions, an interoperability

communications exercise, and a live rescue hoist.

Additionally, the aircraft will test fly in day, NVG and IFR flight modes.

After completing the OT, the unit is scheduled to receive six aircraft by May 1 to replace their UH-60A aircraft.

Pending a favorable Operational Test report confirming the suitability of the UH-72A to conduct LUH missions, and meeting all FUE requirements, the UH-72A Lakota program will proceed to full rate production, which is expected in July.

### Conclusion

Overall, the UH-72A Lakota is a much needed and timely addition to the Army aviation fleet.

The COTS acquisition strategy has proven effective by the speed in which the Army has been able to put a modernized and affordable aircraft in the hands of the Soldier (less than three years from concept to first aircraft delivery).

The dedicated professionalism of the UH-72A Lakota Team, including the combat developer, materiel developer and the test community, is reflected in the success of the program.

The delivery of the first Lakota aircraft is an important milestone for Aviation Transformation and represents a significant paradigm shift in aviation acquisition activities while marking the start of an undoubtedly legendary future.



*LTC James B. Brashear is the product manager for the Light Utility Helicopter with the Utility Helicopter Project Manager's Office, Redstone Arsenal, Ala. MAJ Kirk M. Ringbloom is the assistant TRADOC System Manager for Lift (Utility) at Fort Rucker, Ala.*

## ARMY FLEET SUPPORT

### PILOTS

Army Fleet Support, the aircraft maintenance contractor at Fort Rucker Ala., is accepting resumes to maintain on file for qualified maintenance test pilots in the following aircraft, AH-64D, CH-47D, UH-60, OH-58D/R & OH-58C. Must have a valid and current FAA Commercial Pilot Certificate with rotorcraft and instrument ratings and be able to pass an FAA Class II flight physical. Resumes are also being accepted for Manager/Chief Flight Safety Standardization Pilot and Standardization Pilots. In addition to the above qualifications, the desired candidate should have a helicopter flight instructor/instrument certificate.

E-mail resumes to [afsrecruiting@frmaint.com](mailto:afsrecruiting@frmaint.com). Army Fleet Support is an equal opportunity employer.




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# Cargo Helicopter Update Providing the Vital, Versa

**T**he CH-47 Chinook helicopter is the heavy lift aircraft of choice for many critical combat, combat support and combat service support missions of the United States Army.

For more than four decades Soldiers have relied upon the Chinook to provide vital, versatile heavy lift support for combat, emergency and peacetime operations.

Over the past year, the Chinook has been able to meet all readiness requirements while accumulating more than 73,000 flight hours.

This is a 7 percent increase in hours over the previous year. This rise is significant because the hours flown was accomplished with 25 fewer aircraft.

The 25 aircraft reduction occurred because CH-47D aircraft were placed into the CH-47/MH-47G remanufacturing line.

More than 55,000 of these hours were logged in support of major theater operations including Operation Enduring Freedom, Operation Iraqi Freedom and earthquake relief to victims in Pakistan.

The CH-47 also supported many rescue and relief missions throughout the United States.



Most recent operations within the continental U.S. include the search and rescue operations for the missing mountain climbers on Mount Hood, Ore., and support of a number of search and rescue operations after major snowstorms hit several Midwestern states.

Additionally, CH-47 units provided aid to Midwestern farmers and cattlemen by providing airdrops of hay to livestock stranded by the snowstorms.

## Next Generation Chinook

It is exciting times for the Army aviation community.

Just as its predecessors, the CH-47F will soon be the Army's heavy lift aircraft of choice.

The first fully equipped production CH-47F was delivered to the Army in November.

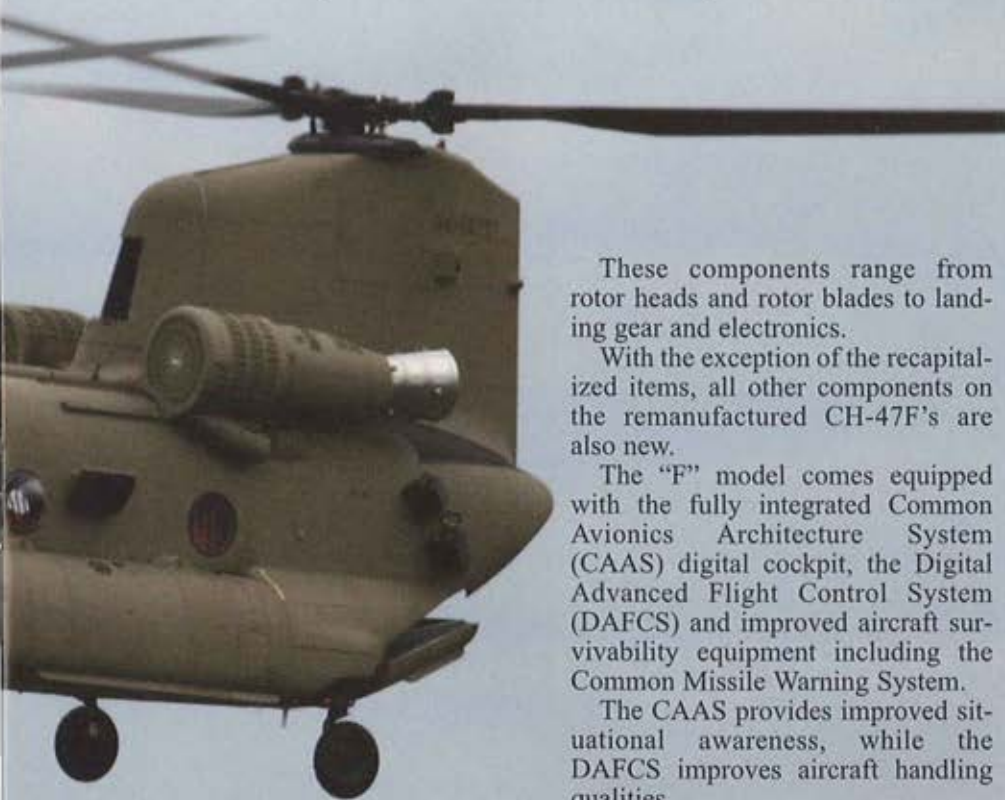
A total of 452 "F" model aircraft will be delivered over the next 12 years.

Every CH-47F delivered has the



# Antile Heavy Lift for the Army

By COL Newman Shufflebarger and Kent Smith



new machined monolithic airframe, new hydraulic systems and new wiring and wiring harnesses.

The new airframe is designed to provide additional structural support to previously identified stress areas.

Of the 452 aircraft, 119 will be new builds and the remaining 333 are "remanufactured" aircraft.

The remanufactured aircraft has 97 items that are recapitalized components from a retired CH-47D.

These components range from rotor heads and rotor blades to landing gear and electronics.

With the exception of the recapitalized items, all other components on the remanufactured CH-47F's are also new.

The "F" model comes equipped with the fully integrated Common Avionics Architecture System (CAAS) digital cockpit, the Digital Advanced Flight Control System (DAFCS) and improved aircraft survivability equipment including the Common Missile Warning System.

The CAAS provides improved situational awareness, while the DAFCS improves aircraft handling qualities.

Each aircraft is also fitted with the improved Air Transportability Kit.

This new quick disconnect design will significantly reduce tear down and rebuild time for deployment operations.

The First Unit Equipped (FUE) with the CH-47F will be completed in July. Subsequent units will be fielded at a rate of two units per year.

The CH-47F Chinook Transportable Flight Proficiency Simulator, or



New build CH-47 Chinooks move down the assembly line at the Boeing Rotorcraft Systems facility in Ridley Park, Pa.

TFPS, was developed to train pilots to operate the CAAS equipped aircraft.

The first TFPS was delivered to Fort Campbell, Ky., in 2006 and the first aircrew completed their flight simulator training in January.

Between January and July this year, aircraft will be delivered to the FUE unit.

Maintenance crews and support personnel will complete their initial training, and will receive all new tools, support equipment and publications required to support the CH-47F.

## CH-47D Support and Sustainment

While the arrival of the CH-47F marks a major milestone, the Cargo Project Manager Office (PMO) remains committed to providing complete support for the existing CH-47D fleet until the last CH-47Fs are fielded in 2018.

Soldier focused logistics, which consolidated key Chinook support organizations and people into one centralized location under the control of the CH-47 Program Manager, has proven to be an effective Army transformation program.

This collocation and integration of

The first production CH-47F Chinook helicopter successfully completed its first flight Oct. 23 from the Boeing Rotorcraft Systems facility in Ridley Park, Pa. A total of 452 "F" model aircraft will be delivered over the next 12 years.





ARMY PHOTO BY SFC ROBERT C. BROGAN

Left: Iraqi soldiers exit a CH-47D and take up positions around the perimeter of their landing zone at the commencement of a Dec. 6 operation. More than 55,000 flight hours were logged by Chinooks in support of major theater operations as Operations Enduring Freedom and Iraqi Freedom and earthquake relief in Pakistan.

Below: A Chinook hovers over an external load ready when cleared to lift. The Cargo Project Manager's Office is working issues, such as a redesigned cargo hook, to extend the service life of the D model to 2018.

all CH-47 life cycle management personnel has improved communications and provided quicker response times to support the fleet.

Modernizations, improvements and upgrades continue to be integrated into the legacy D-model Chinooks.

Integration of the third generation of Blue Force Tracker and the common missile warning system (CMWS) are two examples of improvements currently being installed on the CH-47D.

More improvements on the horizon include installation of the EPUSHA pump which provides electrical power instead of manpower to "prime" the start accumulator for the auxiliary power unit.

In addition, the Cargo PMO is fielding a new crashworthy crew seat for crewmembers in the aircraft cabin.

Longer term development projects for the CH-47D include an improved electronic control unit for the engines, a redesigned cargo hook and an improved engine tailcone designed to improve the survivability characteristics of the Chinook.

**Condition Based Maintenance, Health Usage and Monitoring System**

The CBM initiative is a risk reduction approach to aircraft maintenance.

The key to the success of CBM is to identify component degradation to preclude a failure from actually occurring.

In support of the CBM initiative, PM Cargo is developing a HUMS for the CH-47 aircraft.

The CH-47 HUMS will provide real time monitoring and status reporting of critical components on the aircraft.

The information provided by this system will allow maintainers and



operators to identify problematic areas on the aircraft so the appropriate corrective action can be accomplished.

Digital collection of the HUMS data and comparisons of that data over a period of time will become the baseline for CBM.

Analysis of the data collected will provide essential information required to identify failure rate trends of several key components.

Once these trends have been identified, the aircraft maintenance plan will be adjusted to repair or replace these items prior to their actual failure thus eliminating the propagation of these failures to other components.

PM Cargo continues in their efforts to develop and field a complete data collection and analysis system to meet the goals and challenges of CBM.

**Summary**

The primary mission of the CH-47 PMO is to provide one face to the field to support and sustain the Chinook helicopter fleet.

The Cargo PM and all Team Chinook members are excited about

the promising future of the Chinook program.

The modernized CH-47F is now an Army reality. The legacy CH-47D aircraft will remain a part of Army aviation for a decade to come.

The challenges of fielding, maintaining and sustaining both aircraft are many, but the Chinook community is eager to take on these challenges.

We are embracing the concept and implementation for CBM and we are committed to further reducing the burden on the American Soldier.

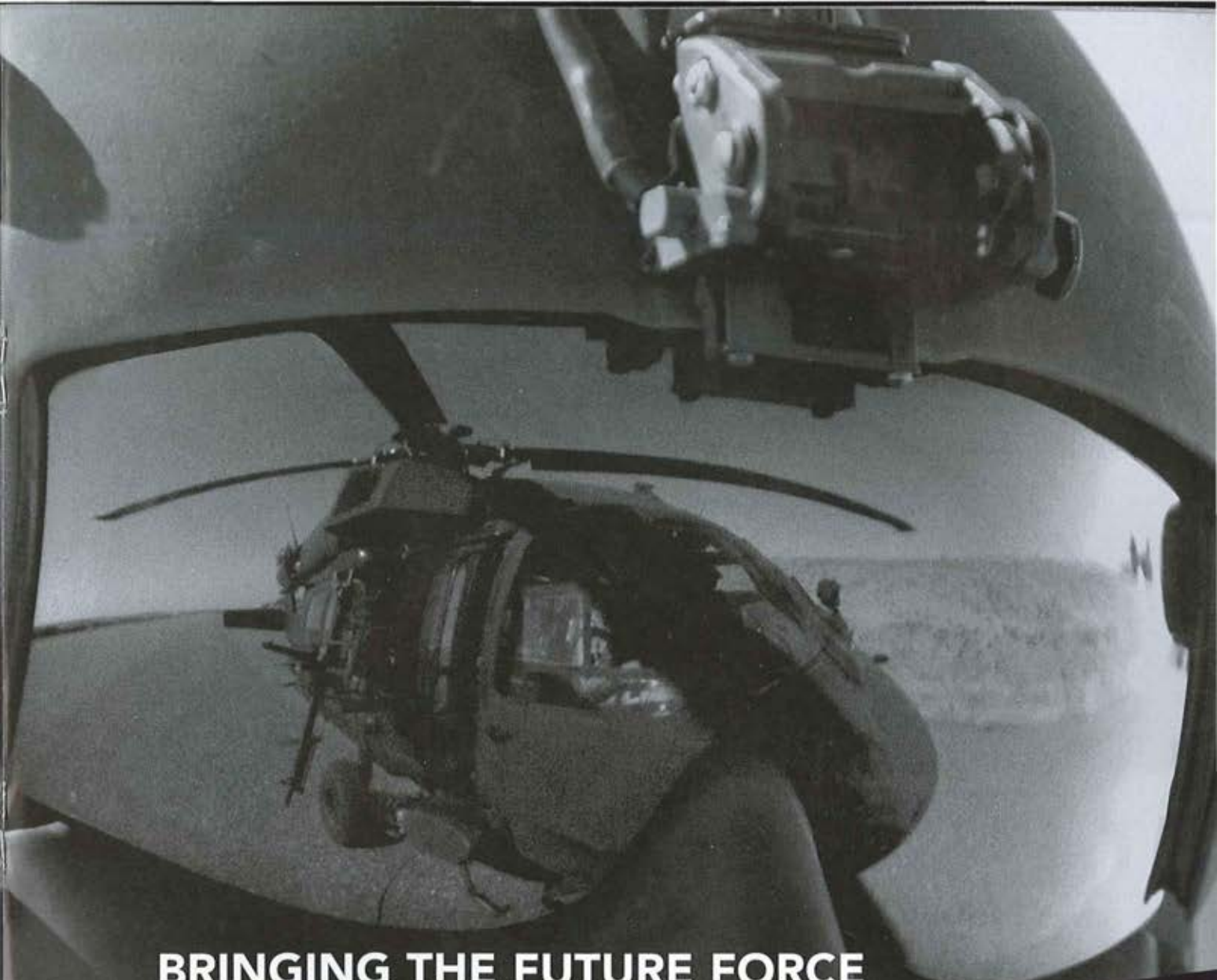
We are proud of the outstanding Chinook legacy that has been in the making for over four decades.

We are determined to maintain the high standards established by our predecessors and we are looking forward to continuing that legacy with the modernized CH-47F.



*COL Newman Shufflebarger is the project manager and Kent Smith is the chief of staff for the Office of the Project Manager for Cargo Helicopters, Program Executive Office for Aviation, Redstone Arsenal, Ala.*





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# Modernization

## Of The Guardrail Common Sensor Fleet

By Michael Kather

An RC-12K aircraft, with the Common Missile Warning System, with the engines running during a ground operational test.

PHOTOS BY TOMMY GALSTRAP

The arduous task of transforming the Army fixed wing aircraft fleet belongs to the Fixed Wing Product Management Office (FWPMO) at Redstone Arsenal, Ala.

Balancing available funding with users' schedules during modernization programs is very often a complex weave of dates and aircraft locations.

Until the evolving program authorizations for replacement aircraft are complete, the FWPMO must ensure a viable fleet is continuously available to the warfighters.

The Special Electronic Mission Equipment or SEMA fleet is the Army's number one fixed wing priority and consists of both the Guardrail Common Sensor (GRCS) and the Airborne Reconnaissance Low aircraft.

Both are scheduled for replacement by the Aerial Common Sensor system sometime after 2020.

The GRCS fleet was originally scheduled to retire beginning in 2013, but program changes delaying their retirement is driving significant modification to the cockpit and mission gear to ensure world-wide deployability and mission effectiveness.

The FWPMO is working closely with the Product Director Aerial Intelligence Surveillance and Reconnaissance (PD-AISR) at Fort Monmouth, N.J., to ensure the system integration of cockpit and mission equipment is completed on schedule and within budget.

PD AISR is the configuration manager and materiel manager for all the on-board systems, while FWPMO is the configuration manager for the platform (aircraft).

FWPMO will lead the cockpit modernization using a

defense contractor and will include both FAA Supplemental Type Certificate and Army Air Worthiness Release.

The Army operates military aerial exploitation battalions (AEBs) worldwide that employ the GRCS system and support the Army intelligence requirements, the training base, and deployment cycle in support of Operation Iraqi Freedom.

The current GRCS fleet is operated using different models of the same basic aircraft.

The FWPMO has contracted with the original equipment manufacturer to ensure service life expectations of the remaining fleet will be met.

The economic cost to repair these aircraft far exceeds the Army's capability to fund and sustain.

The units will be fielded with fully modernized aircraft and modernized intelligence gathering systems.

Both will operate within the current weight and power constraints of the existing aircraft.

Each battalion will be standardized.

The Army Intelligence and Security Command is working with Headquarters, Department of the Army, to ensure adequate support aircraft are also assigned.

Table of Organization and Equipment (TOE) changes will be made as systems are fielded.

The modernization program will also include an Aircraft Condition Inspection, or ACI, that produces a "clean" log book.

These modernized aircraft will be delivered to the user as a complete set resulting in minimal interruption at the unit.





Above: An RC-12Q with the DASR during testing in the anechoic chamber.

Right: An RC-12Q with the Direct Air-to-Satellite Relay (DASR), the hump on top of the passenger cabin.

Below: The RC-12K with the Common Missile Warning System (CMWS)

PHOTOS BY TOMMY GILSTRAP



## THE MODERNIZED COCKPIT FEATURES INCLUDE:

### Flight Display System

- Electronic Flight Instrumentation System (EFIS).
- 3 Display systems modeled after the supplemental type certificate BE200-300 aircraft.
- Existing Autopilot and Flight Director integrated to display system.

### Flight Management System (FMS)

- Dual flight management systems.
- (3) Global Position System sensors.
- #1 and #2 integral to the FMS.
- #3 Tasman TA-12S (NAVWAR) with PPS selectivity.
- 4th Navigational sensor input.
- Wide area augmentation system capable.
- Required navigational performance selectivity.
- Radio tuning of the basic VHF communication and navigation radios through Radio Control Units (RCU).
- Onboard dataloader for database updates and code loading for the ARC 210 radios, and loading of pre-planned missions into the FMS.
- Laptop computer for data loading, FDE predictions, and performance planning.
- System designed to provide Enhanced Surveillance (ES) data to the transponder.

### ARC 210 VHF/UHF Radios

- 2 radios.
- SINGARS and HAVEQUICK.
- SATCOM capable.

### Weather Radar

- New weather radar.
- Weather and Turbulence.

### Update APX-119

- Transponder updated for Enhanced Surveillance (ES).

### Integration of TCAS and TAWS Displays

- TCAS II traffic display and Resolution Advisory (RA) integrated to displays.
- EGPWS Terrain and "Pop-up" displays integrated to displays.

### Flight Data Recorder (FDR)

- Updates as required.

### Separate Audio Panel for Mission Radios

- ARC 210 radios tuning exclusive of RCUs.
  - Other mission radios would be controlled from the panel
- GATM compliances and capabilities; 8.33 VHF frequency spacing; FM immunity; Dual FMSs; GPS navigational and approach capabilities; TCAS II; TAWS; enhanced surveillance capable; Data Link capable (future CPDLC).



The rotational forces will continue to be available to the warfight during this modernization process with sufficient force structure to complete assigned missions, and the final product will provide commanders with a more capable system.



*Michael Kather is a fixed wing aviation subject matter expert contractor with EDO-CAS in the Fixed Wing Product Management Office, Program Executive Office for Aviation, Redstone Arsenal, Ala.*



# Afghanistan the 2nd Time Around

## How Technology is Saving Lives and Helping the Aviation Warfighter

By CW2 Gregory J. Lund



SGT Scott Anderson is hoisted up by an UH-60L medevac helicopter while practicing rescue hoist operations at Bagram Air Base, Afghanistan.



A photo of the author, CW2 Greg Lund, flying during his deployment to Afghanistan.

In March 2006, the 1042nd Medical Company (Air Ambulance) returned from Bagram, Afghanistan.

A medevac outfit flying the UH-60L, the 1042nd is a National Guard unit based in Salem, Ore.

This was our second tour, Bagram being our primary base, but we also spent time at forward operating bases in Jalalabad and Khowst (also known as "Salerno").

I transitioned to the 60L Medevac mission when I entered the Guard after leaving active duty.

Before that, I flew the AH-64 for eight years, including commanding Co. B, 3rd Bn., 227th Avn. Regt., during Operation Desert Storm.

I can say from my own experience that the medevac mission is a very different one — you're not shooting at stuff, obviously, and I find it a much more rewarding mission.

Our first tour in Bagram ended in June 2003, and when we returned in July 2005 for our second tour, I was impressed with the changes Bagram had gone through in our short time away.

The first time I was in Afghanistan, the country was devastated; the buildings were largely reduced to rubble, and electric lighting was minimal.

The second time around, the facilities at Bagram air base in particular were vastly improved, but the city in general had grown and developed.

One of the first things that struck me was the pollution — a sure sign of the return of "civilization."

Bagram sits in a bowl, surrounded by rising terrain that traps the pollution until the seasonal winds scour it clean again.

When the pollution built up it was not unusual to have visibility limited to a half mile in smog.

On the other hand, once the wind picked up and cleaned out the smog, the blowing sand created near brown-out conditions, so limited visibility became a common occurrence and an additional challenge to our missions.

Another change we experienced between tours was the inclusion of new technologies on board our helicopters.





PHOTOS BY GREGORY LUND



The AN/AAQ-22 forward looking infrared (FLIR) system, mounted up under the nose of the aircraft cockpit, is helping aircrews fly and locate people under difficult circumstances and high risk situations.

Three of these that had a particular impact on our ability to do our job were the electronic data management kneeboard, the Blue Force Tracker, and the forward looking infrared (FLIR) system.

The electronic data management (EDM) system is a computerized moving map presented on a kneeboard display.

The EDM shows route-of-flight and terrain information, along with icons representing any aircraft or ground vehicle equipped with the Blue Force Tracker (BFT), a transponder-like system that helps us account for friendly forces.

The AN/AAQ-22 FLIR system detects and displays minute differences in thermal energy, allowing us to fly safely at night and in times of reduced visibility (remember that smog?), as well as giving us the confidence that we can spot potential threats and our gunship escort from kilometers away.

Nights with no moon or starlight became truly "zero-illum" conditions once we got outside of the city environs.

In these conditions our night vision goggles were, for all intents and purposes, useless.

Considering the topography common in that part of the world, we relied heavily on the combination of EDM, BFT and FLIR to get us where we need to go without merging with the rising terrain.

The EDM and FLIR were a good combination to use together during the daytime as well, especially when trying to find remote landing sites around Bagram when the visibility was limited by smog or blowing sand.

But it was at night that these technologies really came into heavy use.

One mission in particular has stayed with me.

A Marine was in respiratory distress at an aid station in Jalalabad.

He had been intubated, was on a respirator, and needed to get to the larger hospital in Bagram fast.

As it turned out, this mission came on one of those "zero-illum" nights.

When our command worked through the risk assessment, their first question was, "Does the aircraft have a FLIR?"

As it happened, this aircraft did have a FLIR on board, and we were allowed to proceed with the mission.

If it hadn't been a FLIR bird they probably wouldn't have allowed us to go.

As we left Bagram behind, the intense darkness of the night set in.

In the States, it is nearly impossible to find a place utterly devoid of light — there is at least an overhead light on the side of the road.

String a few of those roadside lights together and you can have a rough idea of your situational awareness, but this night was so dark that even our NVIS-9 goggles showed us featureless black instead of the terrain rising all around us.

However, the FLIR, used in concert with the EDM's moving map, gave us a complete picture of the mountainous terrain and allowed us to navigate the 150 nautical mile round trip, including a notorious mountain pass called the "Devil's Crack," with relative ease.

In our Black Hawk, the left-seat pilot has responsibility for the advanced avionics and systems that help keep us safe in such challenging situations. He wears the EDM kneeboard, configures the radios and oper-

ates the FLIR. On this particular mission, I was flying left seat and acting as instructor pilot to a lower-time pilot in the right seat.

Using the FLIR and EDM kneeboard, I was able to free him from most navigation duties, allowing him to keep us right side up by concentrating on the NVG's integral heads-up display, confident that nothing bad was going to sneak up on us.

We landed in Jalalabad, picked up the injured Marine and flew back to Bagram without incident.

To my knowledge he recovered fully.

Had it not been for the FLIR and EDM, he probably would have had to wait until morning to get the treatment he needed.

The technological changes incorporated into the aircraft between our tours in Afghanistan have functioned as a force multiplier.

The AN/AAQ-22 FLIR, EDM and Blue Force Tracker allowed us to do our jobs in situations and conditions during our second tour that would have kept us grounded during our first.

To be fair, however, while technology allows us to be of use during a wider variety of conditions than before, it is the people that make things happen.

The pilots, crew chief and flight medic all have to work together as a team if we are to save the lives of Soldiers, Marines and Airmen under our care.

And we do.



*CW2 Gregory J. Lund is an Army aviator with over 15 years of experience and is an instructor pilot with the 1042nd Medical Company (Air Ambulance), Army National Guard, Salem, Ore.*



# Longbow Pilot Receives DFC for Afghan Combat Heroism



LTC Donald G. Fallin, commander of the 3rd Bn., 159th Avn. Regt., congratulates CW2 Philip Learn after awarding him the Distinguished Flying Cross for gallantry and bravery under fire during combat operations in support of Operation Enduring Freedom. ARMY PHOTO BY CPT DANIEL BRICE

*Editor's note: The following article is an extraction from the award recommendation narrative for the Distinguished Flying Cross for CW2 Philip Learn. We thank LTC Donald Fallin for providing us with various materials to retell this amazing story.*

Nearly a year after an intense enemy engagement in the mountains of Afghanistan, a pilot was recognized for his selfless and heroic actions, which saved the lives of many Canadian Special Forces (CANSOF) and American forces.

CW2 Philip A. Learn was presented with the Distinguished Flying Cross December 11 in Germany for his gallantry and heroism in action while conducting aviation operations on Dec. 4, 2005 in support of Task Force Storm and Operation Enduring Freedom XI.

Learn was then the pilot-in-command of "Phantom 32," an AH-64D Longbow attack helicopter with Troop C, 2nd Sqdn., 6th Cav. Regt., of TF Storm.

His aircraft was flying trail in a flight of three aircraft.

His mission was to provide aerial security to "Mustang 11" and "Mustang 12," two CH-47D Chinook helicopters, during the in route phase of the operation, and help guide the Mustangs into their respective landing zones.

The route took the aircraft north up the Chernartu Valley. Mustang 12, the second CH-47 in the flight would hit the southernmost helicopter landing zone first, called HLZ Hotel, fol-

lowed by HLZ Juliet.

Mustang 12's infill went without resistance into HLZ Hotel and then they continued on course to HLZ Juliet. Phantom 32 continued to cover Mustang 12.

As they moved north, Learn observed Mustang 11 was on fire, having been hit by a rocket propelled grenade (RPG) and small arms fire.

Mustang 12 continued up the valley towards HLZ Juliet, but Learn quickly called the Chinook to prevent them from flying into the hot LZ.

The radio call prevented Mustang 12 from continuing, but not before the CH-47D took significant damage to its hydraulics.

The valley opened up into an all-encompassing firefight. Flames engulfed Mustang 11, forcing the crew to make an emergency landing on the valley floor.

The enemy controlled the high ground and was fighting from multiple positions surrounding the downed aircraft.

Once on the ground, the 34 passengers feverishly exited the aircraft. The enemy had the crew and passengers pinned down, bracketing them with an immense amount of fire.

The air mission commander announced over the radio, "SAM launch," as they broke left in order to avoid the surface to air anti-aircraft missile.

The relentless enemy gained the initiative by using the rigorous terrain to their advantage as they launched numerous RPGs from multiple fighting positions at the flying aircraft.

Learn observed anti-coalition mili-

tia (ACM) in the southwest river valley engaging the downed CH-47D from only 75 meters away.

Undaunted by the enemy's attempts to take his aircraft out with RPGs, Learn relied on his aviation savvy and tactical expertise flying up the valley.

He voluntarily put his aircraft in a covering position under direct enemy fire to suppress and kill the enemy engaging the friendly forces on the ground.

Within seconds, Learn engaged and his first pass killed five ACM.

He broke left, bumped, and came back in for another attack.

A couple of RPGs crossed under his aircraft as he engaged and killed three more ACM.

The ACMs on the valley floor continued to engage, and once again, he set up for another pass.

All three times Learn engaged and killed ACM fighters, denying them any chance of overrunning the downed crew and passengers.

The entire time Learn conscientiously knew the enemy was engaging him from the high ground.

His calm composure under direct enemy fire was the primary factor in saving the lives of the disoriented coalition forces attempting to evacuate the downed aircraft.

Shortly thereafter, Learn observed ACM elements firing from an orchard on the north side, launching two more RPGs.

Again, Phantom 32 conscientiously flew in the face of the enemy, attacking them with his 30mm chain gun, killing three more.





CW2 PHILIP LEARN FAMILY PHOTO

CW2 Philip Learn, left, and CPT Brian Hummel stand in front of their AH-64D Longbow for a photo prior to launching on a mission from Kandahar Airbase, Afghanistan.

Then a recognizable voice from the ground forces came over the radio. It was Mustang 11's pilot on his survival radio.

Mustang 11, with CANSOF elements, notified Learn his position was being engaged by the enemy on the western ridgeline and they were bracketing their aircraft as they flew through the valley.

Learn flew up the valley providing cover fire for the coalition forces.

Mustang 11 continued to call, attempting to coordinate close combat attacks on the western ridgeline.

Learn knew there were friendly forces on that same ridgeline. His situational awareness played a key role in preventing a possible blue on blue situation while there still was no communication with coalition ground forces, other than that of Mustang 11.

Learn continued to rely on his judgment to assess the situation, flying through the valley at dangerously low altitudes and airspeeds along the western ridgeline in order to identify enemy fighters.

CW2 Learn soon positively identified the coalition forces on the ridgeline, preventing any chance of a fratricide by friendly fire.

Soon after, "Stone 16A" came over the radio from his position with the forces on the western ridgeline.

He informed Learn that enemy ACMs were consolidated at the highest peak on the eastern ridgeline. Coalition forces were walking straight towards ACM up the same ridgeline.

Stone 16A talked Phantom 32 onto the target. The AH-64D engaged the enemy stronghold with a pair of rockets and broke left. Stone 16A called back with an adjustment, "drop 50, left 50."

"Storm 6" came on the radio warn-

ing, "Phantoms, you're being engaged by RPGs from the compound with a blue tarp to your six."

Learn immediately oriented his aircraft, bumped, and engaged with rockets.

Then he conducted three turns, neutralizing the enemy threat in the compound.

He immediately focused again on the eastern ridgeline, making two more turns, spoiling any ACM attempts at destroying the coalition advance.

Soon after CANSOF elements, under direct support of Phantom 32's covering fire, captured the high ground.

Learn's action, without regard for

personal safety and putting the lives of the CANSOF soldiers and the Mustang 11 crewmen ahead of his own, sets a new standard for the Warrior Ethos. He stole the initiative from a relentless enemy in an ever-degrading situation.

His fearless acts of heroism, while under tenacious enemy fire were a primary contributing factor in the saving of 34 lives, reflect great credit upon himself, Task Force Storm, and United States Central Command.

Today, CW2 Learn serves as an instructor pilot with Co. B, 3rd Bn. (Attack-Recon), 159th Avn. Regt., 12th Cbt. Avn. Bde., in Illesheim.

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# 25th CAB Pilots Receive Broken Wing Award

By SPC Daniel Bearl

From left to right: BG Francis Wiercinski, the 25th ID deputy commanding general for Support, CPT John Davis, COL A. T. Ball, CW3 Steven Huiton and LTC James Barker, commander of 2-6 Cav. Regt., pose for a photograph after the presentation of the Aviation Broken Wing award.



The damaged OH-58D Kiowa Warrior main rotor blade; the quick reaction of the crew saved their lives and the aircraft.

**T**wo 25th Infantry Division pilots were presented with Army Aviation Broken Wing awards Nov. 27 at Contingency Operating Base Speicher, Iraq, for their actions during a training mission earlier in 2006.

CPT John B. Davis and CW3 Steven K. Huiton, assigned to the 25th Cbt. Avn. Bde., were recognized for successfully landing a damaged OH-58D Kiowa Warrior during training on Feb. 23 at the Pohokoloa Training Area in Hawaii.

Davis, the commander of Troop B, 2nd Sqdn., 6th Cav. Regt., and Huiton, the squadron safety officer, managed to land the OH-58D they were flying after one of the aircraft's rotor blades was damaged while firing rockets during a training exercise.

"During the [training] the first three rockets left the tube with no issue and impacted the target," Davis said.

"When CW3 Huiton fired the final rocket, the aircraft immediately began to severely vibrate and shake. This is when we realized that something had happened to the aircraft," he said.

Though the blade was severely damaged during the accident, the pilots were able to quickly work together to bring the helicopter to the ground in rough terrain at a spot just four feet wider than the main rotor blades, with minimal damage on touchdown.

The crew's quick reaction and teamwork were the deciding factors in safely landing the craft, Davis said.

"The crew is a team at the lowest level and we both contributed to a successful landing," he said.

"When you're able to see an event here that could have led to catastrophic results, but the air crew falls back on its training, successfully lands the aircraft, that inspires confidence in the rest of the air crew members," said COL A. T. Ball, 25th CAB commander.



*SPC Daniel Bearl is a Public Affairs photojournalist deployed with 25th Combat Aviation Brigade at Contingency Operating Base Speicher, Tikrit, Iraq.*

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# Rucker Farewells and Welcomes Branch Command Sergeant Majors

By Michelle Owens



ARMY PHOTO BY MICHELLE OWENS

CSM Donald Sanders, incoming USAAWC and Fort Rucker command sergeant major, returns the NCO saber to the NCOIC of the color guard after accepting responsibility from MG Virgil L. Packett II.

**A**rmy and Army Aviation Warfighting Center leadership, Soldiers and community members packed into the U.S. Army Aviation Museum Jan. 22 at Fort Rucker, Ala., for a change of responsibility and retirement ceremony for CSM Buford Thomas Jr.

Thomas relinquished responsibility to incoming CSM Donald R. Sanders in a ceremonial NCO sword exchange.

"Whether Soldiers are in (the U.S.), Korea or Germany, Sgt. Maj. Thomas' presence has always been known, and he's always been there for the Soldiers," said MG Virgil L. Packett II, USAAWC and Fort Rucker commanding general. "He's always been the kind of Soldier you want by your side."

For the past two years the USAAWC and Fort Rucker has looked up to the senior noncommissioned officer who, in his 30 years of military service, served as an exem-

plary model and leader for young Soldiers, according to his peers.

During the ceremony, Thomas received the Distinguished Service Medal and the Honorable Order of Saint Michael gold award.

He also addressed those in attendance and spoke highly of his replacement.

"(Sanders) will do well. I think he's the right aviation command sergeant major to come in and lead the Aviation branch's enlisted force through aviation transformation and take the enlisted structure to a new height," Thomas said. "I'm fully confident that he will do nothing less."

Sanders recently completed his service as the 1st Air Cavalry Brigade command sergeant major, 1st Cav. Division, Fort Hood, Texas.

He was deployed for six weeks in November to December before being assigned to USAAWC.

"I'm going to try to carry on what (the Army) is doing with the Global War on Terrorism. (I'm going to) try to bring some of the perspective that I had in the field, bring that to the warfighting center, and bring a fresh perspective in. I'm happy to be here," Sanders said.

"I call this 'Team Rucker' — the officers, enlisted, civilians and contractors — it's all one team. I just want to be a part of Team Rucker and be able to focus on helping warfighters downrange."

Sanders enlisted in the Army in 1979, training at Fort Eustis, Va., to become a fixed-wing crew chief.

He later served at Fort Rucker from 1985-1988, where he changed

his military occupational specialty to CH-47 Chinook crew chief.

During his career he's been stationed at various installations in the U.S., Germany and Korea, and spent the last 17 years going in and out of the Fort Hood area.

Sanders grew up in a military family and his father was a Marine.

"I like the military lifestyle. I decided to make it a career early on (in my service)," he said, adding that he has more than 27 years of service in the Army.

Sanders said his deployments with Desert Storm in 1991, Bosnia in 1999, and his first tour in Iraq from 2003 to 2004 taught him to be the Soldier he is today.

"(Deployments) bring the totality of why you're in the Army. The rest of the time you're always training. When you're over there, you see the end result of why (the Army) trains, and why we do what we do.

"The Global War on Terrorism may take a long time, but this is just a part of the history of the Army and of America," he said.

For Thomas, retirement means spending time with family, fishing, hunting and playing golf.

"I'm going to miss the camaraderie the most. I've worked with great Americans, from the contractors, civilians, retirees and active duty," he said. "I'll miss the environment. I don't think you can find it anywhere else in our society."

Thomas enlisted in the Army in August 1976, beginning his career as an OH-58 Kiowa scout helicopter repairman.



# 2007 AAAA Convention Soldier Sponsorship

The AAAA National organization has instituted a new program to help underwrite the cost of sending one Soldier from each chapter to the AAAA Annual Convention.



He served in various leadership positions at installations in the U.S., twice in Germany and once in Korea, and spent much of his career serving with the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, Ky.

Thomas said he based his own training and leadership methods on those of his former supervisors.

"I contribute a lot of my military growth and upbringing to the Vietnam-era aviation senior enlisted who took me under their wings and showed me what the Army and aviation was all about," Thomas said.

"I was impressed with the knowledge of their jobs, the way they took care of Soldiers and each other, even though there were hard times back then."

Before his departure, friends and colleagues held a farewell dinner for Thomas Jan. 19, presenting him with praise and gifts.

Thomas was surprised by a special presentation from former Dallas Cowboys Linebacker D.D. Lewis, who presented him with an official football helmet signed by Lewis and Thomas' favorite Cowboys player, Randy White.

Thomas hopes to continue being involved with Army aviation by pursuing career opportunities in the Huntsville (Ala.) area after he retires.



*Michelle Owens writes for the Army Flier command newspaper with the Public Affairs Office at Fort Rucker, Ala. This story was re-edited for Army Aviation magazine.*



The AAAA will provide one room, registration and tickets to all events for a **Junior Soldier (LT, WO1, E1-4)** from your chapter. All you have to do is select them and underwrite the cost of getting them to the convention site.

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Contact the AAAA Executive Director, Bill Harris, 800-722-ARMY ext 123, [bill@quad-a.org](mailto:bill@quad-a.org) for more details. We need a message from your chapter indicating that you are paying for roundtrip travel to the AAAA Annual Convention for a specific soldier, the POC info for that soldier, and endorsement by your local chapter president.

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# 10th CAB Flight Medic and MEDEVAC Crew Take DUSTOFF Honor

By MSG Doug Sample

**A** medic and a flight crew with the 159th Medical Company (Air Ambulance) were recently selected as "Medic" and "Rescue of the Year."

The honorees were chosen by the DUSTOFF Association, which represents Army medical evacuation (MEDEVAC) personnel worldwide.

Retired COL Daniel Gower, executive director of the San Antonio-based



The late SSG Heathe Craig, who died last June, holds his daughter Leona at a unit farewell ceremony prior to his deployment to Afghanistan. Craig is the 2006 "Medic of the Year."

association, notified the unit in December of the two honors, which were presented during the DUSTOFF annual meeting in February at the Army Medical Department Museum at Fort Sam Houston, Texas.

"Our team is incredibly honored by these awards," said MAJ Robert Howe, 159th commander.

"When you consider the amazing contributions made every day by our fellow DUSTOFF Soldiers, it is pretty humbling to think that our unit was selected from across the Army for both of these prestigious awards. The DUSTOFF Association is a tremen-



Named "Rescue of the Year," the crew of Dustoff 57 lift off in their UH-60 aircraft after a rescue in the Kamdesh region of Afghanistan.

dous group comprised of current and veteran 'DUSTOFFers,' so this selection means a great deal to our unit."

The "Medic of the Year" was awarded posthumously to SSG Heathe Craig, who died June 21 while performing rescue operations to medevac wounded troops from the Kamdesh District of Nuristan Province in Afghanistan.

Craig, who becomes the first medic to receive the award, was killed while hoisting an injured Soldier to safety when the hoist cable snapped.

"It is most fitting that (Craig) be honored," Gower wrote in a letter announcing the winners. "While it will be awarded posthumously, he certainly embodies the DUSTOFF ethos that has transcended the decades since MAJ Charles Kelly set the standard we all live by, 'I will not leave here until I have your wounded on board!'" Gower wrote.

Kelly, a MEDEVAC pilot who first assumed the call sign 'Dustoff,' commanded the 57th Medical Detachment in Vietnam in 1964.

He was killed July 1 that year trying to rescue injured Soldiers during an intense firefight.

Kelly made famous the DUSTOFF motto, "When I have your wounded,"

the words he replied to Army ground crews who told him to withdraw.

During his tour of duty, Craig executed 17 combat MEDEVAC missions, rescuing Soldiers, Marines and Afghan civilians.

Craig is survived by his wife Judith and children, Jonas and Leona.

Mrs. Craig, who lives in Germany, is expected to accept the award on her husband's behalf.

"This is an extremely well-deserved recognition in memory of one of the finest NCOs with whom I have served," Howe said. "He truly was a hero doing hero's work, and he died in combat doing what he loved. Though he was taken from us all far too soon, his legacy lives on in every DUSTOFF crewmember. He will never be forgotten; this award could not have gone to a finer individual."

Meanwhile, the crew of DUSTOFF 57 earned the honor of "Rescue of the Year" for a daring cliff-side rescue they performed last April.

Receiving the award are CW2 Robert Macy, CW2 Jeremy Smith, SPC Nathaniel Umanos and SGT Brian Bolton.

The crew's selection was not a surprise to Howe, who described the mission that earned Dustoff 57 the award.





ARMY PHOTO

SGT Brian Bolton, left, and CW2 Robert Macy, stand beside their UH-60 MEDEVAC helicopter during a break at Bagram Airfield, Afghanistan.

"When you consider the complexity involved in the execution of a high-risk hoist mission performed at nearly 11,000 feet mean sea level with a UH-60A, it is not surprising they were selected," he said. "Watching (flight medic) SPC Umanos on the AH-64 gun tape truly brought the mission into perspective."

During the rescue, Umanos was hoisted down a sheer cliff and then

climbed hand-over-hand to reach a critically injured Soldier.

After reaching the Soldier, Umanos held onto the cliff with one hand while assessing the casualty with the other.

"The aircraft barely moved as the pilots held it steady in a near-perfect hover," Howe said. "Once secured, (crew chief) SGT Bolton expertly hoisted the Soldier into the awaiting aircraft. They saved that Task Force Titan trooper's life that day based on their heroism. This honor was well deserved."

Since arriving at Bagram Airfield in January 2006, the 159th has played a vital role in support of Operation Enduring Freedom, as attested to by the unit's first five months of operations.

During that time, the unit flew more than 250 MEDEVAC missions, saving the lives of dozens of U.S. and coalition service members and Afghan civilians, who surprisingly account for as much as 43 percent of the medevac missions.

According to Howe, the unit rescued 31 Afghan civilians in May alone, 17 of them children.

Howe said he was surprised by the number of calls the unit gets to rescue local Afghans, but is proud his unit can be of service.

With each MEDEVAC call his unit responds to, he said, "We are making a difference."

"We have an unofficial motto at the DUSTOFF that it's 'one village at a time,'" Howe explained. "Because every time we move a child or move a father, some village is affected positively by what we do."

While Howe and his crew are excited at the honors they have earned, he said they don't do what they do because they want to be recognized. "Seeing the adults and children we help rescue getting a second chance at life is the real fruit of our labor," he said.

The 159th, based out of Wiesbaden, Germany, recently became a part of the 10th Cbt. Avn. Bde. and will relocate to Fort Drum, N.Y. upon redeployment.



*MSG Doug Sample is the Public Affairs Officer for Task Force Falcon, Bagram Airfield, Afghanistan.*

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# Transformation

## How it Affects a Family Readiness Group

By Mary Lou Royar

In the summer of 2005, we moved to Fort Hood, Texas so that my husband, LTC Todd Royar, could take command of the 1st Bn., 1st Avn. Regt., the last active duty Apache helicopter battalion to go through the Unit Fielding and Training Plan (UFTP) program.

After completing the training program, the 1-1 Avn. would then relocate to Fort Riley, Kan., with the rest of the 1st Infantry Division.

As part of the Army's transformation program, the battalion cased its colors in Germany under the former commander and then it would reform at Fort Hood once most of the personnel were on station and uncase its colors.

This, and another unexpected change, presented some unique challenges for our family readiness group (FRG) program.

I'll discuss those challenges more below.

### Lack Of An Existing FRG

Because 1-1 Avn. departed Germany permanently with very few personnel moving to Fort Hood, less than 25 in the entire battalion, the FRG that had been in place no longer existed and had to be rebuilt from scratch.

While this was good in a sense – because we were not tied to the notion that “But this is how things always have been done in the FRG...” – it was difficult since we had to find lots of volunteers willing to help form the new FRG.

Our best advice to you: Don't be afraid to just come out and ask.

At our first FRG meeting, prior to the separate companies being formed yet, we passed out a questionnaire to all the spouses in attendance asking what type of activities they would like the battalion families to participate in and how would they be willing to help out with the FRG to help make these activities happen.

By presenting it in this fashion, we were able to solicit enough volunteers to serve in key FRG positions.

### No FRG Means No Money

Typically, when a new FRG leader takes over the battalion or company, there are some funds in an existing FRG bank account.

However, because we had to form up new battalion and

company FRGs from scratch, we had to spend a significant amount of time fundraising to generate money for the FRG.

This problem was compounded by the new Army guidance which severely limited the means by which FRGs could raise funds.

Although Todd and I chose to pay for some initial expenses out-of-pocket (e.g., for welcome gifts for the spouses), we took advantage of every fundraising avenue available to us (e.g., a Post Exchange gift wrap booth, bake sales, and a unit golf tournament).

In addition to raising FRG funds, this turned out to be a great way for the spouses in the battalion to get to know one another and promoted camaraderie in working to achieve a common goal.

### Battalion Transition To A Squadron

Once the 1-1 Avn. officially stood up in early 2006, with everyone understanding that we would move to Fort Riley after UFTP, we learned that the Army decided to re-flag our battalion to the 4th Squadron, 3rd Armored Cavalry Regt.

This meant the battalion would now be known as a squadron, almost double in size, and would be staying at Fort Hood.

Probably the most difficult challenges for the FRG were: (1) integrating the spouses from the two new troops coming from Fort Carson into the FRG framework; and (2) getting used to now being part of a larger team, the 3rd ACR.

By the time that the Fort Carson troopers and their spouses arrived at Fort Hood in the summer of 2006, the FRG was pretty well-established and comfortable with how FRG-related activities were done here.

Despite excellent FRG leaders in place for the two troops that moved from Fort Carson, from my perspective it has been hard to get their spouses involved in squadron FRG activities.

I'm not sure if this is due to the fact that the spouses moved from a smaller tight-knit post like Fort Carson, to one as enormous as Fort Hood, or if they were burnt out by the Regiment just returning from Iraq and then having to almost immediately move to Fort Hood.





Longknife spouses participating in a self-defense class.



Spouses of the Longknife squadron.

CONTRIBUTED PHOTOS

One suggestion we intend on proposing is for troops (units) that have little participation (due to whatever reason) to join up with another troop for certain activities.

Not only will the spouses from the different troops get to meet each other, but they may be able to gain information and suggestions from each other on what works best for the respective troop FRGs.

### Family Readiness Deployment Assistant

Finally, when the 1-1 Avn. first formed up at Fort Hood, the battalion was not co-located with the rest of the 1st ID aviation brigade and thus, we were left to our own devices.

All FRG-related decisions were made solely with the battalion's best interest in mind.

Since reflagging to the 4-3 ACR and the arrival of the rest of the 3rd ACR to Fort Hood, it was difficult to get spouses interested in volunteering and participating in activities at the regimental level.

One person who's been invaluable in bridging the gap between the regiment and the squadron has been the Regiment's Family Readiness Deployment Assistant Dana Allison.

The Army's creation of FRDAs has been one of the best ideas ever, and our FRDA is a wealth of information for both the regiment and the squadron.

By working with our squadron and troop FRG leaders, our FRDA is able to keep us all on the same sheet of music.

In conclusion, although we often dread change, sometimes change can be a good thing.

For our FRG, the transformation in our unit has made our FRG more flexible, more focused, and better prepared to deal with any additional changes that the Army may bring our way in the future.



*Mary Lou Royar is the spouse of LTC Todd Royar, commander of the 4th Squadron, 3rd Armored Cavalry Regt., and she is the senior family readiness group advisor for their unit at Fort Hood, Texas.*

*Tom and I attended the Aviation Senior Leaders Conference at Fort Rucker in January, and as always, it was such a pleasure returning to the Wiregrass and to the home of Army Aviation.*

*While there, I had the opportunity to speak with several commanders and spouses about their family readiness groups.*

*I was particularly interested in hearing about their paid FRG deployment assistants.*

*With the demands of recurring deployments, the FRDAs have apparently been well received and are very much appreciated.*

*Our spouses' column this month focuses on the unique challenges faced by the 4th Squadron, 3d Armored Cavalry Regiment.*

*A special thanks to Mary Lou Royar for sharing her story.*

*It is my hope that we will receive more contributions to the AAAA Spouses' Corner.*

*It is through the sharing of your experiences and programs that others can find the insights and strength to cope with the challenges of today.*

*We have a great start. Please visit the AAAA magazine webpage on how to contribute and keep the articles coming.*

*Fondly,  
Judy Konitzer  
Chairwoman  
AAAA Spouses Committee*



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

### Link to Build More AVCATT Suites

**L-3 Communications** of New York, N.Y., announced Jan. 29 its Link Simulation and Training division received a \$51.1 million follow-on production contract to build additional U.S. Army Aviation Combined Arms Tactical Trainer suites. The contract calls for L-3 Link to build AVCATT suites 16 through 20, with the first four AVCATTs going to Army Reserve component training sites and the fifth trainer to a joint use active Army/Reserve component installation. AVCATT suite 16 is scheduled for a December delivery, with the other suites being installed every two months.

### Army Shelves Two FCS UAS Programs

According to a Jan. 9 news release the Army will defer the development on the Future Combat Systems Class II and III unmanned aircraft systems to provide funds to other UAS programs. The move helps to keep the FCS Class I and IV programs viable, while allowing for improvements to the existing Raven, Shadow and new extended range, multi-purpose Warrior UAS programs. The decision comes after a 13-month Training and Doctrine Command and Army staff study which assessed the Army's UAS capabilities for the future.

### Joint UAS Center Awards NDGI Contract

**Navigator Development Group Inc.**, of Enterprise, Ala., began providing support services Jan. 3, on a five year multi-million dollar contract, to the Joint Unmanned Aircraft Systems Center of Excellence at Creech Air Force Base, Nev. NDGI has partnered with four qualified companies to support the full spectrum of joint operations at the JUAS COE. Partner companies include UAV Communications, Inc., Ocean Systems Engineering Corporation, Westar Aerospace and Defense Group, Inc., and 5-D Systems, Inc.

### Army Special Ops Selects SimAuthor Software

The Army's Program Executive Office for Simulation, Training and Instrumentation awarded a contract Jan. 3 to **SimAuthor Inc.**, Boulder, Colo., for the installation of its FlightViz Data Acquisition and Playback system, along with operator and instructor training services. The software system will be used by the 160th Special Operations Avn. Regt. to debrief and increase the readiness of crews training in MH-60K and MH-47E Combat Mission Simulators.

### ATK Gets HELLFIRE Motor and Warhead Contracts

**ATK** of Edina, Minn., received Dec. 28 two contracts valued at nearly \$14 million from **Lockheed Martin**, the HELLFIRE II prime contractor, to manufacture 2,800 rocket motors and warheads for the precision-strike

missile. ATK will manufacture the motors and approximately 1,500 metal augmented charge (MAC) warheads at its manufacturing facility in Rocket Center, W.Va. The MAC warheads for the AGM-114N model HELLFIRE have proven to be extremely effective against enemy personnel in enclosed structures, with minimal collateral damage. ATK began rocket motor deliveries in January.

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

**McDonnell Douglas Helicopter Corp.**, Mesa, Ariz., was awarded Jan. 16 a \$5.6M contract for post production system support, engineering services, quality deficiency reports, main rotor mast improvement study, and time and material effort for the Apache aircraft. Work should be completed by Dec. 31, 2009.

**Michelin Aircraft Tire Company, LLC**, Greenville, S.C., was awarded a \$368.4M fixed price with economic price adjustment contract for aircraft tires. Using services are Army, Air Force, and Marine Corps.

**McDonnell Douglas Helicopter Co.**, Mesa, Ariz., was awarded Dec. 21 a \$15M contract for tail rotor fork assemblies for the AH-64 helicopter. Work should be completed by April 5, 2010.

**CAS Inc.\***, Huntsville, Ala., was awarded Dec. 21 a \$9.5M contract for scientific, professional, and other technical services. Work will be performed in Hampton Roads, Va. (75 percent) and Huntsville (25 percent) and should be completed by Feb. 28, 2010.

**McDonnell Douglas Helicopter Co.**, Mesa, Ariz., was awarded Dec. 18 a \$469.8M contract for the Extended Block II remanufacture program for the AH-64D Longbow advanced attack helicopter. Work should be completed by Dec. 31, 2010.

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## Aviation General Officers

### Retirements

The Office of the Army Chief of Staff announced the retirement of the following general officers effective Feb. 1:

**LTG Larry J. Dodgen** culminated more than 34 years of service as the commanding general of the U.S. Army Space and Missile Defense Command, Arlington, Va.

**LTG John R. Vines** culminated more than 35 years of service as the commanding general of the XVIII Airborne Corps and Fort Bragg, N.C.

**BG Edward J. Sinclair** culminated more than 30 years of service as the 10th Aviation branch chief and the 22nd commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

### Promotions

**LTG James D. Thurman** was promoted to the rank indicated Feb. 1. He is currently serving as the commanding general of the V Corps, U.S. Army Europe and Seventh Army, Germany.

### Officer Candidate School Selections

Four chief warrant officers were among 72 Soldiers selected in January to attend the Officer Candidate School at Fort Benning, Ga. All will attend OCS Class 07-503 beginning April 30. Upon completion of the 14-week course each will be commissioned as an active duty 2LT in Aviation. Congratulations to:

**CW2 Raymond E. Areshenko**, Fort Campbell, Ky.

**CW2 James A. Tolley**, U.S. Army Europe

**CW2 James R. Vance**, Fort Bragg, N.C.

**CW2 Jayson T. Yang**, Hawaii

## Flight School Graduates

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

### Class 07-05, 42 Officers, Graduated Jan. 10

#### ABOLC

2LT Brian T. Meyer \* DG  
 2LT Benjamin H. March HG  
 2LT Benjamin A. McDaniel \* HG  
 2LT Kenneth B. Evans HG  
 2LT Jacob J. Ball  
 2LT Benjamin D. Bowman \*  
 2LT Devin R. Bright \*  
 2LT Jed A. Gadiant  
 1LT Christopher T. Greeley \*  
 2LT O.Z. Henry, Jr. \*  
 2LT Douglas W. Kinkennon \*  
 2LT Juliet M. Kirkpatrick  
 2LT Kristofer L. Koenemann  
 2LT Eric R. Laslo \*  
 1LT Rian M. Pansch  
 2LT Jason H. Seales \*  
 2LT Joshua S. Sik \*  
 2LT Ryan M. Sullivan  
 2LT Gregory F. Zavota

#### AWOBC

WO1 Mark R. Smith \* DG  
 WO1 Justin M. Braswell HG  
 WO1 Joseph T. Gibson \* HG  
 WO1 Lucas D. Bohm \* HG  
 WO1 Kenneth L. Lynch \* HG  
 WO1 Larry A. Alcaide \*  
 WO1 Brian J. Chase  
 WO1 Jonathan M. Cooney  
 WO1 Michael J. Dauler  
 WO1 Joseph G. Deschner \*  
 WO1 Charles R. Gougenheim  
 WO1 Robert J. Hansen \*  
 WO1 Justin T. Horton  
 WO1 Michael J. Liljenquist \*  
 WO1 James B. Mason  
 WO1 Genaro M. Mata  
 WO1 Tyson R. Parker  
 WO1 David J. Preston  
 WO1 Deleon A. Rich \*  
 WO1 Francisco A. Robles  
 WO1 Bradford Z. Vance  
 WO1 Ryan P. Wells \*  
 WO1 Anthony R. Weston \*

### MSC Promotions

The fiscal year 2007 Major, Army Medical Service Corps competitive category promotion board results were released Jan. 17. Congratulations to the following 11 67J medevac pilot officers.

21 Bonner, Gerald L. \*  
 133 Cox, Matthew T.  
 127 Davis, Jason S. +  
 \*157 Gallagher, Brady A.  
 64 Gerlach, James H.  
 28 Helgren, Kenneth S.  
 75 Mendenhall, Michael  
 11 Menking, Scott C.  
 13 Presley, Peter J. \*  
 57 West, Staton W.  
 146 Zenk, Patrick A.  
 \* Below the Zone

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



# P<sup>•</sup>ATM

PEOPLE ON THE MOVE

## 10th CAB Transfers Authority to 82nd CAB

With the uncasing of the 82nd Cbt. Avn. Bde. colors Jan. 17 at Bagram Airfield, Afghanistan, Task Force Pegasus assumed command and control of Army aviation assets for Combined Joint Task Force-76.

"Task Force Pegasus is trained and ready and proud to be part of the team. Task Force Pegasus is committed to build on the strong foundation ... [and] will continue to apply the lessons learned to eliminate unnecessary risk in every combat aviation operation," said COL Kelly Thomas, 82nd CAB commander. "...there will be no dip in activity, capability or tenacity as [we] assume command."

The 82nd CAB spent the last seven months of 2006 preparing for this deployment with numerous command post exercises, two rotations at the Joint Readiness Training Center, Fort Polk, La., and an aviation training exercise at Fort Rucker, Ala.

This was the second rotation for the Soldiers and aviators of the 10th CAB's Task Force Falcon who accomplished many feats during their 12 months in the area of operation. TF Falcon's more than 2,300 personnel conducted numerous deliberate operations, quick reaction force missions, medical evacuation missions, combat missions and



ARMY PHOTO BY PFC AUBREE RUNDLE

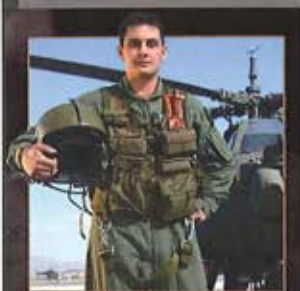
flew close to 57,000 flight hours.

"We want to set you up for success," said COL Michael Rose, TF Falcon commander, "In our [time here], we've seen steady progress and there's a lot of pride in what we've done. We wish you every success, and we want you to do it better than we did."

TF Pegasus's mission will be to conduct full spectrum combat aviation operations, provide logistical aviation support for coalition forces, and humanitarian operations as needed.

— 82nd CAB Task Force Pegasus Public Affairs Office Report

## AAAA Scholarships Available from \$1,000 to \$11,000



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email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org)



## DYNAMIC START IN THE HOUSE

After 12 years, the Democratic Party has control of the House again.

Jan. 5 began an intense period of legislation, with the House approving their new rules 280 to 152.

- Pay as you go, "Pay-Go," was approved — requiring offsets for additional spending.
- Strict controls are in place on lobbying House members, accepting gifts from lobbyists, and severely restricting privately funded travel.
- More transparency is required on the pet project amendments to major bills by members called "earmarks."

A House 5-day work week quickly passed all six campaign pledges in 43 hours of the "first 100 hours" of the session.

The items include a minimum wage increase, expanded stem cell research, a cut in student loan interest rates, requiring the government to negotiate Medicare part D drug prices, and implementing the remaining 9/11 commission recommendations.

Critics foresee that some of these bills may encounter careful consideration and possible amendments in the Senate because of complexities in the issues and the fragile 51-49 Democratic majority.

## PRESIDENT ANNOUNCES NEW WAR STRATEGY

A talented new leadership team is taking over command of the war with Dr. Robert Gates as Defense Secretary, Navy Adm. John McConnell proposed as the Director of National Intelligence, veteran U.S. diplomat Ryan C. Crocker proposed as Ambassador to Iraq, Navy Adm. William Fallon as the U.S. Central Command commander, GEN George W. Casey, Jr., for Army Chief of Staff, and LTG David H. Petraeus as commander of the Multinational Force-Iraq.

## ARMY FACES 2008 PERSONNEL AND CASH CRUNCH

In response to President Bush's surge in Iraq, the Defense Secretary testified to Congress that he is recommending a manning increase of 92,000 Soldiers and Marines.

The active Army will grow by 65,000 Soldiers by making the current temporary increase of 30,000 permanent and increasing at a rate of 7,000 troops a year for 5 years.

The Wall Street Journal Jan. 3 article, "Pentagon Redefines Emergency", reports it is unclear whether the Defense Secretary will seek an increase to the planned February \$99.7B supplemental fund request to compensate for efforts to rein in defense spending during the last 2 years.

The Army, which has borne the brunt of the fighting, is expected to receive about half



# LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)  
AAAA Representative to The Military Coalition (TMC)

of the supplemental request to cover increased costs, repair of war-worn equipment, new equipment purchases and other operations & maintenance requirements.

Members of Congress who have widely announced that they will support our deployed troops in the war can be expected to scrutinize the supplemental and to seek to move such future requests into the normal budget process.

## OMNIBUS VETERANS' BILL SIGNED INTO LAW

As part of the Military Coalition (TMC), AAAA is pleased that outgoing chairmen of the Senate and House Veterans Committees, Sen. Larry Craig (R-ID) and Rep. Steve Buyer (R-IN), won passage of a wide-ranging bill: "The Veterans' Benefits, Health Care and Information Technology Act" (S.3421) in the waning hours of the 109th Congress.

The President signed the Act into law Dec. 22. It authorizes:

- \$65M to increase the number of clinicians treating Post Traumatic Stress Disorder and to improve DOD/VA collaboration on PTSD care.
- \$600M to repair/replace Gulf Coast VA facilities damaged by Hurricane Katrina and to fund 22 other major construction projects.
- \$2M for blind rehabilitation specialists and increases in the number of specialty treatment facilities.
- Allows families to receive VA education benefits before their service member's discharge for a total and permanent disability.
- Permits attorneys to represent veterans' claims after an initial rejection of a claim.
- Requires the VA to notify of any theft/misuse of personal information and to provide credit monitoring services and identity theft insurance in the event of a data theft/compromise.
- Establish six Parkinson's Diseases research, education and clinical centers and two Multiple Sclerosis centers.
- Strengthens support for homeless veterans.

## CONGRESS PASSES 2006 CALL HOME ACT

President Bush signed this TMC-supported Act Dec. 22 directing the Federal Communications Commission, in coordination with the Departments of Defense and State, to seek to reduce phone rates for

Armed Forces personnel deployed overseas.

The legislation authorizes the FCC to reduce phone bills by waiver of government fees, assessments and charges and to seek reductions in other phone rates.

## RECRUITING GOALS EXCEEDED

The Defense Secretary reported to Congress Jan. 12 that the active military branches exceeded their December recruiting goals; the Army by 23 percent and the Marine Corps by 10 percent.

The Army National Guard, Army Reserve, Marine Corps Reserve, Air National Guard and Air Force Reserve also exceeded their goals.

## ARMY RECRUITING REFERRAL BONUS UPDATE

The \$2,000 bonus will now be paid in 2 equal parts to active duty and reserve component Soldiers and to retirees for successfully referring future Soldiers for duty.

For recruit referrals to be eligible they must not have previously met a recruiter or be an immediate family member.

Referrals may be made at (800) 223-3735, ext. 6-0473 or at Referral System website at [www.usarec.army.mil/smart](http://www.usarec.army.mil/smart) with an Army Knowledge Online user name and password.

Now the first \$1,000 is paid when the Soldier begins basic training and the second is paid after the Soldier graduates from advanced individual training.

## RECENT ACTIONS OF TMC

▣ Dec. 20: TMC advised the DOD Mental Health Task Force of the need to educate troops on post traumatic stress disorder, that it is not a weakness but a condition needing treatment, and to provide a more seamless medical transition for troops moving to and from battle areas.

▣ Jan. 9: TMC confirmed that 110th Congress House members were carrying forward bills for consideration in 2007 that support extending Combat Related Special Compensation (CRSC) to Chapter 61 retirees with under 20 years of service and paying Concurrent Receipt Disability Pay (CRDP) to retirees with 20 years service and more who are rated with 10 to 40 percent disabilities.

▣ Jan. 19: TMC testified to the Veterans' Disability Commission in support of the CRSC and CRDP changes above.



## ORDER OF ST. MICHAEL and OUR LADY OF LORETTO AWARDS

ARMY PHOTO BY JANE ARMSTRONG



### Aviation Center Chapter

The home of Army Aviation bid farewell Jan. 22 to the 14th Command Sergeant Major of the Aviation Branch during a change of responsibility and retirement ceremony for **CSM Buford Thomas Jr.** in the Army Aviation Museum at Fort Rucker, Ala. Thomas was honored with the presentation of the Distinguished Service Medal and the Gold award of the Order of St. Michael for 31 years of outstanding, dedicated service to the nation. In addition, Thomas's wife **Judy** was inducted into the Honorable Order of Our Lady of Loreto. She was honored for her service, support and sacrifices during three decades as an Army wife. Her many contributions include support of Soldiers, civilians and their families; actively leading family readiness groups, support to local civic and community organizations, and assisting in charity and fund raiser activities. MG Virgil L. Packett II, left, branch chief and commander of Army Aviation Warfighting Center; GEN Bryan "Doug" Brown, commander of the U.S. Special Operations Command; and AAAA President retired BG Tom Konitzer, made the presentations to Buford and Judy. The Thomas's plan to reside in Huntsville, Ala.

PHOTO BY AMANDA TRACZYK



### Washington-Potomac Chapter

Retired **LTC Michael L. Bell** was inducted into the Honorable Order of St. Michael during a Nov. 16 ceremony at the U.S. Army Test and Evaluation Command in Alexandria, Va. MG James R. Myles, ATEC commanding general, assisted by BG Michael C. Flowers, commander of the Joint POW & MIA Accounting Command, presented Bell with the Bronze award. Bell, who retired from the Army in June 1999 after 23 years of service, was honored for his three decades of military and civilian contributions to Army Aviation. After retirement, he worked for both TRW and Northrop Grumman Corporations as a senior operations research analyst, an assistant program manager, and a program manager prior to joining the ATEC in May 2003, where he is a senior operations research systems analyst with the command. Picture above (l to r): Myles, Bell and Flowers.



PHOTO BY MAJ BRIAN FORREST

### Tennessee Valley Chapter

After more than four decades of federal service involving aviation, 17 years directly serving Army Aviation, Mr. **Donald Wojtal** was presented with the Bronze award of the Order of St. Michael during a ceremony Jan. 11 at the Redstone Arsenal, Ala. Retired CW4 Steve Sanders, right, TVC's vice president for Awards, presented the OSM to Wojtal on the occasion of his retirement after 44 years of service, serving as a senior logistician and the deputy assistant project manager for Readiness with the Utility (UH-60) Helicopter Project Management Office, Program Executive Office for Aviation. Wojtal plans to remain in the Huntsville area.



## NEW MEMBERS

Mr. Nick Baird  
CW4 Gerald A. Carroll  
WO1 Michael E. Coonrod, Ret.  
Mr. Ray Cristman  
Mr. Milan Damnjanovic  
Mr. PJ Dillon  
Ms. Kathy Freeman  
Ms. Kara Gardner  
SPC Kyle R. Gneiting  
Mr. Dennis Griggs  
Mrs. Andrea L. Hough  
Ms. Michelle D. Kelley  
Mr. Gus King  
Mr. Chris Lillstrung  
Mr. Terry J. Madden  
SSG Melissa Ann Monroe  
SFC Mike Montello  
Mr. Carl Runyon  
Mr. Chris Scaife  
Ms. Courtney Wahlberg  
MAJ Stephen E. Watkins  
Mr. Bob Willis  
**AIR ASSAULT CHAPTER  
FORT CAMPBELL, KY**  
SPC William E. Boyd  
SPC Jeffrey A. Kent  
Ms. Kimberly T. Laudano  
SGT Susan M. Redwine  
1LT Todd C. Veach  
**ARIZONA CHAPTER  
MESA, AZ**  
Mr. Lee J. Benson  
Mr. Tommy W. Filler  
Mr. Mike Hannahs  
Mr. Yuri Hoverson  
Mr. John M. Jackson  
Mr. Mark Johnston  
Mr. Mark McNatt  
Mr. Tony Mitteer  
Ms. Veronica Postel  
Mr. Anthony Saenz  
Mr. Rick Watts  
Mr. Todd Weatherly  
**ARMADILLO CHAPTER  
CONROE, TX**  
MAJ Robert E. Bryan, Jr.  
**AVIATION CENTER CHAPTER  
FORT RUCKER, AL**  
WO1 Brandon P. Adams  
WO1 Jason C. Andersen  
1SG William G. Balliew, Ret.  
CW3 Carlos M. Barrera  
WO1 Travis C. Bohannon  
COL Barry D. Bowden  
LTC Kristien I. Chafer  
MAJ Robert A. Doyle, Ret.  
WO1 Joshua D. Grogan  
WO1 Edgardo Guzman-Morales  
WO1 Nathan J. Halpin  
WO1 Craig H. Harmon

WO1 Brian P. Howard  
2LT Kevin J. Kalkwarf  
MAJ Kenneth M. Koyle  
WO1 Zane K.G. McGlade  
2LT Michael M. Nguyen  
WO1 Timothy S. Otteson  
WO1 Clifford R. Owens  
2LT Jonathan B. Rios  
Mr. Rolland E. Sanders  
Mr. Roger J. Smith  
2LT Victor P. Sokul, III  
2LT Daniel C. Stewart  
WO Russell A. Teague  
WO1 Cameron P. Turner  
WO1 Daniel A. Vinson  
WO1 Toby W. Williamson  
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FORT RILEY, KS**  
CW4 Thomas J. O'Neal  
**BLACK KNIGHTS CHAPTER  
WEST POINT, NY**  
CDT Dennis J. Edwards  
**CENTRAL FLORIDA CHAPTER  
ORLANDO, FL**  
CPT Adam C. Berlew  
CDT Sean T. Godfrey  
Mr. Stephen W. Hopkins  
Mr. Matthew Jentrud  
Mr. Joseph T. Osorio  
Mr. Donald A. Philpitt  
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Mr. Adam C. Topping  
SSG Kevin L. Woodrum  
**CONNECTICUT CHAPTER  
STRATFORD, CT**  
Mr. Dominick M. Golia, Jr.  
Mr. Scott H. Summers  
**CORPUS CHRISTI CHAPTER  
CORPUS CHRISTI, TX**  
Mr. David L. Garcia  
Ms. Vicki L. Kaatz  
**DELAWARE VALLEY CHAPTER  
PHILADELPHIA, PA**  
MSG Edward R. Knoff, Ret.  
MAJ Eric J. Nelson, Ret.  
SSG Paul A. Simonetti  
**EDWIN A LINK MEMORIAL  
CHAPTER  
BINGHAMTON NY AREA**  
CPT Matthew J. Dougherty  
**EMBRY RIDDLE EAGLE  
DAYTONA BEACH, FL**  
CDT Sarah M. Valentine  
**FLYING TIGERS CHAPTER  
FORT KNOX, KY**  
CW4 Keith S. Baker  
CSM Richard D. Copas

LTC Zane E. De Amaral  
LTC David E. Graetz  
CWO Joseph E. Mattingly  
COL Philip K. Miller  
CW4 Jack B. Pike, Ret.  
MG Donald C. Storm  
**FRONTIER ARMY CHAPTER  
FORT LEAVENWORTH, KS**  
MAJ Richard T. Feltzer  
LTC William D. Kuchinski  
**GREATER ATLANTA CHAPTER  
ATLANTA, GA**  
SFC Steven G. Burkes  
LTC Jack Parkhurst  
MAJ Richard D. Wilson  
**GRIFFIN CHAPTER  
ANSBACH, GERMANY**  
1SG Jeffery A. Marlow  
**HIGH DESERT CHAPTER  
FORT IRWIN, CA**  
CW2 Eric M. Metcalf  
SFC Robbi E. Smith  
**IRON MIKE CHAPTER  
FORT BRAGG, NC**  
CW4 Dana E. Latta  
MAJ Sonise Lumbaca  
SPC Eric L. Townsend  
**JIMMY DOOLITTLE CHAPTER  
COLUMBIA, SC**  
Mr. John W. Carroll  
**KEYSTONE CHAPTER  
INDIANTOWN GAP, PA**  
CW4 Paul B. Roy  
**LINDBERGH CHAPTER  
ST. LOUIS, MO**  
CPT Andrew Schulte  
**MACARTHUR CHAPTER  
NEW YORK/LONG ISLAND  
AREA, NY**  
1LT Heidi J. Beekman  
Ms. Vivian L. Linder  
Ms. Tiffany D. Tolliver  
**MINUTEMAN CHAPTER  
WESTOVER AFB, MA**  
SGT Nathan J. Edwards  
CSM Carlos O. Ramos Rivera  
**MONMOUTH CHAPTER  
FORT MONMOUTH, NJ**  
MAJ Richard Brudzynski, Ret.  
Dr. William T. Schrader  
Mr. James W. Stewart  
**MORNING CALM CHAPTER  
SEOUL, KOREA**  
CW3 Brian J. Hoover  
**MOUNT RAINIER CHAPTER  
FORT LEWIS, WA**  
LTC Joe Shanney, Ret.  
**NORTH COUNTRY CHAPTER  
FORT DRUM, NY**  
SGM Joseph L. Hawbecker

MAJ Mendel D. Waddell  
**NORTH TEXAS CHAPTER  
DALLAS/FORT WORTH**  
Mr. Mark Petrovic  
**OLD TUCSON CHAPTER  
MARANA, AZ**  
Mr. John Hamby  
**OREGON TRAIL CHAPTER  
SALEM, OREGON**  
SPC John R. Hughel  
**PHANTOM CORPS CHAPTER  
FORT HOOD, TX**  
CW2 Jorge Correa, Sr.  
Mr. Mark O. Ingram  
Mr. Joshua B. McDaniel  
CW3 Matthew L. Skiver  
CPT Jay Weatherwax  
**PIKES PEAK CHAPTER  
FORT CARSON, CO**  
COL David W. Shaffer  
**RAGIN' CAJUN CHAPTER  
FORT POLK, LA**  
CPT Ryan E. Yedlinsky  
**RISING SUN CHAPTER  
CAMP ZAMA, JAPAN**  
SPC Matthew S. Adair  
SGT Louis A. Bourgeois  
SGT Robert J. Dahlen  
SPC Gregory A. Kilpatrick  
SSG Michael L. Montoya  
SGT Brian N. Robinson  
SFC Albert Serrano  
SPC Robert K. Tarpley  
**SAVANNAH CHAPTER  
FT STEWART/HUNTER AAF, GA**  
CPT Craig A. Blow  
SSG Shannon J. Bullock  
Mr. R. Mitchell Bush  
1SG James R. Schley  
**SOUTHERN CALIFORNIA  
CHAPTER  
LOS ANGELES, CA**  
Mr. John S. Noh  
Mr. Sam Peri  
**TAUNUS CHAPTER  
WIESBADEN, GERMANY**  
SSG LeBron Elder, Jr.  
**TENNESSEE VALLEY CHAPTER  
HUNTSVILLE, AL**  
Mr. Danny Bailey  
Mr. Charlie Brown  
Mr. Tony R. Burgett  
Mr. Harry Chandler  
Ms. Lea Chandler  
Mr. Scott Creque  
MAJ Tyron A. DeBoer  
Mr. Daniel J. Gibson

*New members continued on page 51*



## FALLEN HEROES

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



CW2 Paige



CW2 Whitehead



SGT Clarkston Jr.

### Homeland Defense

A UH-60 Black Hawk helicopter crashed during a training mission Dec. 21 around 9 p.m. about 30 miles east of Fort Lewis, Wash., on the south side of the 1,835-foot Mount Peak, killing all aboard.

Killed were:

**CW2 Patrick Jerome Paige**, 32, of Georgiana, Ala.

**CW2 James Earric Whitehead**, 33, of Hawaii.

**SGT Thomas Lee Clarkston Jr.**, 25, Liberty, Ind.

All were members of the 4th Sqdn., 6th Cav. Regt. based at Fort Lewis for about a year.

A U.S. Army Combat Readiness Center team from Fort Rucker, Ala., is investigating the cause.

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

### NEW CHAPTER OFFICERS

#### Greater Chicago Area Chapter:

BG Edward L. Arntson, President; LTC Casey D. Marland, Senior VP; SSG Terrence D. Reyes, Secretary; SGM Robert R. Gabriel, VP Membership

#### Monmouth Chapter:

CPT Michael LaPoint, VP Reserve/National Guard

#### Morning Star Chapter:

CPT Preston G. Pysh, VP Scholarships; MAJ Michael A. Taff, VP Awards; MAJ Matt J. Speiss, Secretary

#### New Frontier Chapter:

LTC William D. Kuchinski, Secretary

#### Northern Lights Chapter:

CPT Andrew J. Duus, VP Programs

#### Old Tuscon Chapter:

CSM Daniel J. Snyder, President

#### Rising Sun Chapter:

LTC David A. George, President; MAJ Darren M. Flowers, Senior Vice President; CW2 Bradley E. Palm, Treasurer; SGT Robert J. Dahlen, VP Membership Enrollment; SPC Matthew S. Adair, Secretary

#### Savannah Chapter:

COL Daniel L. Ball,

President; LTC Alexander G. Covert, Senior Vice President; CW2 Glen M. Cassle, VP Membership Enrollment; COL Richard L. Noel, Ret., VP Industry Affairs; CSM Richard D. Stidley, VP Scholarship; LTC Robert E. Wilson, VP Programs

#### Tennessee Valley Chapter:

Mr. William C. Weaver, VP Scholarships

#### Volunteer Chapter:

CW4 Gary S. Bennett, SR VP

#### SOLDIER OF THE MONTH

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

#### SPC Corey A. Haynes

January 2007

*(Aloha Chapter)*

#### DISTINGUISHED INSTRUCTOR

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

#### Curtis L. Montgomery

October-December 2006

*(Colonial Virginia Chapter)*

#### NEW LIFE MEMBERS

Denise M. Aylesworth  
CW4 Charles R. Berry, Ret.  
Edward L. Carnes  
COL William L. Driver  
LTC Willis C. Hardwick, Ret.  
MG Clyde A. Hennies, Ret.  
Carol J. Kurowsky  
Ronald V. Kurowsky

MAJ John H. Knightstep  
LTC Thomas McGregor, Ret.  
SSG Joseph R. Miklos  
CW3 Robert J. Nicholson III  
COL Roy P. Oler, Ret.  
CW3 James D. Richardson  
Catherine C. Roache  
Charles D. Sexton  
Ronald G. Smith  
Cynthia A. Tovar

#### NEW INDUSTRY PARTNERS

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Aviatrix, Inc.  
Component Services Inc.  
EDN Aviation  
Fenn Technologies  
Hawker Beechcraft  
Helicopter Adventures, Inc.  
Permal Glouchester Limited  
Monode Pryor Traceability  
Superfleet Worldwide, Inc.  
Triumph Group Inc.  
Tyonek Manufacturing Group, Inc.  
Universal Avionics Systems Corporation

#### NEW AAAA ORDER OF ST. MICHAEL RECIPIENTS

##### Gold

CSM Buford Thomas, Jr.  
**Silver**  
COL Benjamin H. Williams III  
CW5 Brent C. Driggers  
COL Theodore Mickevicius  
MG Thomas R. Turner  
Milton L. Ford

##### Bronze

SFC Jose Feliciano  
CW4 Renato Astolfi  
SGT Adam Soderberg  
CW2 Shawn Carey  
1LT Patrick Miller  
MAJ Timothy Seery  
1SG Mark O'Donnell  
SFC Wilhelm Yungk  
MAJ Mark Strout  
SSG James Reed  
CW4 Michael Vollero  
SGT Michael Boscarino  
SFC Dawn Church  
CW3 Kurt Suitor  
CW4 Douglas Duguay  
SFC Ronald Giroux  
CW4 Michael Behuniak  
SSG William Cassidy  
CW5 Kenny L. Ley  
CPT Michael C. Stull  
SFC Simon Trinidad  
Dale DeRoia  
Larry Sylvester  
Phillip Preston  
LTC Gregory A. Kokoskie  
CSM Jose I. Acosta  
MAJ John H. Cochran  
CW4 Harry D. Champagne  
CW4 Peter R. Johnson  
CPT Brian J. Stickney  
CW5 Dan Larson  
1SGT James Schnieders  
CW5 Roger Stickney  
MAJ Darrin Dorin  
David M. Fonda, Jr.

##### IN MEMORIUM

LTC Ken Allen, Ret.  
2LT Justin K. Ward



## CHAPTER NEWS



PHOTO BY CHUCK CROWLEY

### Tennessee Valley Chapter

LTC Gregory A. Kokoskie was presented with the Legion of Merit and the Bronze award of the Order of St. Michael on the occasion of his retirement from the Army during a Jan. 12 ceremony at Redstone Arsenal, Ala. TVC's Vice President for Awards retired CW4 Steve Sanders, above, made the OSM presentation. Kokoskie served 17 years in Army aviation in operational and acquisition positions, finishing his service as the assistant project manager for the International Apache Program with Apache Project Management Office. He was known as the international face of the Apache program to 10 world-wide Apache customers in Europe, the Middle East and Southeast Asia. He plans to live and work in the Huntsville area.



ARMY PHOTO BY CPT DANIEL J. KINSELLA

### Iron Mike Chapter

Two air traffic control quality assurance NCOs were inducted Jan. 10 into the Honorable Order of St. Michael as part of a unit deactivation ceremony at Fort Bragg, N.C. SFC Alan S. Guardado and SFC Juanita G. Overbay were presented with the Bronze award by LTC Steven D. Beltson and CSM Kenneth O. Musselwhite, commander and senior NCO of the 1st Bn., 58th Avn. Regt. (Abn.)(Air Traffic Services). Guardado and Overbay were recognized for their outstanding service while deployed with Task Force Guardian at Balad Airbase in Iraq. Guardado served as a QA NCO from Oct. 25, 2005 to Oct. 24, 2006 and Overbay as the QA NCOIC from Oct. 15, 2005 to Oct. 14, 2006 during Operation Iraqi Freedom 05-07. Both Soldiers are now serving as QA NCOs with the U.S. Army Air Traffic Services Command at Fort Rucker, Ala. Pictured above, front row (l to r) are: Beltson, Guardado, Overbay and Musselwhite.

### NEW MEMBERS *Continued*

Mr. Leamon Griffin  
LTC Ronald P. Hamner, Ret.  
Mr. R. Michael Herbst  
Mr. Daniel Huskey  
Mr. Bill Jolly  
Mr. Bert Kemp  
Ms. Susan Mason  
LTC Sherman D. Nelson  
COL Thomas J. Newman  
Ms. Kristi Newton  
Mr. Milton Parton  
Mr. Morgan Pitta  
CW4 Hank Rexing  
Mr. Joey Scarfo  
Ms. Jill Segers  
SPC Bethany L. Shivers  
Mr. Donald A. Slinkard  
Mr. Paul D. Smith, Sr.  
Mr. Leonard T. Steiner, Sr.  
Mr. Bradford Sterling  
Mr. Todd Swearingen  
Ms. Brandi Wheeler  
Mr. Gerald Whitley  
Mr. Brian Wilbanks  
Ms. Lateisha Williams

Mr. Scott A. Williams  
**THUNDER MOUNTAIN CHAPTER**  
**SIERRA VISTA, AZ**  
1SG Andrew M. Delcourt  
SGM David N.T. Green, Jr.  
**UNIV OF NORTH DAKOTA**  
**CHAPTER**  
**GRAND FORKS, ND**  
CDT Cooper M. Barber  
**VOLUNTEER CHAPTER**  
**SMYRNA, TN**  
SGT Steven P. Hambrick  
CW3 Robert A. Jones  
**WASHINGTON-POTOMAC**  
**CHAPTER**  
**WASHINGTON, DC**  
Mr. David J. Fulbrook  
COL James C. Greenquist, Ret.  
LTC Jeffrey T. Haugh  
MAJ Michael S. Johnson  
CW2 Christopher M. Jordan  
Mr. Scott A. Richman  
CPT Stephen M. Schlesinger  
**WESTERN NEW YORK CHAPTER**  
**ROCHESTER, NY**  
SGT John A. Freeman

**WRIGHT BROTHERS CHAPTER**  
**COLUMBUS, OHIO**  
BG Kenneth B. Robinson, Sr.  
CW3 Adam S. Worthington

### LOST MEMBERS

*If your name appears on this "lost" list, please contact the national office with a current address.*

Baerwaldt, Bradley E., WO1 (05)  
Bailiff, C. Duran, SFC (05)  
Barbero, Mike T., WO1 (05)  
Basdeo, Mookhram M., Mr. (05)  
Bender, Joshua M., 1LT (05)  
Bledsoe, Charles R., Mr. (05)  
Boneta, Otto F.W., LTC (91)  
Bremseth, John J., WO1 (05)  
Brill, Alon N., Mr. (06)  
Charbonnet, Sid, Mr. (05)  
Coleman, Patrick J., WO1 (05)  
Coppedge, Saudia I., WO1 (05)  
Davidovitch, Peter W., 2LT (04)  
Davis, Dustin S., WO1 (05)  
Dorr, Robert C., WO1 (05)  
Doughty, Audrey A., 2LT (05)  
Engelauf, Shane I., WO1 (04)  
Girouard, Ted, Mr. (05)  
Goldkamp, Daniel J., Mr. (03)

Gray, Nelson B., 1LT (04)  
Greer, Charles W., Mr. (00)  
Grow, Cody W., WO1 (05)  
Hanson, Anthony R., 1LT (05)  
Hendricks, Jason M., WO1 (05)  
Houk, Steven A., CDT (05)  
Jarvis, Toby J., MAJ (05)  
Jeanssonne, Andre P., 1LT (05)  
Johns, William M., CW3 (05)  
Kerns, Jason R., WO1 (05)  
Lawrence, Jacob A., WO1 (05)  
Lembke, Roy K., LTC (06)  
Mills, Matthew T., CDT (05)  
Patton, Mark E., CW3 (02)  
Ponce, DeLeon, WO1 (05)  
Qadri, Mahmood A., SFC (05)  
Rhodes, Quaneqa V., SPC (04)  
Richards, Jason E., CW2 (04)  
Riddle, Mark A., CW4 (87)  
Shaul, Jonathan E., WO1 (05)  
Tidaback, Russell W., 1LT (06)  
Tran, Chuck B., Mr. (06)  
Villafania, Mitchell K., CW2 (02)  
Weisberg, Steven, Mr. (03)  
Witter, Bob, CW5 (05)  
Zeiner, Josiah D., WO1 (05)  
Zettlemoyer, Jonathan R., 2LT (06)



## ARMY AVIATION

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## Upcoming Events

### MARCH 2007

- Mar 1-3 HAI Heli-Expo 2007, Orlando FL
- Mar 7-9 AUSA Winter Symposium, Fort Lauderdale, FL

### MAY 2007

- May 1 AAAA Scholarship Applications Due
- May 1-3 AHS 63rd Annual Forum & Technology Display, Virginia Beach, VA
- May 9-12 AAAA 2007 Annual Convention & 50th Anniversary Celebration, Georgia World Congress Center, Atlanta, GA

### JUNE 2007

- June 15 Hall of Fame Nominations Due

### JULY 2007

- Jul 4-7 VHPA 24th National Annual Reunion, Phoenix, AZ
- Jul 20 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- Jul 21 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA



## ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

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Rank/GS Grade First Name MI Last Name

Sex

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# In the Beginning of AAAA Cub Club No Rules – Just Right!

By Arthur H. Kesten and  
COL (Ret.) Colin D. Ciley, Jr.

*Editor's note: The following is an excerpt from a forthcoming article by Arthur H. Kesten and COL (Ret.) Colin D. Ciley, Jr., on the founding of Cub Club. Watch for this article in the 50th Anniversary Special Edition of ARMY AVIATION magazine during the 2007 Annual Convention.*

Conceived by Board member COL Alexander J. Rankin in 1962, when he and six other AAAA applicants met their own self-imposed "less than stringent" requirements for membership, the Cub Club started out as a true splinter group within a splinter group.

Who were they?

An ersatz organization of 1942 to 1950 Army aviators who at one time held the rating of Liaison Pilot.

To confirm their desire to gather regularly in relative and uncluttered isolation, I was directed—as a first meeting attendee—to draw up the basic "No-No List" (see insert) that has been their Club's mantra.

## NO-NO LIST

No Dues	No Collaboration
No Organization	No Conventions
No Officers	No Charters
No Certificates	No Propaganda
No Meetings	No Records
No Mergers	No Soft Drinks
No Handshakes	No Leadership
No Decisions	No Budgeting
No I.D. Cards	No Policies
No Flag-Waving	No Women
No Emblem	No Chapters
No Executives	No Shouting
No Programs	No Insurance
No Honors	No Assurance
No Rituals	No Initiation Fees
No Trespassing	No Clock-Watchers
No Morals	No Resolutions
No Benefits	No Boys
No Staff	No Paperwork
No Pins	No Volunteers
No Money	No Motto
No Axes	No Awards
No Committees	No Constitution
No Publicity	No Heroes
No Do-Gooding	<b>Vintage is Everything!</b>
No By-Laws	



Pledged to do absolutely nothing as a named organization, the Club's individual applicants performed a useful service early on by assisting the AAAA in fulfilling one of its specific objectives, "To maintain historical records pertinent to Army aviation."

In later years, annual \$10 donations collected in "off-in-the-corner" gatherings at AAAA National Conventions have underwritten periodic Association scholarships.

Would-be members were (and still are) required to provide a copy of their orders rating them as L-Pilots, and for several decades, they were also required to come up with some form of Army aviation memorabilia: be it a photo, combat report, piece of bungee cord, clipping, whatever.

These submissions were receipted by AAAA's National Office and placed in suitable folders that Rankin mistakenly thought was the "AAAA Trunk in the Attic."

But really, who are these reticent Grasshopper Pilots?

"They're admittedly a collection of old individuals," says Doug Ciley, Cub Club honcho. Look for these common characteristics: a shortness

of breath, some graying or balding, and the making of many nostalgic references to "the good old days."

Virtually all wear hearing aids—most wear glasses—those that do not wear them squint excessively.

When they gather, what happens?

With no programs, rituals, officers, by-laws, or policies, their subdued gatherings quickly degenerate into the re-telling of a few old, vintage '44 exaggerations (lies!) abetted by the stimulus that's "in the bottle brought by the other guy."

Actually, as Doug adds, the Clubbers meet annually in the AAAA President's suite, and then gladly pony up the ten bucks for scholarships in belting down his top quality booze and using his borrowed (but very posh) hotel suite.

Our original "No-No" list took a beating over time – The Cub Club has an emblem, one that's sold by the Aviation Museum; and they've kept records.

"No Motto" was quickly ignored when the phrase, "Vintage Is Everything!" appeared at the bottom of the first "No-No list," and "No Do-Gooding" bit the dust when their annual pass-the-hat exercise underwrote those scholarships.

By the way, seven of the 30 first timers who bent elbows on Oct. 6, 1962, later became AAAA National Presidents.

That's not bad for a collection of old geezers, is it?

Art Kesten and COL (Ret.) Doug Ciley, Jr. are Cub Club members who have kept the Club afloat since 1962.

## THE 30 ATTENDEES AT THE INITIAL CUB CLUB GATHERING

LTC John L. Briggs	MAJ Claude E. Hargett	<u>Mr. Dario Politella</u>
LTC Richard E. Bywaters	MAJ William H. Harper	<u>COL Alexander J. Rankin</u>
<u>MAJ William R. Chaires, Ret.</u>	CPT Arthur H. Kesten, Ret.	<u>LTC Thomas J. Sabiston, Ret.</u>
MAJ Jesse Childress	<u>COL Robert M. Leich, Ret.*</u>	COL Cloyd V. Taylor
LTC Jack W. Duffy	<u>COL Richard L. Long*</u>	<u>LTC Henry S. Wann</u>
LTC William C. Dysinger	<u>LTC Nelson A. Mahone, Jr.</u>	COL Edwin F. Whitney, Ret.
<u>Mr. M. Jake Fortner</u>	<u>COL Jack L. Marinelli, Ret.</u>	BG Robert R. Williams*
<u>LTC E. Morgan Fox, Ret.</u>	MAJ James W. Maschmann	<u>Mr. Bryce Wilson*</u>
<u>LTC Darwin P. Gerard, Ret.*</u>	<u>LTC Joseph E. McDonald, Jr.*</u>	* Past AAAA National Presidents
<u>BG O. Glenn Goodhand*</u>	MAJ William R. Miller	- The underlined have since passed on.
LTC Joseph L. Gude	LTC Robert K. Moore	



# Army Aviation Hall of Fame

*The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next induction will occur in May during the 50th Anniversary Convention in Atlanta, Ga. Contact the AAAA National Office for details at (203) 268-2450.*

## **CW4 Robert L. Hamilton Army Aviation Hall of Fame 1986 Induction**

It's rare to find a single person who has "done it all" in Army aviation - an outstanding individual who has served with distinction in every Army aviation assignment from crew chief to Department of the Army staffer.

A master aviator, flight examiner, safety school graduate, operations officer, Vietnam veteran with 1,199 combat hours, bi-linguist, personnel specialist, fixed and rotary wing instrument qualified pilot, unit trainer, and pentagon action officer - CW4 Robert L. Hamilton truly has done it all.

First crewing an H-13 in Europe from 1954 to 1957, Hamilton attended flight school in 1958, served as an operations officer at Fort Benning, Ga., then returned to Fort Rucker, Ala., where he instructed in the Flight Examiner's Course in 1964.

He served his first tour in Vietnam with the 1st Cavalry Division in 1966 and 1967, and was then assigned to the Warrant Officer Aviation Branch in Washington, D.C.

Hamilton's duties included the assignment, training and career counseling of aviation warrant officers and his advice in this field was keenly sought by senior officers in the Office of Personnel Operations and other Army agencies.

He served a second Vietnam tour in 1971 and 1972, where his duties concerned aviation safety at the Headquarters of the U.S. Army Vietnam.

Assigned to the Office of the Director of Army Aviation in 1972, his duties included supervision and systems management for the research, development and acquisition of life support equipment and the 2B24 synthetic flight training system.

Hamilton also assisted the director in providing written material and briefings to Congress, the Office of the Secretary of Defense, the Army Secretariat and the Army Staff.

Hamilton is an extraordinary individual with a solid career of accomplishment.

A 5,000-hour pilot who holds the Distinguished Flying Cross, the Legion of Merit and the Air Medal with 28 Oak Leaf Clusters, he has always been singled out by his superiors and his peers as a leader.



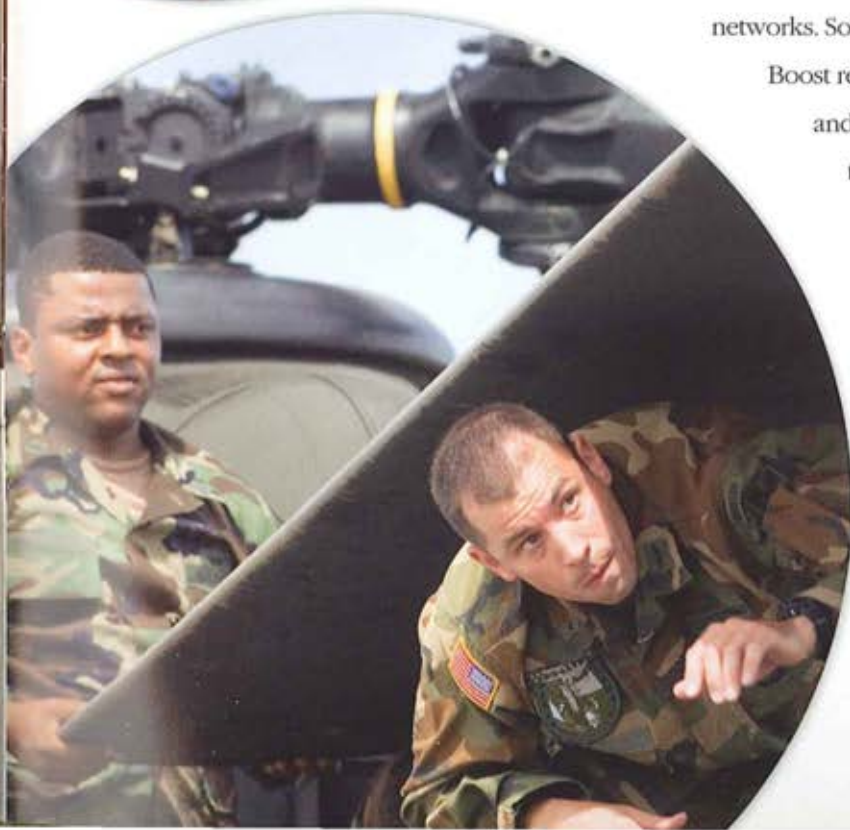




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