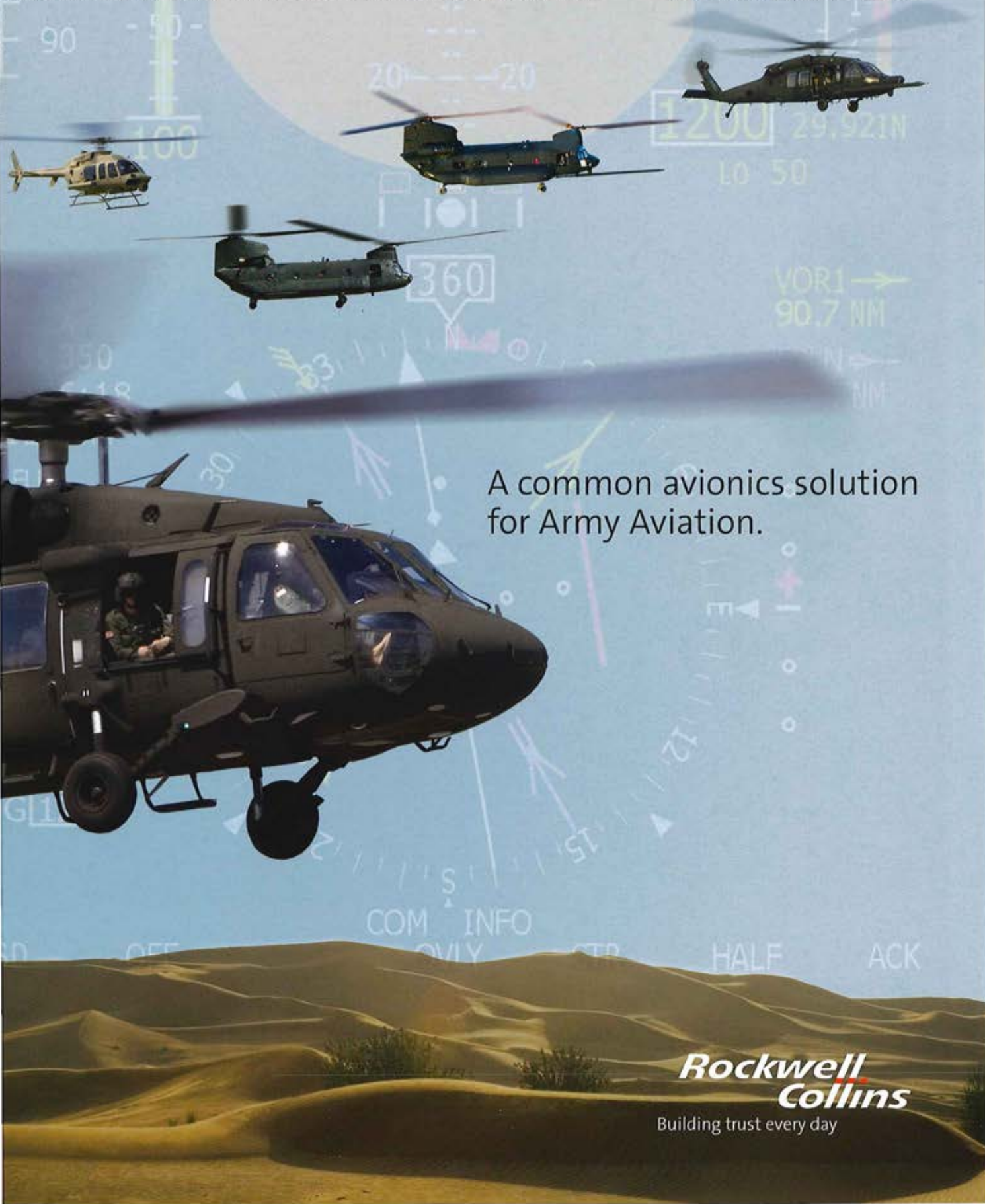


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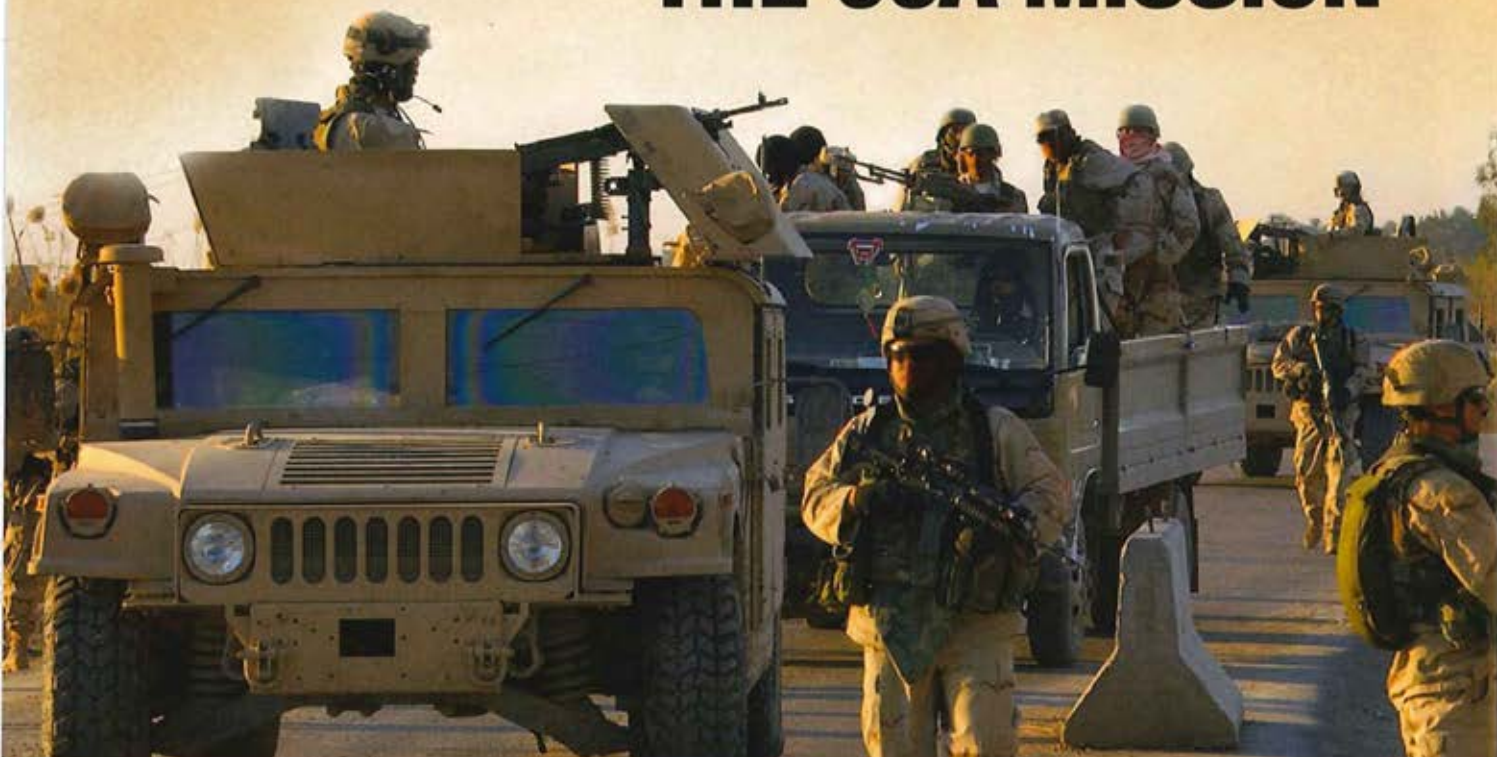
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ON THE COVER

Paid Advertisement: The U.S. Army Common Avionics Architecture System (CAAS) is ready for first flight on the UH-60MU. The utility fleet is the next Army helicopter program to upgrade to CAAS, which provides superior tactical and flight situational awareness with improved safety and survivability.

The Special Operations Command developed the system and has completed flight tests on the MH-60L while fielding the MH-47G to combat. In addition, the Cargo Program Office has completed CH-47F aircraft deliveries for the first unit equipped, and CAAS is being flight tested on the Armed Reconnaissance Helicopter.

Caption provided by the advertiser.

Briefings...

LATE-BREAKING NEWS

ANNOUNCEMENTS

NOTES

2008 Aviation Senior Leaders Conference

The Army Aviation Warfighting Center will host the annual AVSLC at Fort Rucker, Ala. from Jan. 22-25. The conference begins with registration and an icebreaker on Jan. 22. Full days are Jan. 23-25. Conference information, registration and lodging support is available online at www.ruckerconference.com or by calling (334) 255-3245 (DSN 558).

Guard Aviation Grows

The Minnesota National Guard advanced its aviation capabilities with a groundbreaking Aug. 7 on a new \$34.5 million Army Aviation Support Facility adjacent to St. Cloud Regional Airport. The 140,000 square foot facility will support 300 Soldiers from the 834th Avn. Spt. Bn. and from companies B and C of the 2nd Bn., 211th Avn. Regt., and house six UH-60 Black Hawk and six CH-47 Chinook helicopters when completed in January.



NASA Opens Astronaut Applications

NASA is accepting applications for the 2009 Astronaut Candidate Class through July 1, 2008. To be considered, a bachelor's degree in engineering, science or math is required. The Human Resources Command will release a personnel message with Army application details in November. Soldiers selected for the program will be reassigned to functional area 40C (Space Operations). Additional information on the astronaut program is available from the Astronaut Selection Office at (281) 483-5907 or online at www.nasa.gov/astronauts/recruit.html.

Night Stalker MH-60 Makes Emergency Landing

A 160th Special Operations Aviation Regiment MH-60 Black Hawk helicopter crew made an incredible emergency landing Aug. 29 on the outskirts of Bristol, Tenn. The three-man crew was flying from Fort Eustis, Va., to Fort Campbell, Ky., when mechanical problems interrupted the flight around 10:30 a.m., forcing the aircraft down into the yard of Kenneth and Trudy Wood on Denton Road in Sullivan County. There were no injuries and only minor property damage to the Wood's garage and fence. The Army is investigating the cause of the accident and compensating the Wood family for damages.



ENTER THE ARMY AVIATION PHOTO CONTEST

See Page 20 or go to www.quad-a.org for more details.

Send in your entries by Jan. 15, 2008!

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AAAA: Supporting the U.S. Army Aviation Soldier and Family

By the time you read this, we will have held our fall National Executive Board meeting in Washington, D.C. during AUSA's Annual Meeting.

A number of issues will be discussed there to include AAAA's ongoing commitment to secure full Aviation Career Incentive Pay (ACIP) for our reserve component (RC) personnel; the newly formed Strategic Communications Committee's efforts to make AAAA even more effective in its reach and influence on your behalf; and our efforts to celebrate the 25th Anniversary of the formation of our Aviation Branch next year.

Back on Aug. 26-27, most of the National Executive Group including Senior V.P. BG (Ret.) Rod Wolfe, Secretary LTG (Ret.) Dan Petrosky, Executive Director Bill Harris and myself, met with our Aviation Branch Chief, MG Duz Packett, during an off-site at Fort Rucker. The purpose was to "blue-sky" how the AAAA can better serve our Soldiers. Many great ideas surfaced on the Order of St. Michael program, our national awards, and enlisted and reserve component recognition efforts.

I have to tell you we were totally impressed with the commitment of Duz and his wife, Ululani, to all of you who wear the uniform. One example, Ululani just completed an 80-mile, three-day "Walk for Life" for the Wounded Warrior Project. The route took her from Dothan to Enterprise the first day, then from Enterprise the next morning through Fort Rucker to Ozark, and finally from Ozark to the start/end point in Dothan. Ululani raised over \$1,000 towards the \$38,000 total. How's that for dedication!



The colors are uncased during the Sept. 16 activation ceremony for the 11th Theater Aviation Command at Fort Knox, Ky.

In other news, the 11th Theater Aviation Command, Fort Knox, Ky., was activated Sept. 16. Our Executive Director Bill Harris joined AAAA Board member BG Matt Matia, the 11th Aviation's CG, at the ceremony. This reorganization postures our U.S. Army Reserve aviation units for success as they grow over the coming years. The total professionalism and dedication of these troops were truly outstanding and were reflected in a first-class event as the storied 11th's colors were uncased. Thanks to Matt, CSM Robert Casher and LTG Jack Stultz, Chief of Army Reserve, for all the hospitality and the opportunity to share the event.

The Aircraft Survivability Equipment Symposium is upon us October 29-31 in Nashville, Tenn., and the Unmanned Aircraft Systems Symposium will take place November 28-30 in Washington, D.C.

Don't forget the National Award nomination deadline is January 1, 2008 for the *Units of the Year*, *Soldier of the Year*, *Aviator of the Year*, etc. See the website for nomination details www.quad-a.org.

Next month I will brief you on our 2008 AAAA Annual Convention, our first convention back in our nation's capitol in 30 years, April 6-9, 2008. Fly Safe!

James Snider
AAAA President
jim.snider@quad-a.org



AAPI PHOTOS BY BILL HARRIS

AAAA National Executive Group members met with the Aviation Branch Chief, MG Virgil L. Packett II, to discuss AAAA support Aug. 27 at Fort Rucker. Pictured clockwise, Dan Petrosky, Jim Snider, MG Packett and Rod Wolfe.



THE COUNTDOWN HAS BEGUN

OUR NEW AIRCRAFT COMPLETION CENTER IS COMING



Photo Courtesy of Capt. Tim Glass, Army Reserve, USA Army



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Future Vectors

By MG Virgil L. Packett II



GEN George W. Casey, the Army's chief of Staff, takes an opportunity for an orientation flight in the new UH-72A "Lakota" helicopter during his Sept. 11 visit to Fort Rucker, Ala.

ARMY PHOTO BY CARLTON WALLACE

A viation Soldiers around the globe continue to make significant contributions and achieve incredible accomplishments.

Simply stated—the sun never sets on Army aviation.

From our units in Iraq, Afghanistan, the Balkans, Alaska, Korea, Colombia, Egypt, the continental United States and other locations, Army aviation continues to be a relevant combat multiplier.

The challenges we face today are vital to America's security now and in the future.

Beyond the war on terror, the uncertain and unstable world we live in has several potential failed or collapsing states, unexpected alliances, breakthrough destabilizing technologies, possible pandemics, dramatic environmental events, global economic crises and transnational threats.

Additionally, competition for scarce resources (water, food and fuel), changing demographics, urbanization, stateless populations, the proliferation of weapons of mass destruction, and globalization continue to have destabilizing effects around the globe.

The confluence of these and many other factors leads to a state of persistent conflict. So we must continue to adapt, innovate, contribute and learn.

The Army leadership recognizes that we are stretched and out of balance. It is incumbent on us to adapt and regain our balance.

The road ahead will require the same high degree of strength of will, settled purpose, tenacious commitment, passion and energy that our Aviation Soldiers have displayed for the past six years.

Our future vectors as a Branch are clear: we will continue to prepare the force, reset, transform and sustain Soldiers and Families.

We recently enjoyed a visit from GEN George W. Casey Jr., the 36th Chief of Staff of the Army in September.

The day started with the chief flying the new UH-72A light utility helicopter (LUH).

He toured the Helicopter Over-water Survival Training site, the Seneff Aviation Simulation Complex where the 101st Combat Aviation Brigade was undergoing their aviation training exercise, then the Combat Readiness Center, and the Warrant Officer Career Center where he addressed a warrant officer staff course.

This brief visit is an illustration of the tremendous impact Fort Rucker has on Soldiers and the entire Army.

From the testing and fielding of the LUH, the training and preparation of units for the warfight, the combat readiness of Soldiers and families to the professional development of our Soldiers, the entire team at Fort Rucker is working diligently.

And this is but a brief snapshot of the continuous effort here and throughout the Branch all around the world.

We are approaching 2,000,000 combat flying hours in support of Operations Enduring Freedom and Iraqi Freedom.

In addition to our units in direct conflict, Task Force 49 in Alaska has stood up a brigade headquarters, moved two battalions from Korea and Hawaii, and has been innovative by exploring new gunnery and maneuver areas.

The re-flagged 1st Cbt. Avn. Bde. has moved from



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Future Vectors

- ✓ Continue to Prepare the Force
- ✓ Reset
- ✓ Transform
- ✓ Sustain - Soldiers & Families

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ARMY GRAPHIC BY WAYNE POLLARD

The Aviation Branch's future vectors include four key tenets.

Germany to Fort Riley, Kan., while significantly contributing to the war.

The 2nd Cbt. Avn. Bde. has finished a complete restructure and reorganization.

We've stood up the Unmanned Aircraft System Training Battalion at Fort Huachuca, Ariz.; the 3rd Bn., 210th Avn. Regt. at Fort Bliss, Texas; and the Survival, Evasion, Resistance and Escape - Level C (SERE-C) Detachment here at Fort Rucker in the last several months.

In addition to having proponency for aviation training, Medical Evacuation (teamed with the Army's Medical Command), Special Electronic Mission Aircraft (teamed with the Intelligence Center), and for Air Traffic Services; we have also been awarded proponency for Unmanned Aircraft Systems (teamed with the Intelligence Center) and for SERE-C for the Army.

We continue to train over 21,000 Soldiers a year at our eight training locations. And we are in the process of fielding seven new aircraft.

The list is incredible—we recognize and salute your efforts. The U.S. Army Aviation Warfighting Center remains committed to one primary objective: to ensure that Aviation Soldiers have the best training and equipment in the World!

We have a plan and will deliver results. We are ready to meet the challenge. I'm proud of your service, contribution and sacrifice.

Thanks to you and your families' efforts as stakeholders in the world's leading democracy.

It is a great day to be the Aviation Branch Chief because you represent the very best our country has to offer.

I like that—I'm proud to stand with you.

Aviation Proud and Army Strong!



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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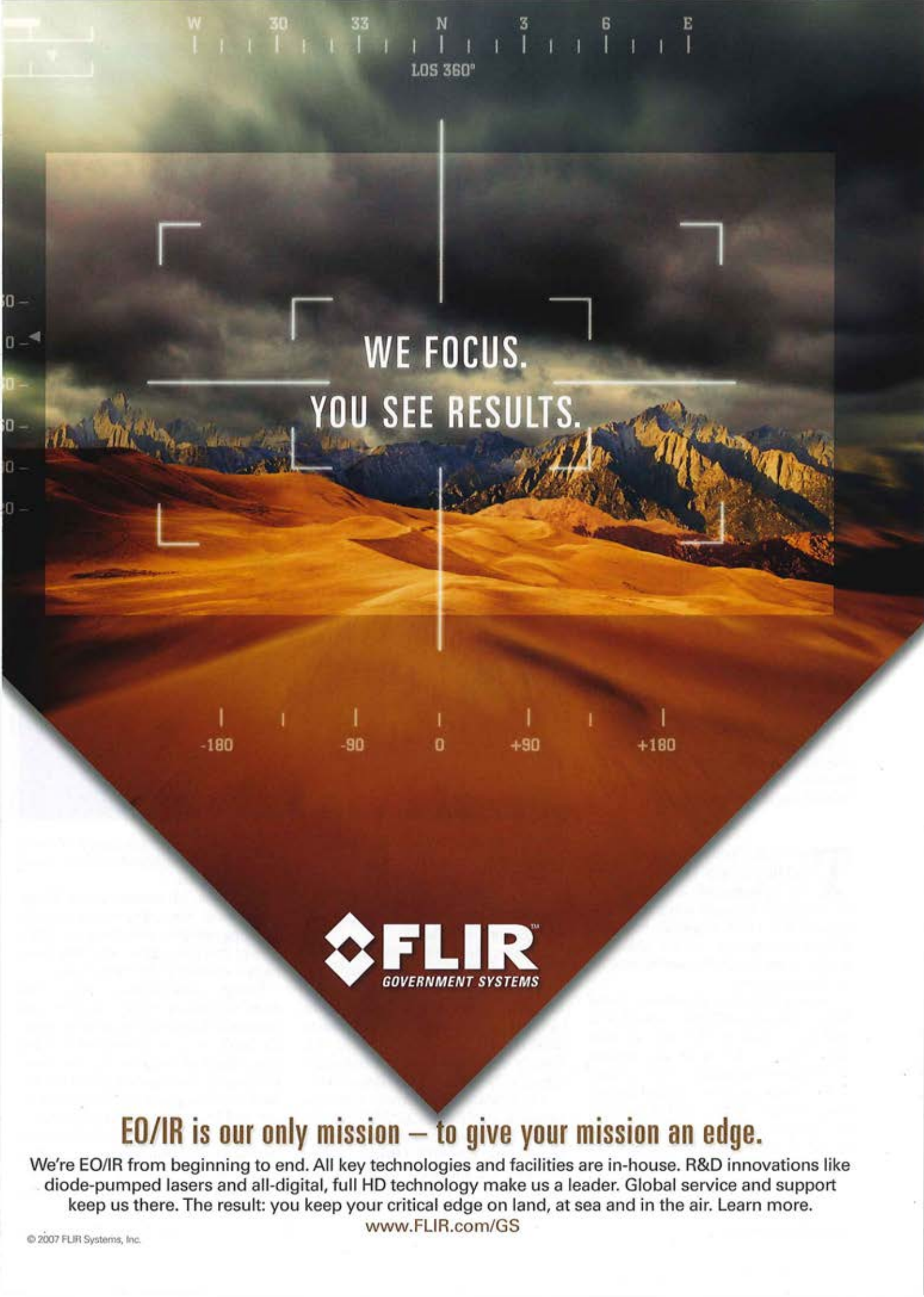
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Army Aviation TACOPs Officers A Cut Above Prime

By CW5 Randall Gant with Joseph W. St. John and CW4 Thomas E. McClellan

Aircraft Survivability Equipment (ASE) and the tactics, techniques and procedures for employment of that equipment is continually evolving for Army aviation.

The tactical operations officer, and the TACOPS course that trains our warrant officers, have also adapted and evolved to the constantly changing environment of our current conflicts.

As one of the four career tracks for Aviation warrant officers, the TACOPS officer is increasingly playing a more important, critical and indispensable role in our combat aviation brigades, as well as in the Brigade Aviation Elements.

The following history of the evolution of the TACOPS course was prepared by Joe St. John with the Army Reprogramming Analysis Team support cell and CW4 Tom McClellan, chief of the TACOPS course with the 1st Aviation Brigade.

St. John's team and the coordination of outside agencies combine to produce a true professional, capable of meeting these critical roles.

The U.S. Army Aviation Warfighting Center creates some of the best-trained warfighters in the world. Few would argue the statement that it takes a special breed of warrior to operate in the complex environment routinely experienced by the Army aviator.

Among this elite population is the highly trained warfighter, one that is equally skilled in the art of joint operations, as he is in the science of electronic warfare. This officer is the Army aviation tactical operations officer. These skilled Soldiers are created at the Army's Aviation Tactical Operations Officers course, or TACOPS course.

The TACOPS course was created



Tactical operations officers have an important role in planning and supporting combat ops missions, similar to Operation Gecko here helping to hunt insurgents, weapon caches and bombs in the Jurf as Sakhr area of Iraq August 21.

in 2003 after a need was identified by commanders across Army aviation to develop a specialized aviator skilled in the details of aviation mission planning, electronic warfare and personnel recovery operations.

Initially, the tactical operation officer was qualified in his skill qualification identifier, by graduating from the Aircraft Survivability Equipment (ASE) and Electronic Warfare Officers (EWO) course, and the U.S. Air Force's Joint Firepower Controllers course at Nellis Air Force Base, Nev.

The creation of an Army-approved course at Fort Rucker in 2003 significantly upgraded the quality of training given to the TACOPS Officer.

Under the guidance of then CW4 Greg Fuchs, the first class began in

March 2003 and produced officers with a skill set tailored to Army aviation operations.

The focus of training in the fledgling course was on aviation mission planning and personnel recovery (PR). Before this time, there was little to no formal training in PR operations.

Using contemporary operations from Operation Iraqi Freedom and Operation Enduring Freedom as models, students were trained to develop very detailed brigade-size missions with heavy consideration given to electronic warfare planning, PR contingencies and PR task force development.

By the fall of 2003, Fuchs had been tapped by the commanding general of Fort Rucker to head up a team charged with investigating the combat



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ARMY PHOTO BY JOSEPH W. ST. JOHN



TACOPS course chief CW4 Thomas McClellan explains the inner workings of the ALQ-144 infrared countermeasure system to students.

loss of Army aircraft in OIF and OEF.

The reigns of the TACOPS course were later passed to CW3 Joe St. John, who expanded the mission planning scenarios, coordinated the expertise of the Missile and Space Intelligence Center, the Joint Personnel Recovery Agency, the Army Reprogramming Analysis Team, and the Tactical Terrain Visualization System into the course and tailored the practical exercises in order to make full utility of near-real-time intelligence and daily aircrew information.

Still relying on the ASE/EWO course to provide the foundation of electronic warfare training for potential TACOPS officers, it was decided in mid-2005 to combine the two courses into one 6-week course that would produce the aviation TACOPS officer.

This merger was completed by the beginning of fiscal year 2006 so that by the end of that calendar year the first group of 24 officers had graduated.

The merger of these two technical courses had many benefits and the quality of the resulting product proved the value of the merger.

The most significant benefit of the merger was the increase in the size of the course cadre.

Skilled instructors from the ASE/EWO course now focused their expertise on the TACOPS students in that discipline.

Subject matter experts from across the Army were brought in to concentrate on mission planning, joint operations or personnel recovery.

Hardened by numerous combat missions in OIF/OEF, as well as a vast depth of aviation experience, the cadre is further honed through formal schooling, senior instructor mentoring and, certainly not least, interaction with warfighters in the classroom.

Today with six highly trained officers and Department of the Army civilians, the course cadre produces skilled, competent and knowledgeable aviation warfighters.

The structure of the 6-week course is still built upon the three primary areas of responsibility for the TACOPS officer: aircraft survivability equipment and electronic warfare, aviation mission planning, and personnel recovery.

Under the leadership of CW4 Thomas McClellan, the cadre represents a wide diversity of Army aviation mission experience from a variety of platforms and from brigade experience down.

Along with McClellan, DAC Gary Fugate provides the basis for the rest of the course material in the area of combat survivability.

Detailed instruction on radar theory, infrared and laser theory, coupled with an examination of the ASE systems, gives students an in-depth understanding of the threat posed in the combat environment.

This knowledge is further developed during the next phase of the course which focuses on aviation mission planning. Students are introduced to the aviation mission plan-

ning system, known as AMPS, by CW4 Matt Harris and DAC Richard McHenry and after they have sufficient functionality on AMPS, they are taught to apply that to the tactical terrain visualization system or T2VS.

CW4 Bryon McCrary and CW3 Lois Sharpe provide students with an outstanding understanding of joint operations and PR operations.

Through innovation and the incorporation of lessons learned in the fight, the course leads the way in this vital area of PR mission planning.

As much as any other military course of instruction, the course draws on a variety of knowledge and expertise from outside its core cadre and by the subject matter experts provided by external support agencies.

Notable among these guest speakers is the long-standing relationship between the EWO community (now TACOPS) and the Army Reprogramming Analysis Team (ARAT) from the Army's Communications-Electronic Command, Fort Monmouth, N.J.

ARAT has been involved in training Army aviation EW officers almost since the creation of that course in the mid-1990s.

The creation of the ARAT Support Cell (ARAT-SC) at the Aviation Warfighting Center has further strengthened this relationship. In addition to ARAT-SC, other guest speakers have provided significant support to the quality of the course.

The Missile and Space Intelligence Center is among those adding to the course.

With the ever-present threat of man portable air defense systems, the expertise and insight provided by Jim Rountree and Jeff Davis, senior analysts, have proven invaluable.

The course also provides periodic support, such as available, from other agencies as the Central Intelligence Agency and the Joint Aircraft Survivability Program Office.

CW5 Leonard Eichhorn, the chief of the Aircraft Shoot Down Assessment Team (ASDAT), and his team provide support in forensic analysis and shoot-down assessments.

The support of the stable of guest speakers—combined with the strength of the cadre—provides TACOPS students with a wealth of critical

Chief Warrant Officer of the Branch Update

warfighting skills which are proven daily as invaluable to the commander.

The course trains 225 students per year from both the active and reserve components, and from aircraft types.

Potential students must be aviation warrant officers in grades CW2 or higher, rated as a pilot-in-command with greater than 50 hours of PIC time, and possess a valid secret clearance.

Obviously, this is not an entry level job. The learning curve is steep and the job is especially challenging.

But for those warriors that are a cut above prime, the tactical operations officer course will provide the tools necessary to excel.

I would like to thank the cadre of the TACOPS course for all they do to produce this group of professionals with a current, relevant and critical skill-set that is much needed and much sought after throughout Army aviation.

For more information about the TACOPS course, please call (334) 255-2023 (DSN 558) or email the course chief at thomas.mcclellan@us.army.mil.



ARMY PHOTO BY JOSEPH W. ST. JOHN

TACOPS students also learn about the capabilities of both U.S. and foreign made surface-to-air anti-aircraft missiles. Here CW4 Thomas McClellan explains how an IR seeker head functions on an anti-aircraft missile.



CW5 Randall Gant is the chief warrant officer of the Aviation Branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala. Retired CW3 Joseph W. St. John is a liaison with the Army Reprogramming Analysis Team Support

Cell from the Army's Communications-Electronic Command, Fort Monmouth, N.J., and also based at Fort Rucker. CW4 Thomas E. McClellan is the chief of the Tactical Operations Officers Course, 1st Aviation Brigade, Fort Rucker.

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Aircraft Component Repair Supervisor Training Meeting the Challenges of the 15K

By CSM Donald R. Sanders with William Tipps and SFC Bobby Lucas

The Army is a people business as our Soldiers are the lifeblood of our organization.

We in the Aviation branch work very hard to ensure we have the right mix of doctrine, organization and material for our aviation formations.

However, our current Army aviation transformation efforts aren't just about new aircraft or new tactics, techniques and procedures. Some of our transformation efforts are in the area of non-commissioned officer training.

That is, we are changing not just *what* we train, but *how* we train our NCOs to conduct their duties.

Our previous Army Chief of Staff wanted Soldiers who were pentathletes. He wanted Soldiers who are well versed in their whole profession and not proficient in just a narrow segment of their duties.

In the contemporary operating environment our aviation NCOs must be skilled in a myriad of areas in order to accomplish their duties. Of course, to do this requires change in both the mindset and the training of our NCOs.

For example, take the old military occupational specialty 15K (allied shops supervisor) now on the new Modified Tables of Organization and Equipment in the combat aviation brigade, it places the 15K NCO in positions such as production control NCO in Charge.

So, we have had to transform and change the way we trained these NCOs in order to be more effective in their new positions.

Meeting Changing Needs

Some say that change is good; others would disagree. Some would further say that the only constant in the Army is change.

But whether we agree or not, Army aviation is undergoing transformation and the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va.,



Changes in training at USAALS are helping 15K production control NCOs work smarter and more effectively when planning scheduled and unscheduled maintenance. Here, PFC Matthew Ashby, a UH-60 helicopter mechanic with Co. C, 2nd Bn., 82nd Avn. Regt., 82nd Cbt. Avn. Bde., checks the lube spindle on a Black Hawk during routine maintenance inspections on Aug. 18 at Forward Operations Base Salerno, Afghanistan.

has changed the way of teaching the new 15K (aircraft component repair supervisor) Advanced Noncommissioned Officer Course (ANCOC).

A 15K NCO must be knowledgeable in the duties of the 15B (engine), 15D (powertrain), 15F (electrician), 15G (structures), 15H (hydraulics) and 15N (avionics); in short, all aircraft component repair and related administrative functions of a platoon sergeant and a shops supervisor.

The 15K personnel attending the course achieve this knowledge by spending two to three days in each shop where they receive instruction on specific shop requirements as special tools, shop sets, and changes in the tables of organization and equipment (TO&E).

Upon completion of the course, a 15K is better equipped to assume the duties of production control NCO in Charge (PC NCOIC).

It makes you wonder if those that say "change is good" are 15Ks.

Transforming Training

Recent transformation in the 15K course curriculum includes nine new subjects that have also been incorporated into the rest of the 40 level of the 15 series career management field (CMF) training.

These new subjects will help prepare senior NCOs for possible future deployments.

The recent changes now include a standard common aviation management (CAM) track for all of CMF 15.

CAM course is 126 hours long and includes training on TO&E and non-tactical unit specific differences, accident investigation and reporting, convoy operations, DA Forms 1352 and 1352-1, ULLS-A SCP-6, command supply discipline; air, rail and sea movements; hazardous materials and Occupational Safety & Health Administration requirements, and a situation training exercise.

The 15K curriculum has also implemented individual aircraft main-



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ARMY PHOTO BY SFC ELIZABETH SMITH



SSG Robert Townsend, center, an instructor in the 15B Engine Course, instructs students on how to perform an inspection on a T55-GA-714A engine second-stage turbine nozzle. The 15K aircraft component repair supervisor must be knowledgeable on a variety of aviation maintenance skills performed by such Soldiers as the 15B.

tenance for the UH-60, CH-47, AH-64 and the OH-58 to give an understanding, from a PC NCOIC's point of view, of what is required to support these airframes.

The training includes an understanding of phase, scheduled and

unscheduled maintenance, as well as the personnel, time and equipment required to support each airframe.

What makes this training work is that the 15K is taught by an experienced NCO or civilian on each airframe. The 15K is then able to gain a

better insight on the unique requirements for each of the airframes.

Better Understanding

Another change was to provide the 15K NCO with an understanding of aviation logistics operations.

The 15Ks are taught on the subject of the Defense Logistics Agency (DLA) and how to track parts that are on order; check on the status, quantity and location of parts in the system; and how to contact item managers for those parts.

The class is taught by an experienced 151A maintenance technician and guest speakers from the DLA.

During this block of instruction, the 15Ks are given a class on briefing techniques and then teamed with 151A maintenance technician students.

As a follow-up, the students are then given a real world PC scenario where they must brief the USAALS commander on the status of the parts and solutions for the problems presented in the scenarios.

This experience further prepares the 15K student for his or her role as a PC NCOIC.

Summary

So, is change good? In this case, yes. The 15K ANCO students continue to receive training on a higher level to meet the ever-changing world situations and the role the Army plays in these situations.

The training will continue to change as the influence of the contemporary operating environment, Army transformation and global circumstances require change.

Today's Soldiers and future aviation Soldiers deserve the best trained NCOs we can provide.

Above the Best!



CSM Donald R. Sanders is the command sergeant major of the Aviation branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala. William "Rocky" Tipps is the 15K course manager and SFC Bobby Lucas is the 15B course manager with the U.S. Army Aviation Logistics School, Fort Eustis, Va. They can be reached at rocky.tipps@conus.army.mil and bobby.lucas@conus.army.mil.

The advertisement features a collage of images: a soldier's face in profile, a soldier with a child, and a group of soldiers in uniform. Below the images is the logo for the Army Aviation Center Federal Credit Union, which includes a stylized yellow star. The text reads: "Serving Members Worldwide With 18 Branches in the Wiregrass, the Emerald Coast of Florida and the Mobile Bay Area." At the bottom is the NCUA logo with the text "Not insured by FDIC" and "Member FDIC".

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Leaders Stay Engaged

By BG William H. Forrester

Leaders, please accept my sincere thanks, as you achieved great strides in reducing accidental losses in our Army for fiscal year 2007.

While this is indeed a good news story, projections tell us we will lose more than 200 Soldiers by the end of this fiscal year. Additionally, the number of lost work hours due to injuries and illnesses, including our civilian work force, is expected to cost the Army \$180 million for FY 2007. These losses are our most precious resources—loss of combat power, losses to our formations and losses to our families.

You stepped up and engaged Soldiers, and you continue proactive efforts in shifting the Army's safety culture. We see our culture of "never leaving a fallen comrade," regardless of where or how our comrades fall, showing positive momentum. We acknowledge this positive trend as a direct reflection of leaders at all echelons engaging and making a difference.

Our shift in safety culture, highlighting teamwork, buddy systems and a "Band of Brothers," remains dependent on leaders maintaining high vigilance regardless of whether on or off duty, deployed or at home station.

Where leader engagement is constant and vigilant in deployed locations, losses are down; however, once back at home, it appears leaders tend to disengage with their Soldiers, resulting in increased losses.

Recently, the Army Chief of Staff and the Secretary of the Army directed our continued aggressive stance in safety programs for fiscal 2008.

Each command strives to identify their loss areas, develop their plans of action, address the safety climate and culture, and endeavor to create systems that measure successes, ensuring our programs and plans are meeting our intent and are adaptable to the changing environment of our Army.



ARMY PHOTO BY KAMU LUSENY

To meet FY 2008's reduction goal of a 20-percent decrease in fatalities, these objectives require aggressive and committed Soldiers and leaders fully engaged and integrating available resources.

Teammates, we have challenges ahead. The Army owns programs, tools and initiatives available for your commands and formations to leverage. There is no reason to start from scratch; use those resources and adapt them to fit your units.

The Army Safety Office and the U.S. Army Combat Readiness/Safety Center are ready to assist you.

Army Safe is Army Strong!



BG William H. Forrester is the director of Army Safety and the commanding general of the U.S. Army Combat Readiness Center, Fort Rucker, Ala.

PHOTO CONTEST

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12 cash prizes will be awarded for 1st place (\$500), 2nd (\$300), 3rd (\$200), 4th (\$100), and eight honorable mentions of \$50 each for the best photos that reflect an Army Aviation subject or theme. Winners will be published in the magazine and in an Army Aviation calendar to be distributed at the AAAA Annual Convention.

Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA. Photographs must have been taken during calendar year 2007.

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Aircraft Survivability for the Current and Future Fight

Aircrews in Iraq face the threat of man portable air defense systems, such as infrared heat seeking shoulder fired missiles, and the Program Director Office for Aircraft Survivability Equipment continues to work closely with the aircraft product managers to upgrade and improve ASE systems. Here, a UH-60 Black Hawk deploys several countermeasure flares.

By Raymond J. Pietruszka and COL Kennedy E. Jenkins

SPECIAL FOCUS AIRCRAFT SURVIVABILITY EQUIPMENT

Soldier protection continues to be a critical mission for the Army's Aircraft Survivability Team.

Its overarching motivation is to provide enhanced capability to the warfighter and although it has made great strides in providing increased capability through fleet-wide fielding of the best systems available, improvements to legacy systems, continual searches for state-of-the-art capabilities, and investments in infrastructure and technology, there is much more that can be done.

All of these efforts and initiatives are helping to keep our Aviation warfighters protected during combat operations.

Today, aircraft in peaceful missions and those fighting in global conflicts are equipped with countermeasures in order to defeat the man portable air defense systems (MANPADS) employed by our enemies.

This capability is providing pilots the flexibility to alter their tactics in order to meet mission requirements and bring their aircraft back to base. However, we are at war with a dangerous and intelligent enemy whose tactics continue to evolve to keep pace with our own.

The Army and its aircraft survivability programs cannot relax their efforts of continuously improving the systems fielded to our aviation warfighters. As our tactical requirements and procedures change, so have the systems that protect Army aviation.

New software has been fielded to address changes in tactics, improve system performance, and counter new threats. A fifth sensor is being added

to support changes made by pilots in their mission profiles.

This process of continual improvement and system upgrades will continue as long as the enemy continues to adapt his employment of new threats into our battle space.

The ASE Countermeasures

While Infrared MANPADS defense has been our primary focus, the other threat areas have not been neglected.

An improved Laser Warning System, the AN/AVR-2B, is entering full-rate production and will be delivered in 2008. This system will provide aircrews the capability of knowing when they are being targeted and allow sufficient situational awareness to react.

A new processor for the AN/APR-39 Radar Warning System is in testing and will enter production next year.

This upgrade will provide the processing power needed to run more



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A CH-47 Chinook fires a combination of chaff and flare countermeasures during a systems test mission.

capable software. In addition, aviators will get an improved voice interface and a reduced false alarm rate.

Although enemy MANPADS are the most technologically significant threat our aircrews face, ground-fire also poses great danger to Army Aviation platforms.

The *Science and Technology* (S&T) community is working on developing differing hostile fire indicators for the detection and countering of ground fire. Many of these technologies are well beyond the proof-of-principle phase and are being rapidly developed to provide aircrews even greater situational awareness and countermeasures.

In spite of these advances in capability, there is still much to do. Threat systems and their employment techniques continue to evolve and we must anticipate those possibilities prior to their arrival and enemy usage against our Soldiers. The effective use of information management and integration will play a critical role in countering these new threats.

Knowing in real-time where the enemy is, what they are equipped with, and the location of friendly forces in relation to that threat and other forces are critical to winning not only this war, but any future conflict.

To become more effective, aircraft survivability equipment must become integrated and contribute to the crew's situational awareness.

To achieve this situational awareness, we must start to convert our current federated systems into a capabilities-based integrated suite of surviv-

ability equipment. This integrated suite must not only provide the crew with a common ASE threat picture that is integrated with the overall "view" of the battlefield, it must also take that same integrated information and determine what threat system is in its battle space and how to defeat it with the optimal mix of available countermeasures.

In today's federated systems, we have spectral-dedicated sensors coupled with dedicated countermeasure to defeat threats. While this approach is effective in defeating threats in the current fight, we will face other threats in multiple spectrums in future conflicts.

Because engagement timelines are so short we can no longer expect our pilot to mentally and manually perform the myriad required analyses and initiate responses; future ASE suites must be able to identify the threat and defeat it with limited or no crew decision or interaction.

With this type of information integration, the system will also be able to support functions like automating in-flight routes by providing real-time updates to the pilot on threat location and system capability.

The Next Systems

The Army has started to develop these integrated suites. The S&T community is developing algorithms and software applications that demonstrate a fully integrated ASE suite is technologically possible within the next decade.

Aircraft platforms project managers (PM) have started developing the capability to display a common ASE and threat picture to the aircraft crew. The Army needs to guide these efforts to ensure that platforms are, from an ASE architectural perspective, truly common so that each platform is able to fully exploit the capabilities of the ASE suite.

In order to realize this common ASE architecture we must design the next generation of ASE systems to be open enough in their processes so that each can be integrated into the integrated suite architecture.

Systems must have the spiral-growth capacity and be incrementally upgradeable in order to defeat missile threats that operate in other spectrums as well as next-generation threat missiles. Advanced radar warning receiver requires sufficient processing power to allow situational awareness software and algorithms to be incorporated in its design so that it is more effective in defeating threats.

The integrated ASE suite must be more modular in design and lighter than the current array of ASE federated systems. What is needed in the next generation ASE suite are sensors and processing capability that reduce weight and volume.

Until we start developing these new systems, the Army has adopted the short term solution of mission kitting ASE on its aircraft.

ASE "Kits"

ASE mission kitting is the practice of equipping aircraft with the "A-kits" for all currently fielded ASE systems.

The requisite B-kit is then applied to the aircraft in concert with mission requirements.

During operations the aircraft would be equipped solely with the ASE system it needs to defeat threats for that mission.

This approach is an excellent way to make the current generation of ASE systems more affordable - the Army buys smaller quantities of system hardware and then, depending on mission needs, equips only those platforms with the required capability.

The down side of this approach is an increase in weight for all platforms and the increase in maintenance management needed to install, move, and reinstall the hardware.

However, it does insure that when-

ever a total complement of ASE is required, the aircraft will have it and no crew will have to fly into harm's way without full protection.

ASE in the Future

In the future, the Army must procure an ASE suite that is lighter, cheaper and more multifunctional than today's systems. The S&T community is looking at several approaches to support this effort.

With today's computer technology, a system processor can be reduced to a single processor card. Individual system processor cards are then combined inside of a single box and support multiple systems reducing the number of total "boxes" and the overall ASE weight requirement.

In addition, Army laboratories are evaluating how to combine multiple sensors into the same foot print, reducing the number of cables in installation kits, and the amount of surface area needed.

Also under consideration is the installation of ASE systems in wing-mounted pods. Pods greatly reduce installation kit weight, are easier to manage logistically, and ease installation.

Investing in ASE

Lastly, the Army must increase its investment in research and development infrastructure and operations; these test support facilities and laboratories form the cornerstone of finding and fielding new technologies for our aircraft.

Demands of the current threats require the tools and shops needed to quickly update ASE systems in the face of emerging threats.

We need to update our hardware-in-the-loop and end-to-end testing capability. Laboratories and test centers must continue to improve communications between themselves, the platform PMs, and the user representative.

The Program Director Office for ASE has committed itself to help focus the efforts of these communities towards a common set of objectives and goals.

The second part of the infrastructure that needs to be improved is the sustainment of fielded systems.

ASE continued on page 30

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CECOM Logistics and Readiness Center



ARMY PHOTO BY GREGORY FRYE

Support to Army Aviation

By Richard E. Pribyl

While radios and radars may first come to mind when one thinks of the U.S. Army Communications and Electronics Command (CECOM) and its Logistics and Readiness Center at Fort Monmouth, N.J., "B16" manages a huge portfolio of aviation electronics.

This B16 avionics comprises communications, navigation and identification categories, as well as aircraft survivability equipment (ASE) and runs the gamut of items such as radios, intercoms, controls, altimeters, direction finders, Doppler/GPS, navigation indicators, transponders, heads-up displays, and much more.

Virtually all these are managed as Class IX parts with applications across the range of Army aviation's tactical rotary-winged mission designation series comprised of: Utility, Observation, Attack and Cargo platforms.

SPECIAL FOCUS AVIONICS

These items are a significant portion of CECOM's overall Army Working Capital Fund sales, with this aviation portion at about 35 percent of total, and equal to about \$625 million for fiscal year 2007.

Although the ASE and the bulk of the avionics are managed in the logistics center's Command and Control/Avionics Directorate – the former in the Airborne Mission Division and the latter in the Avionics Division – portions of aviation support items are also managed in each of the other LRC weapon system directorates.

For example, airborne SINCGARS (single channel ground and airborne

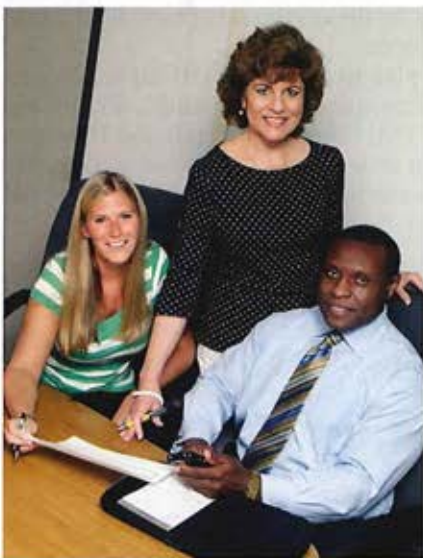
CECOM's Avionics Division works closely with the various aircraft platform project managers to improve avionics. Above, pilots CW4 David Watson, left, and CW4 Tom Miskowiec with the 7th Bn., 101st Avn. Regt., fly a new CH-47F model Chinook using the Advanced Flight Control System during an Aug. 17 mission at Fort Campbell, Ky.

radio system) is managed along with ground variants in the Communications Directorate, and night vision and combat identification items are managed in the Intelligence Electronics Warfare Sensors Directorate.

All these organizations are structured on a weapon system sustainment organization basis, so that each organization directly employs the right mix of logisticians, supply managers, engineers, tech writers and provisioners to assure quick and accurate reaction sustainment support for assigned systems and items.



Branch Chief Mike Linkletter, left, Wai Louie, a fiber optic gyro system (FOGS) project engineer, and Jo Gibbons, the FOGS inventory manager, examine connector modifications on a cable assembly.



CECOM inventory managers Katie Miller and George Redeemer, both seated, discuss the P18 submission with Ginny Tice, PM-AME Field Office budget analyst.

This organization is complemented by our world-wide logistics assistance organization within our Readiness Directorate. This cadre includes about two dozen logistics assistance representatives master technicians who are exclusively dedicated to Army aviation support for B16 avionics and ASE.

While all aspects of the B16 aviation support mission are important, the highest priority is to assure parts, publications and technical sustainment support to the field, with special emphasis, of course, to the Operation Iraqi Freedom and Operation Enduring Freedom theaters.

Other key mission areas include

providing government-furnished avionics equipment to support the project managers' aircraft production lines, as well as similar parts support to the PM for Aviation RESET.

Accordingly, the majority of the mission work is focused on assuring parts availability.

Avionics items tend to be relatively high dollar value, non-consumable, and thus there is a reliance on repair as the source of supply.

We work closely with Tobyhanna Army Depot, the four Army National Guard Aviation Classification and Repair Activity Depots (AVCRAD), and other organic repair providers as prime sources of depot support.

This is complemented by national maintenance contracts with the original equipment manufacturers as required. Of course, if the unserviceable return rate is insufficient to address our needs, then acquisition actions are triggered to satisfy the requirement.

It is policy within the logistics center for long term indefinite-delivery, indefinite-quantity contracts to be in place for all probable parts and systems requirements. This emphasis is being redoubled in light of the Base Re-alignment and Closure Act directed relocation to Aberdeen Proving Ground in Maryland.

While the above describes the fundamental aspects of the mission, there is an additional component that is focused on the improvement of the parts that we provide, refinement and re-engineering of our business processes, enhance-



UH-60 Black Hawk Sustainment Manager Ralph Lederer, left, and engineer Dan Cordasco discuss the flex harness fitment into the stabilator amplifier line replacement.

ment of our maintenance practices and publications, and an overall emphasis on making things better for the war fighter and more cost-effective for the American taxpayer.

Some of our initiatives in this arena include: UH-60 Black Hawk avionics technical manual revitalization, technology insertions, LCMC pilot program with the Product Manager for Aviation Mission Equipment, and test equipment initiatives.

UH-60 Avionics Tech Manual Revitalization

About two years ago, CECOM funded a joint effort between CECOM and PM for Utility Helicopters to re-visit and significantly improve the accuracy and usability of the gamut of the UH-60A & L model avionics diagnostics and troubleshooting procedures.

Good progress has been made and this effort is expected to be completed prior to mid fiscal year 2008. Benefits will be immediately apparent to the warfighter, and it is expected that no-evidence-of-failure will be reduced substantially, and there will be a truly significant operations and sustainment (O&S) savings achieved annually.

Technology Insertions

The platform PMs and the PM for Aviation Support manage significant avionics suite enhancements via their respective aircraft procurement appropriation funded programs. Often these new avionics are cut-in as part of a

ARMY PHOTOS BY MICHAEL ALLISON



Dick Parker and Kathina Anderson examine the Avionics Division's annual spending plan.

new model introduction, or as part of a *Block* upgrade to a platform.

As a complement to this process, the Logistics and Readiness Center (LRC) often looks to cut in improved avionics via "F3" (form-fit-function) technology insertion upgrades to currently installed avionics.

Typically these items are managed as Class IX parts, and the "fielding" process is driven by the rate that the field requisitions these improved replacement items.

One example of this process is the UH-60 Black Hawk

flight control computer, which commenced several years ago. When the PM cut in the advanced flight control computer on the production line to replace the legacy computer, CECOM at that time made a large buy to facilitate field upgrades to the new computer across the fleet.

Another example of tech insertion pertains to the replacement of the spinning mass gyros which date to the inception of the UH-60 platform.

Obsolescent technology, coupled with low reliability and increasingly high failure rates for the legacy gyros, drove the need for this solid state gyro program.

A dual system installation of our CN-1716/A attitude and heading reference system and fiber optic gyro system replaces two CN-1314 vertical displacement gyros, one CN-998 directional gyro, and two TRU-2A/A turn-rate gyros.

Final Interim Statement of Airworthiness Qualification was released in March, which permitted aviation units to requisition this system and install it as authorized by the unit level modification work order (MWO).

The dual stabilator controller is another on-going technology insertion program.

Improved technology resulting from development of the new UH-60M model helicopter is on track for upgrading the A & L model fleet by the combined efforts of CECOM and PM-Utility Helicopter.

When the original plan to retrofit all UH-60 helicopters to the M model configuration was set aside, discussions among CECOM, the PM, Sikorsky Aircraft and Hamilton Sundstrand resulted in an unsolicited proposal to apply the latest technology for controlling the position of the aircraft stabilator to the legacy fleet.



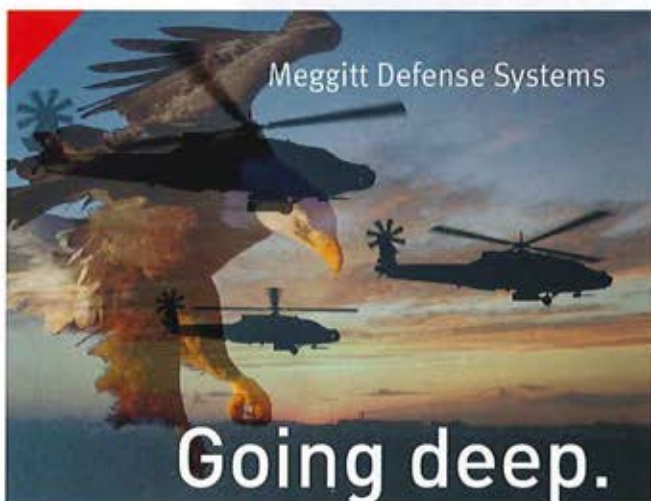
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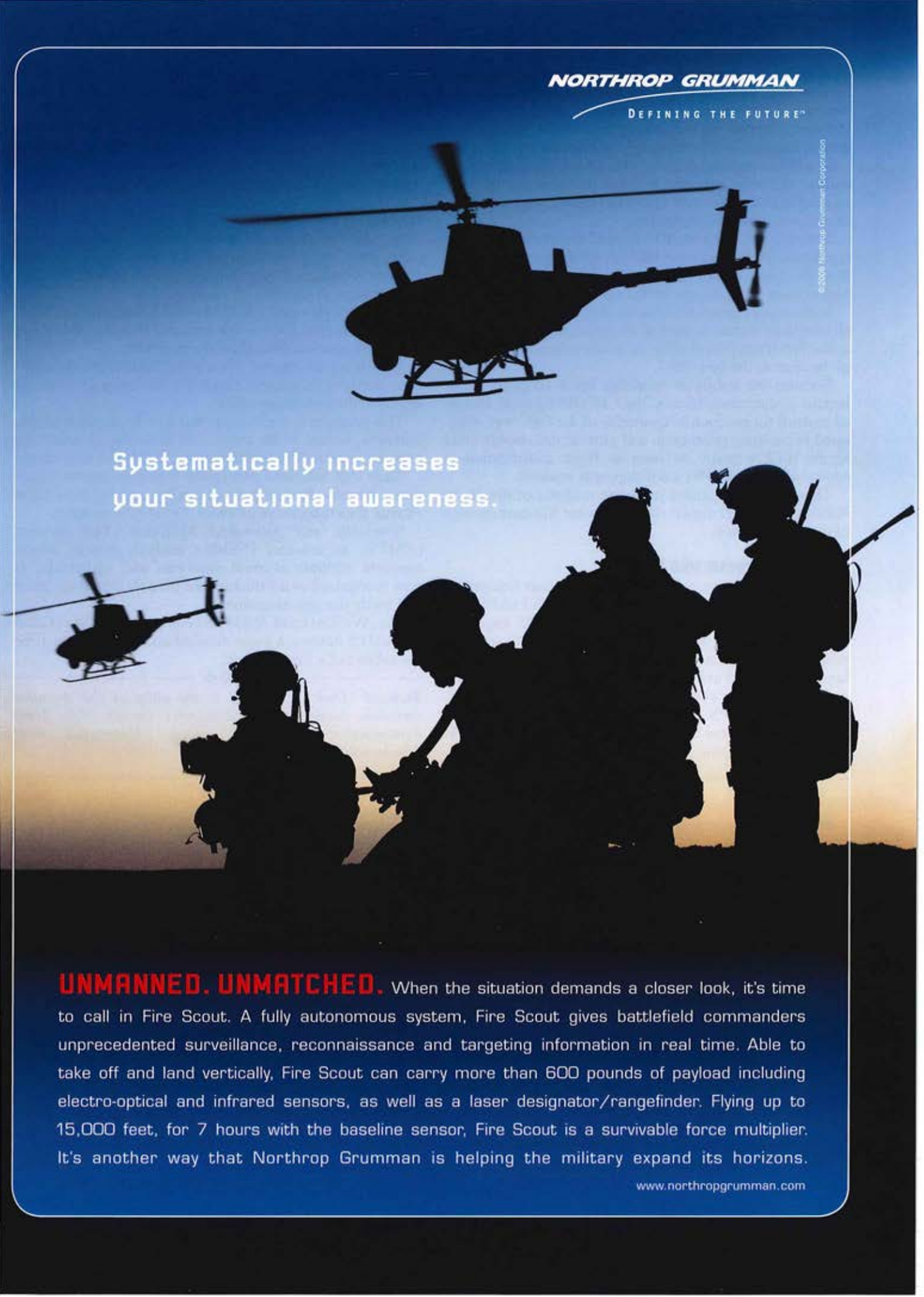
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The image is a full-page advertisement. The background is a photograph of a sunset or sunrise, with a gradient from dark blue at the top to orange and yellow at the horizon. In the upper half, a Fire Scout helicopter is shown in silhouette, flying towards the right. In the lower half, four soldiers are shown in silhouette, standing in a line and looking towards the left. They are wearing helmets and carrying equipment. The text "Systematically increases your situational awareness." is overlaid on the image in a white, sans-serif font. At the bottom, there is a paragraph of text starting with "UNMANNED. UNMATCHED." in red, followed by a description of the Fire Scout system. The Northrop Grumman logo and tagline are at the top right, and the company name is at the bottom right.

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The existing pair of 25-year old, vented legacy stabilator amplifiers on each A&L model aircraft can be replaced by a sealed, single-box dual stabilator controller (DSC) that will have significantly improved reliability, and a built-in test capability that greatly reduces the maintenance burden imposed by the existing complicated test set.

In addition to increased fleet readiness, the greater reliability will also improve mission performance because more effective auto-mode operation frees the pilot to concentrate on mission completion.

Both CECOM and the PM worked closely in establishing requirements under the PM's development contract, so that the DSC could be a maintainer-installed, drop-in replacement requiring no MWO for fleet upgrades.

Both organizations are also working closely to prepare all necessary technical manual changes and training videos under the development effort to insure a smooth transition of the fleet to the new DSC.

Because the stabilator amplifier has a seriously problematic maintenance history, the CECOM contract awarded in April for production quantities of the DSC was structured to facilitate production and provide deliverable units to the field virtually as soon as flight qualification is approved under the PM's development contract.

This approach resulted in saving millions of dollars in stabilator amplifier repair costs and a net life-cost savings of over \$50 million.

LCMC Pilot Program with PM-AME

The Product Manager for Aviation Mission Equipment (PM-AME) has maintained a Fort Monmouth Field Office for years. This organization employs CECOM engineers and logisticians, as well as contractors and PEO Aviation personnel who focus on the management of a number of key PM-managed avionics programs, such as the Doppler global positioning system (GPS), Improved data Modem, the Embedded GPS Inertial, etc. The inventory management for these items had been performed by the CECOM item managers within the LRC organizations.

Shortly prior to October 2006, PM-AME proposed that the inventory managers for these items be assigned to the PM's Field Office to facilitate a true life-cycle management center approach for these AME avionics. This approach was implemented in October and it has proved to be a very successful marriage in the past year. It significantly strengthened the communication and interaction among the engineers, supply managers and other logisticians who support these systems.

Test Equipment Initiatives

Beyond the initiatives described above to improve our pubs, parts and processes, we have been pursuing some exciting programs to improve avionics test equipment and maintenance processes.

The Army provided CECOM with "Comanche kill" dollars in fiscal year 2005 to substantially improve AVCRAD communication-electronics test equipment.

This thrust has assured that all AVCRADs have the ability to perform component repair for key avionics items in deployed theaters of operation.

This program is well along, and as a by-product of this initiative, several of the testers will be deployed across the aviation intermediate maintenance (AVIM) avionics shops.

They will automate previously time-consuming procedures, increase throughput and quality, and fundamentally change the character of avionics AVIM maintenance.

Similarly, our Advanced Multiplex Test System (AMTS), an avionics 1553-bus analysis system, which supports multiple aviation platforms and equipment, is now recognized as a valuable tool for avionics diagnostics and battle damage assessment.

The AVCRAD and AVIM test equipment initiatives, and the AMTS deserve a more detailed discussion and will be the subject of a future article.



Richard "Dick" E. Pribyl is the chief of the Avionics Division, Logistics and Readiness Center, U.S. Army Communications and Electronics Command, Fort Monmouth, N.J.

ASE *Continued from page 25*

We need the capability to rapidly identify, categorize and reprogram new threats into our systems.

This requires developing the capability to record threats during missions, rapidly analyze the data, and then "push" the updated data files out to the units. To facilitate this initiative we need to aggressively pursue obtaining the technologically advanced threat systems for analysis and then develop countermeasures before those threats enter theaters of operation.

Aircraft protection is a joint requirement and the Army is working with the other services to develop and share technologies and capabilities needed to accomplish the mission.

Summary

The ASE community has accomplished a great deal since the start of combat operations in Southwest Asia, but more needs to be done.

Equipping all airframes with the most current systems available, improvements to legacy systems, and the development of even greater capabilities – coupled with investments in infrastructure and Army-directed technology – are helping to keep our aviation warfighters the best equipped and protected force in the history of our nation.

The aircraft survivability team is committed to that endeavor. It is our collective responsibility to insure that the Army's efforts are focused, and sufficiently funded, to a common goal...protecting those who protect this nation.



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

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Crewmembers with the 1st Bn, 106th Avn. Regt., Illinois Army National Guard in Chicago, pose for a photo with two members of the ARAT Awareness Team during a visit to enhance aircraft survivability skills and threat understanding.



ARAT Acceleration of Force Protection Support

By Michael Crapanzano, Richard Todd, James Marcantel and Joseph St. John

The Army Reprogramming Analysis Team (ARAT) is a networked group of organizations strategically placed within the Army command structure to best serve the mission capability of the tactical commander by providing timely organic reprogramming of operational software and corresponding support for force protection systems, which includes aircraft survivability equipment (ASE) programs.

The ARAT - Project Office (ARAT-PO) located at the Communications Electronic Command-Life Cycle Management Command (CECOM - LCMC) Software Engineering Center (SEC) is the executive agent of the ARAT process. Its mission is to ensure that rapid reprogramming infrastructure, process and support activities are meeting the mission requirements of its primary customer, the warfighter.

The ARAT-PO network of offices, including the Operations Center (ARAT-OC), Software Engineering (ARAT-SE), Threat Analysis (ARAT-TA), and Support Cells (ARAT-SC), work as a close team providing ASE mission data, support and associated threat analysis via a state-of-the-art infrastructure and commercial oriented support methodology that meet the fluid requirements of today's ever-changing threat environment using an accelerated network-centric approach.

The majority of the organizational mission is ASE engineering software support, such as that provided by ARAT-SE. ARAT software engineers specialize in providing systems engineering support related to reprogramming the Mission Data Sets (MDS) within ASE. However, it is the post production support and services offered by ARAT-OC that ensures that the warfighter is able to obtain, understand and use these mission-critical data files.

The Army suite of Force Protection includes ASE systems dealing with radar signal detecting sets, laser detectors, radar jammers and missile countermeasure sets used on a variety of rotary-wing, fixed-wing and ground platforms.

Although MDS are the essence of these ASE systems, they do no good if they cannot reach the warfighter in near real-time, and it is the ARAT's charter to ensure that they get to the field.

ARAT-PO manages the ARAT-OC state-of-the-art classified infrastructure, which includes dial-up Secure Internet Router Protocol Network (SIPRNet) services, and the Army Warfighter Survivability Software Support Portal (AWSSSP). Warfighters are able to gain access to MDS files, as well as ASE and tactical operations mission-essential information.

ARAT accessibility is integral to supporting the Army Forces Command's tactical operations requirements, and our ARAT awareness visits to deploying aviation units have armed the warfighter with mission essential informational assets, as well as critical support reach back.

Portal to the Warfighter

The Army Warfighter Survivability Software Support Portal at www.arat.army.smil.mil is the primary site and method to obtain Target Sensing System (TSS) mission critical data for the Army. The ARAT organization has much to offer to the warfighter, especially those in the force protection and ASE communities. The ARAT team stands ready to provide assistance for any warfighter requiring our services and to assist them in building a mission-capable ASE program.

The AWSSSP will also enable the warfighter the



The Army Reprogramming Analysis Team and the Army Aviation Warfighting Center have developed a multi-layered portal website on the secure or SIPR network to improve communications and support to the warfighter.

required access to other organizational resources, such as the National Ground Intelligence Center and the National Air and Space Intelligence Center, which enables warfighters access to Air Force tactics, techniques and procedures.

Other resources enable connectivity to special instructions, air tasking orders, surface-to-air fire informational matrixes, and Falcon View overlays as required to improve situational awareness. These mission enablers are dynamic in nature to reflect the warfighters mission, so continued connectivity is essential to keeping the warfighters' situational awareness in a current posture.

The ARAT-PO has also activated an ARAT-Support Cell to work with the U.S. Army Aviation Warfighting Center at Fort Rucker to support the ARAT mission and to enhance the process of mission data development, ASE and warfighter support.

The USAAWC recognized the connectivity that is inherent in the ARAT process and support structure.

Through a coordinated and collective effort, ARAT and USAAWC have developed as part of the ARAT infrastructure a multi-layered portal on the SIPRNet (www.usaawc.army.smil.mil) so that improved communications and support can be provided to the warfighter.

Deployed units often have well developed SIPR connectivity, but they have little if any NIPR connections. While some information and communication could go by way of the NIPRNet, the question of security is a concern.

One primary goal of the portal is to remove the work load in day-to-day operations when information is needed. The end state target is to address the needs and concerns of the deployed unit.

"Where Do I Find Information I Need?"

The method of presenting information is two fold. A unit may find itself in one of four phases of operation within the intent of the Army Force Generation model. Selecting a phase brings the person to a correlated collection of resources and documents.

The other approach is to select a specific topical area of interest such as tactical operations (TACOPS); survival, escape, resistance and evasion (SERE); aircraft shoot down assessment (ASDAT), gunnery and others. This allows the viewer to drive directly into subject areas of interest.

Each area is further broken down into logical groups and collections of data relative to the main topic. Included is a site map which gives a snapshot of the entire site structure so that nothing is more than one or two mouse clicks away. If all else fails a search capability is also built in for ease of use.

"Questions for USAAWC, But Don't Know Who to Ask?"

A viewer can make comments or submit a request for information without having to know the point of contact (POC) at USAAWC. Users fill in a form and once the subject area is selected, it is automatically routed to the appropriate associated agency at USAAWC.

There are often multiple associated POCs for a given subject which increases the visibility on any submission and will allow for a more complete and timely response.

ARAT assists in monitoring submissions to ensure that incoming messages are acted on and that change in personnel at USAAWC are updated in the associations to the subject areas.

Sharing Your TTPs

For submitting tactics, techniques and procedures (TTP) developed by units to USAAWC for inclusion in future doctrine, policy and methods of operation—an electronic form on the web site guides the user through populating the required data elements.

The completed form starts the TTP development process through automated coordination of the TTP process at USAAWC. If more information is needed for the TTP, the submitter is contacted.

One way to share your experiences without creating a TTP is the *observations, insights and lessons* (OIL) section of the site. This is a collection point for any items that can provide information on how a unit operated, documenting successes and shortfalls, and anything else that may help another unit conduct more efficient operations.

By submitting and sharing your gained knowledge you help to better prepare the unit that may be next in rotation. The information collected provides a more real-time look through the eyes of those in the trenches.

"Pitching an Idea or Asking the Community"

Forum areas are included to give any and all a voice to raise a question that may be shared by others or quickly share an observation.

ARAT has an ASE/Target Sensing System focused forum in the AWSSSP that has proven time and time again that cross talk can solve situations quicker than many other venues.

The USAAWC forum is also monitored to ensure that correct information is being shared and addressed in a timely manner.

Working Electronically With Others Globally

A workspace environment is included in the site for working active efforts. This area provides a common workspace shared by authorized users to conduct business electronically when they may be separated by either time or distance.

Document and file sharing are an example of the active nature of the workspace.

"Need Daily Information, But No Time to Search?"

Commonly searched for external information feeds are posted to a portion of the site to bring together information needed in a timely manner.

The method of gathering the information is referred to as "Really Simple Syndication" or RSS feeds. RSS feeds



ARAT Awareness team member Joe St. John, center, explains the aircraft survivability suite of the UH-60 Black Hawk to members of Co. C (Air Ambulance), 1st Bn., 126th Avn. Regt., Maine ARNG, during a training visit to Bangor.

automatically gather the most up-to-date information available from other sources, eliminating the need to download and repost information.

This is similar to what is used across the internet on sites where the timeliness of passing information is critical to success. Direct links are also provided for other agencies to help guide the user to other sites of interest.

Summary

The success of the ARAT has been our ability to assist the warfighter using a professional team approach.

The ARAT-PO team of engineers is available to respond to user needs and problems and, if necessary, talk you through any of the processes until the issue is resolved.

Our support team, formed in the 1990s, uses commercial field support techniques to put the warfighters' support first, and as a high priority. These techniques have been proven and incorporated into the working relationships with other organizations working to improve materials and support to the warfighter.

The ARAT infrastructure has afforded quick reaction capabilities to electronic warfare support organizations such as the Program Executive Officer for Aviation, PEO for Information & Electronic Warfare Systems, Program Director for Aircraft Survivability Equipment, Program Manager for Counter Radio Controlled Improvised Explosive Device Electronic Warfare, U.S. Navy, U.S. Air Force, and the Army Asymmetric Warfare Office with services and support to enhance support to warfighting customers.

This quick reaction capability includes ARAT infrastructure support to ground based force protection and electronic attack systems, such as the *Warlock* and *Duke* family of systems. This has enabled quick reaction to the unit level in the support of defeating the IED or improvised explosive device threats.

Conclusion

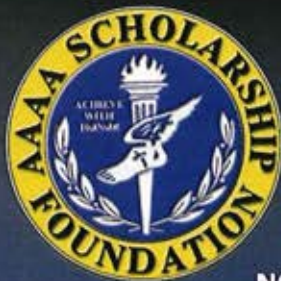
In closing, there is no magic bubble in terms of the total effectiveness of force protection systems. The effectiveness of these systems improves as the acceleration of situational awareness assets to the warfighter increases, thus an increase in survivability.

Combat survivability is an equation based on a combination of properly functioning ASE, up-to-date mission data, current TTPs, and proactive support and training that gives the warfighter an increase in their survivability edge over the threat environment in which they are working.

The ARAT-PO, via its support team, demonstrates the success of what can happen when organizations work together to bring these concepts to a combat reality, fostering an acceleration in the level of support and situational awareness tools to leverage the Soldier's tactical mission combat requirements.



Michael Crapanzano is the chief of the Army Reprogramming Analysis Team Project Office with the Electronic Combat Branch, Communications-Electronics Research Development and Engineering Center at Fort Monmouth, N.J. Richard Todd, James Marcantel and Joseph St. John are with the ARAT Support Cell to the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala.



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Army Improves Aviation Clothing to Reduce Burn Injuries

By Debi Dawson

For Army aviation crews, burn injury is a constant threat, and the Army is continually making improvements to its flame-resistant uniforms and accessories to mitigate that threat.

The need for flame-resistant aviation uniforms arose during the Vietnam War as helicopter crews were involved in explosions and exposed to burning aviation fuel.

Crews were provided with flame-resistant uniforms and coveralls made of a high-tech fabric called Nomex, which was new at the time, and burn casualties were significantly reduced.

During the conflicts in Iraq and Afghanistan, the Army focused on the need to expand flame-resistant protection to provide head-to-toe protection for all Soldiers, including aviation crews.

Developers with Product Manager Clothing and Individual Equipment (CIE), part of Program Executive Office (PEO) Soldier, have been tireless in their efforts to develop flame-resistant clothing that is functional, durable and comfortable, and integrates with other Soldier equipment.

For aviation units, the major component of fire protection is the Army Aircrew Combat Uniform (A2CU), a two-piece flight suit in the universal camouflage pattern that is more durable, more comfortable and less bulky than previous aviation uniforms.

The A2CU can be worn with the Microclimate Cooling Vest, which reduces heat stress to helicopter crews, in hot-



The Army Aircrew Combat Uniform or A2CU, is a two-piece flight suit in the universal camouflage pattern. It is more durable, comfortable and less bulky than previous aviation uniforms and is now being issued to deploying units.

weather environments. The A2CU is made of a blend of 92 percent Nomex, 5 percent Kevlar and 3 percent static-dissipative fiber. The design of the A2CU coat is similar to the Army Combat Uniform (ACU), with consistent pocket configurations.

Soldiers are accustomed to the design of the ACU and its pocket placement, said Donna Smith-Lopez, a human factors engineer at PEO Soldier, and to tinker with the design would be counterproductive. She compared it to driving her car and then switching to a rental.

"You expect door handles, mirrors, controls and cup holders to be in a certain place when you need them. If they aren't there, efficiency is lost," she said.

PEO Soldier successfully completed limited user testing on the A2CU in the summer of 2006, and uniforms were shipped to theater starting last November to get this upgrade to deployed aviation crews as quickly as possible. The A2CU is now issued to deploying crews as of October 1.

Testing has continued on the uniform, and improvements are still being incorporated.

"All our flame-resistant uniforms are spiral-development efforts because of the urgency and nature of the threat that our Soldiers are facing," said MAJ Clay Williamson, assistant product manager for CIE.

"We field the best equipment that is available and then use Soldier feedback to continue to make it even better."



For aviation units, the Army Aircrew Combat Uniform is a major component for fire protection and can be worn with the Microclimate Cooling Vest to reduce heat stress in hot environments.

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The Microclimate Cooling System is comprised of a vest worn over a t-shirt and a portable or mountable cooling unit, and uses quick disconnect hoses for mobility. It greatly increases a Soldier's tolerance to operate in high heat environments, such as in armored vehicles and aircraft.

Nomex has remained the fiber of choice for flame resistance, but MAJ Williamson said Army engineers are testing possible fiber alternatives at research facilities at Fort Belvoir, Va., where PEO Soldier is based.

"Nomex is great for flame-resistant protection," Williamson said, "but we are looking for better durability."

Alternatives under consideration are blends of newer fibers such as flame-resistant Rayon, Modacrylic, Polybenzimidazole and Basofil. Innovative treatment processes are also being researched.

To extend flame-resistance to the hands and feet, PEO Soldier provides aviators with gloves and boots that offer protection. Aviation crews are issued summer flyer gloves and winter flyers gloves, and PEO Soldier is also considering new gloves that will offer better tactility at the instrument panel.

Fuel handlers' gloves, made of Nomex knit with leather palms, are liquid-proof and flame-resistant.

Two boots are authorized for use by aviators: the temperate weather Army Combat Boot (ACB) and the Hot Weather, Flame Resistant ACB.

Both are issued through the Rapid Fielding Initiative program, which ensures our Soldiers receive the finest individual and unit equipment the Army can provide — as rapidly as it can be procured and fielded.

For aviators and combat vehicle crews working in cold and wet climates, the Army is developing the Fire-Resistant Environmental Ensemble (FREE), a multi-layered clothing system that will be functional in a range of climates and activity levels. It is designed to increase comfort and efficiency in the confines of aircraft and armored vehicles.

The system includes undergarments, base layers in two weights, and three weights of outer layers, all issued in the universal camouflage pattern or foliage green pattern to complement other Soldier uniforms.

Testing of prototypes is under way, and Soldier feedback will help drive the final configuration and design of the clothing ensemble.

Smith-Lopez stressed that product developers take Soldier feedback seriously. "Every comment on every user survey is read and carefully evaluated," she said.



The new Block II version of fuel handlers' coverall, here in the universal camo pattern, is flame resistant, offers splash protection against jet fuel and water, dissipates static electricity, and can be worn over the Army combat uniform, aircrew combat uniform, or alone.

To be considered flame-resistant, a fiber must self-extinguish, must not fuel a fire, and must not melt. Flame protection is not enough, according to Donna Latham Cox, a PEO Soldier textile engineer. Garments must be designed that can "withstand the rigors a Soldier faces."

Another challenge for developers is providing adequate protection without adding bulk that could compound heat stress. "Operationally, missions can be more successful if Soldiers are more comfortable," Cox said.

The Army's protective clothing is tested as it is worn in combat on a life-size mannequin at the Thermal Protection and Comfort Center at North Carolina State University in Raleigh. "Pyroman," as the mannequin is called, has 120 sensors that measure heat response to controlled flashovers, and convert the sensor response to actual predicted burn injury, measured from no injury to third-degree burns. In this testing, the Army's flame-resistant clothing has exceeded common industrial standards of flame protection.

In addition to the A2CU and FREE, Williamson's team is working on flame-resistant versions of coveralls for fuel handlers and combat vehicle crewmen, the Army Combat Shirt (designed to be worn under body armor), and Ghillie suits that camouflage Soldiers.

The Army has begun fielding flame-resistant ACUs in Nomex and the newer blends, all of which provide the same level of protection.

The new Fuel Handlers Coverall is being fielded in two blocks. The Block I coverall, an interim solution currently being fielded, offers splash protection against jet fuel and water, it dissipates static, and can be worn over the ACU, A2CU or alone. The Block II coverall will add the universal camouflage pattern and flame resistance, and fielding is scheduled to begin at the end of 2008.

The Army Combat Shirt, which is still in development, will initially be fielded only to infantry Soldiers, but will be tested for compatibility with protective aviation vests.

Even as these garments are being fielded, research and development continues on clothing that can offer Soldiers, including aviation crews, even better protection and give them further advantages in combat.

"It's our job to give them the best equipment that our money and technology can produce," said BG R. Mark Brown, Program Executive Officer-Soldier.



Debi Dawson is the strategic communications officer for the Program Executive Officer-Soldier, Fort Belvoir, Va.

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A Legacy in Space

By BG (Ret.) Robert L. Stewart

Editor's note: *This is the final of a two-part article by retired BG Robert Stewart, the Army's first astronaut and a 2007 Hall of Fame inductee. Stewart takes a historical look back at the Army's roots leading to today's space program. Stewart also provides us with his personal Vietnam gunship pilot's interpretation of those facts to lend an air of truth—albeit politically incorrect truth—to an otherwise dry and dusty academic discussion.*

America's first man in space was launched aboard a Redstone rocket (MR-3) on May 5, 1961 from the Cape Canaveral complex number 5 on Florida's east coast. The flight lasted 15 minutes and 28 seconds, reaching a suborbital attitude of 116.46 miles and traveling 302 miles down the Atlantic Missile Range.

Aiming for Space

In 1955, a panel chaired by Dr. James Killian, a President Eisenhower appointee, recommended that the U.S. pursue a reconnaissance satellite program, but in May of that year the Army's Redstone and the Air Forces Atlas missiles were strictly prohibited from launching such a satellite.

This put the responsibility squarely on the shoulders of the Navy's nascent Viking program.

The Redstone was a successful rocket with more than 36 launches to its credit. The Atlas was flying, but usually blowing up. Vanguard was a pretty impressive full color drawing and the Viking had only a first stage which needed a large upgrade to be able to launch a multi-stage configuration, and it had no second or third stage hardware.

Placing the international prestige of the U.S. in the "space race" with the Russians in the care of the most immature technology available defies logic and borders on criminal irresponsibility.

Even allowing for my distinctly parochial and biased thinking, such a decision must make you wonder if there were other factors of a power struggle nature behind the decision.



NASA PHOTO

Part II

In May 1956, the Army again offered to launch its satellite and was again rejected.

Prohibited from launching a satellite, MG John B. Medaris, the commander of the Army Ballistic Missile Agency (ABMA), and Dr. Wernher von Braun turned their attention to problems of vehicle re-entry, particularly re-entry heating. And this is precisely what the Army did.

On Sept. 20, 1956, we launched a Jupiter-C rocket (RS-27) which carried a test nose-cone 682 miles into space and 3,335 miles down range.

By the way, of all the sophisticated materials the Army tested in developing this nation's first ablative heat shields, beech wood was the most effective. I guess having carpenters build your heat shields was not a technologically satisfactory solution.

The Army's method of achieving the high re-entry velocities desired for heat shield testing involved launching the multistage rocket and then pointing the nose cone back into the atmosphere before firing a fourth stage booster.

As von Braun pointed out, the Army had to go to extraordinary lengths to keep from orbiting a payload in 1956.

As a reward for their efforts, a Defense Department directive in November 1956 limited the Army to rockets with a range of 320 kilometers (198.8 miles) or less.

Russia Takes the Lead

In 1956, the Army clearly had the capability to launch a satellite into space, and we even had the satellite.

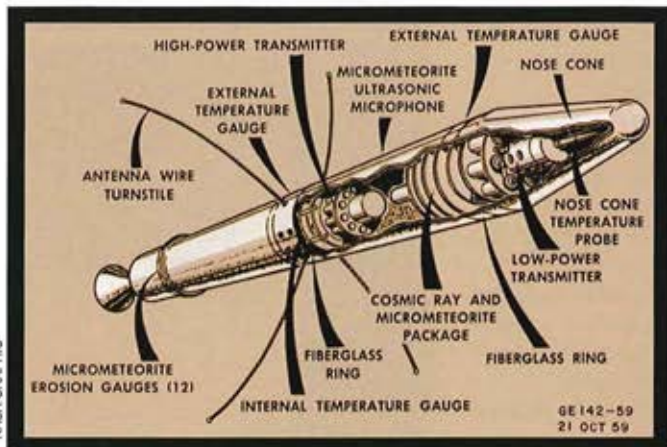
A California Institute of Technology laboratory in Pasadena, known as the Jet Propulsion Laboratory (or JPL), was funded by the Army and doing research projects.

At the JPL, Dr. James A. Van Allen was developing instrumentation packages to study the radiation environment of near Earth space as a part of the International Geophysical Year of 1957-1958. This instrumentation package was the heart of the Army's Explorer 1 satellite.

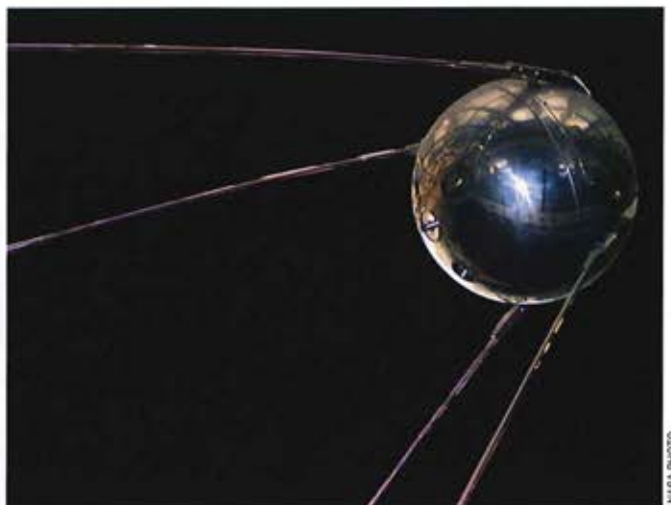
But the Army is a military organization, and since it was Eisenhower's desire that the U.S. Space program be viewed as non-military, the program remained with the Navy.

The logic of giving the program to the Navy and Project Vanguard escapes my simplistic mind. Perhaps the program wasn't "military" it was "naval."

Whatever the logic, it was a dismal failure. Though



Explorer 1 was America's first satellite and was a scientific instrument that discovered the Van Allen radiation belts which surround the Earth.



The Russian built Sputnik 1 was the first artificial satellite to be placed into geocentric orbit above the Earth on Oct. 4, 1957 and ignited the so-called Space Race within the Cold War. Signals from the satellite continued for 22 days until the transmitter batteries died on Oct. 26.

Vanguard did manage to launch a satellite eventually, I still remember vividly the television images of Vanguard rockets blowing up either on the pad or shortly after launching.

Meanwhile, the Russians launched Sputnik I, the world's first artificial satellite, to orbit the Earth on Oct. 4, 1957. And to prove the Soviet Union effort was not a fluke, on Nov. 3 they orbited a dog named "Laika" aboard a 1,120 pound spacecraft dubbed Sputnik II.

On Oct. 4, with Sputnik I in orbit, Medaris again briefed Defense Secretary Neil H. McElroy that the Army was still prepared to launch Explorer I, but no action was taken until after another Vanguard failure on Nov. 8.

Green Light

Eventually the Army was given a green light to proceed with specific directions that the launch must take place before March 1958.

Actually the Army launched the nation's first satellite "Explorer I" on Jan. 31, 1958, 84 days after being given authorization.

Far from being an orbiting radio beeper like Sputnik I, the Explorer I was a scientific instrument that discovered the Van Allen radiation belts.

A sad footnote to this history was told to me by MG Medaris' son, retired LTC John B. Medaris Jr., while I was in Washington, D.C. at the Smithsonian Institute to receive the Army's first John B. Medaris Award for Army Achievement in Space.

He said that after Explorer I was safely in orbit, Medaris and Von Braun waited in the launch control blockhouse for the congratulatory phone call from Eisenhower. The call never came. The president of the United States refused to recognize that the U.S. was now officially in the space race and that the Army team had put us there. Further, that stupid political maneuvering had made us a poor second to the Soviets when we could have been a full year ahead of them.

The effects on U.S. international prestige would not be overcome until Apollo 11 in 1969.

I was told by Medaris' son, "It broke my dad's heart," and I can well imagine that it did. MG Medaris retired



MG John B. Medaris, left, Army Ballistic Missile Agency commander, with Dr. Wernher von Braun and Dr. T. Keith Glennan, NASA's Director, in front of the ABMA Headquarters in Huntsville, Ala. circa 1960.

from the Army on Jan. 31, 1960 and eventually joined the Episcopal priesthood in 1970.

Back to the politics and back stabbing. Who would be in charge of managing U.S. space efforts? Clearly it couldn't be one of the armed services.

The Birth of NASA

The logical entity was the National Advisory Committee on Aeronautics (NACA). On July 29, 1958, Congress changed the NACA into the National Aeronautics and Space Administration or NASA.

This organization was quite technically competent in the field of aeronautical research, but it knew absolutely nothing about rockets or satellites.

Predictably, NASA began looking around for assets it could acquire to fill this rather large hole in their capabilities. The prime targets, if not the only ones, were the JPL and ABMA.

The Army resisted takeover efforts but ultimately struck a deal. We would give up the JPL but keep ABMA.

On Dec. 3, 1958, the Army transferred the Redstone launch vehicle program, the Explorer satellite pro-

gram; all JPL lands, facilities and contracts; along with 2,328 satellite and rocket engineers to NASA.

In June 1959, NASA funded eight Redstone launch vehicles for space launches while the ABMA continued working on a large launch vehicle in conjunction with the Defense Department's Advanced Research Projects Agency (ARPA).

This vehicle was a direct outgrowth of the Redstone, through Jupiter and Juno rockets, and would be called "Saturn." Dr. Roy Johnson of ARPA carried Saturn, with its 1.5 million-pound thrust engines, as ARPA's number one priority.

Assembly of the first Saturn booster began at Redstone Arsenal in April 1959. Things were going great in Huntsville, so obviously political disaster was just ahead.

On June 9, 1959, Herbert York, the director of Defense Research and Engineering, cancelled the Saturn program. His official reason was lack of military need for such a large launch vehicle. The real reason, at least to my mind, was about to unfold.

To preserve a national capability, the Army agreed to turn the ABMA over to NASA. It only took a short six months to abrogate the Army-NASA agreement.

That may not be a record for duplicity, but its pretty close.

ABMA ceased to exist and the Army transferred the Saturn program, all 150 remaining members of the von Braun team, 3,900 ABMA personnel and 2,500 skilled missile and satellite craftsmen to NASA.

What had been ABMA became the

Army Space Accomplishments

In addition to the "Firsts" named in the article, here is a partial list of the Army's many accomplishments in space:

Explorer III - The first space data collection taped onboard for later download to the ground.

Explorer IV - The first solar measurement data from high altitude and data from high altitude nuclear detonations. A Redstone rocket had also launched the nuclear device to be detonated.

Pioneer III - Dec. 6, 1958, a lunar probe launched 63,580 miles into space.

Pioneer IV - March 3, 1959, first lunar probe to escape Earth's gravity and orbit the Sun.

First Solar Power Cells - March 1958 developed by the Signal Corps for use on Vanguard spacecraft.

First Infra-red Land Scanning Imagery - developed by the Signal Corps Research and Development Lab for Vanguard II.

First Television from Space - March 1960 from a suborbital Redstone rocket.

TIROS - The Television and Infra-red Observation Satellite developed by the Army Signal Corps for NASA sends TV pictures from Space on April 1, 1960.

SCORE - (Signal Communication by Orbital Relay Equipment) developed by the Signal Corps and used to carry President Eisenhower's 1958 Christmas message to the world.

ADVENT - Advanced Research Projects Agency funded Army program for use on the first geosynchronous orbit communications satellite.

FIRST TELEVISION PICTURE FROM SPACE
TIROS I SATELLITE
APRIL 1, 1960



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Navy astronaut Alan B. Shepard Jr., inside the Mercury capsule named *Freedom 7*, piloted America's manned space mission into space aboard a Mercury-Redstone 3 rocket.



The Jupiter-C rocket was based on the successful Redstone rocket with more than 36 launches to its credit.

George C. Marshall Space Flight Center on March 15, 1960 in Huntsville, Ala. Then the Russians did it to us again.

Laying the Foundation

On April 12, 1961, the Soviets put a man into space. Yuri Gagarin made one orbit of the Earth and bailed out of his spacecraft just prior to landing.

Small minded people protested that Gagarin's flight shouldn't count because he failed to land in his spacecraft, but the truth prevailed and Gagarin is forever remembered as Earth's first astronaut (cosmonaut).



On March 15, 1960, the Army Ballistic Missile Agency transferred the Saturn rocket program and its approximately 6,500 personnel to the newly formed NASA and the George C. Marshall Space Flight Center at Redstone Arsenal, Huntsville, Ala.

The U.S. was again left in the dust of a Soviet first in space.

Of course we had a manned space program, Mercury, under way.

The chosen launch vehicle was the Air Force's "Atlas" inter-continental ballistic missile (ICBM), because the Atlas was the only U.S. rocket capable of orbiting the Mercury spacecraft.

At this time Atlas was getting a great deal higher than it used to before blowing up, but it was hard to find an astronaut who wanted to ride a vehicle to almost certain death. Again the Army came to the rescue.

On May 5, 1961, Alan B. Shepard Jr., and then Virgil I. "Gus" Grissom on July 21, rode the venerable old Redstone rocket into sub-orbital space. These flights were designated Mercury Redstone 3 and MR-4.

The locals around Huntsville began wondering aloud if NASA didn't really mean the North Alabama Space Agency.

Now stripped of its assets and facing a war in Vietnam, the Army bowed out of the space business. But what a list of accomplishments we had.

The Army in Space

The U.S. Army had put this country on a footing which allowed President Kennedy to challenge the nation to put a man on the moon before the end of 1969 and return him safely to the Earth. Kennedy could make that chal-

lenge because he knew that the folks at Redstone Arsenal had a really big rocket that could do the job.

I hope that all who have read this can understand why I said in the opening lines of this article, that I have stood on the shoulders of giants.

Space systems can be invaluable to the Soldier as witnessed by the huge strides made in the areas of communication, intelligence and navigation because of space-based systems.

How well space systems fit into the Army of the future will depend on the willingness of today's Soldiers to forcefully state Army requirements for space systems.

Army participation in future space systems will not be as newcomers or interlopers, but as Soldiers who are reclaiming an almost forgotten heritage.

Footnotes:

¹-Bilstein, Roger E., *Stages to Saturn*, NASA SP-4206, NASA history series, Washington, D.C., 1980

²-Personal lecture notes of Stewart, Robert L., 1986-89

Retired BG Robert L. Stewart became the Army's first astronaut in August 1979, serving as a mission specialist on space shuttle flights STS-41B in 1984 and STS-51J in 1985, logging 289 hours in space. Today he resides in Woodland Park, Colo.

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A team of OH-58D Kiowa Warriors from Task Force Horsemen patrol the skies over the Nineveh Province near Tall Afar, Iraq during a Sept. 9, 2006 mission.

Aviation Task Force Split Base Operations

Challenges and Lessons Learned

By MAJ Brian Zarchin

Situation:

You are an aviation Task Force preparing for war. You are planning and executing your way through your mission rehearsal exercise at one of our combat training centers.

You are enjoying the increased *OPTEMPO*, mission focus and learning associated with the world class training you are experiencing.

One of your observer-controllers (OC) compliments you on your initial successes, then informs you that battalion-sized task forces deployed to Iraq are experiencing the following in 12 months periods:

- + Over 25,000 hours flown while operating at readiness rates above an 85 percent average.
- + Aircraft flying over 100 hours per month.
- + Millions of gallons of JP8 pumped.
- + Enemy surface-to-air-fire incidents requiring immediate battle damage repair to aircraft.

The OC then informs you that aviation task forces are conducting split-base operations from up to four different locations, with staffs split between forward operating bases (FOB).

As you sip your coffee and look over the OC's shoulder at your staff feverishly planning the next mission, you wonder—are you prepared for split-base operations?

Task Force (TF) *Horsemen*, commanded by LTC Michael Pyott and CSM Michael Dobs, was comprised of over 525 personnel from the 1st Sqdn., 17th Cav. Regt. and its three organic air cavalry troops with 30 OH-58Ds.

It also included Co. C (minus) of the 2nd Bn., 25th Avn. Regt., an air assault company with 8 UH-60s, and other accompanying headquarters, aviation unit and intermediate maintenance and forward support troops.

In August 2006, TF *Horsemen* relieved two Aviation task forces of duties in Northern Iraq's Nineveh Province.

The *Horsemen* were attached to the 25th Cbt. Avn. Bde. (CAB) and in direct support to brigade combat teams (BCT) operating in the largest area of operations (AO) in Northern Iraq including Iraq's second largest city of Mosul.

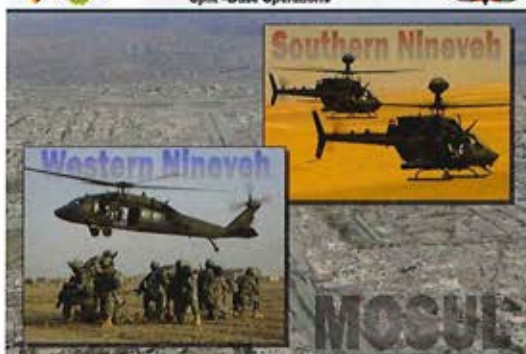


This map shows the split-base dispersion of TF *Horsemen* units in the Longknife area of operations.



TF HORSEMEN

Split-Base Operations



MISSION
From 28 AUG 06 until relieved in place (late July 07) TF HORSEMEN conducts sustained security, reconnaissance, air movement and air assault operations ISO TF Longknife from FOB Sykes (Western Nineveh) and FOB Diamondback (Mosul) to deter and destroy AIF operations and to assist in building a credible Iraqi Army capable of maintaining security throughout Iraq.

SCOs INTENT

EMERATE

- TF Longknife and TF Lightning are provided with the best intel, reconnaissance, security, and assault operations in MND-N.
- AIF fully cognizant that we are capable of delivering accurate fires from all altitudes.
- Task Force is able to sustain Launch/Recover/Launch with all altitudes, aircrews and each trooper's specialty for the duration of the deployment.

KEY TASKS

- Launch/Recover/Launch.
- Reconnaissance and Security - (CACH, CIED, FF, AGI - All altitudes).
- Lethal Fires - Small Arms Marksmanship & Gunnery.
- Security Operations - vigilance, discipline, improve our tactics.

TF Horsemen's mission and commander's intent for split-base operations in the Longknife AO in the Nineveh Province.

Upon mission assumption, the Horsemen were faced with the challenge of providing armed reconnaissance, air assault and aerial movement support in an area larger than the state of Maryland, while being split-base at four locations: Forward Operating Base Diamondback near Mosul, FOB Sykes near Tall Afar, Combat Outpost Nimr near Sinjar, and a jump forward arming and refueling point or FARP at Baij.

Throughout their deployment, the TF Horsemen's aviation capabilities would be reduced and split even further as two Air Cav troops, three UH-60 crews and several detachments would be sent to operate from Tikrit just north of Baghdad in support of surge operations.

Despite these reductions, TF Horsemen's mission requirements continued to increase.

During the next seven months, the Horsemen would post record-breaking statistics, initiate innovative tactics, techniques and procedures, and more importantly - earn the reputation as the ground commander's preferred and proven asset for finding and destroying anti-Iraqi forces.

By finding innovative and effective solutions to meet mission requirements, TF Horsemen further advanced the capabilities and reputation of Army aviation. But this did not come easy... there was turbulence and many lessons learned.

The Horsemen have identified the following areas and the lessons learned to help aviation task forces prepare for successful split-base combat operations.

Command & Control

One of the biggest challenges to safely and effectively conducting split-base operations is to ensure that TF leadership is active at each base.

The key leadership referred to here includes the TF commander and command sergeant major, the executive officer (XO), the S3 operations officer, and the standardization instructor pilot and safety officer.

There are two areas of emphasis, *command circulation* and *delegation*, which facilitate unity of command and unity of effort during split-base operations.

Command Circulation

Frequency, duration and flexibility are essential to effective key leader circulation. The sooner the task force

can establish a battle rhythm, despite ever changing enemy and friendly situations, the better.

■ **Frequency.** While the XO and S3 may remain relatively stationary at their assigned detachments, other key leaders must frequently circulate between each split-base location without spending too much time at each. This will facilitate safety, operations and discipline standardization throughout the organization. The frequency at which key leaders visit separate units should be planned, captured on a battle rhythm, and adhered to as much as the situation permits.

■ **Duration.** During steady state operations, commanders should consider spending an equal amount of time as possible at each location - with less time spent with subordinate units attached to other battalions. Commanders should avoid spending too much time at one location as other task force elements will require their due attention.

■ **Flexibility.** With this in mind, one must always remember that the enemy and higher headquarters will always have a vote. Friendly casualties, ground operations, higher headquarter requirements and other situations will alter your battle rhythm. Key leaders must be prepared to flex their schedules as required, and when feasible, work back to steady state leader circulation.

Delegation

Delegating command and control responsibilities during split-base operations is a must.

Constantly changing weather and enemy and friendly situations will prohibit the commander from being where he or she wants to be. The commander must give his battlefield quarterbacks (the S3, XO, company commanders and air mission commanders) the latitude and authority to call audibles when the commander is away.

Leveraging the S3 and XO as detachment commanders with final mission approval authority allows the commander more flexibility to circulate and is a must during rest and recuperation (R & R) leave periods.

As company-sized elements are detached to other battalions, commanders will also rely heavily on their company and troop commanders to operate autonomously from their parent headquarters. Furthermore, trends in Iraq continue to prove that the primary unit of action for daily operations is the team (two aircraft).



Daily Key Leader Location Snapshot

Approximate Percentage of Time Spent Monthly at Each Location

	TF TOG	TF TAC	Jump FARP(s)	Detached Troops (at 4th Location)	Higher CAB HQ
TF CDR	40%	40%	5%	10%	3-5% Visit as Required
TF CSM	0%	20%	5%	<5%	
TF XO	95%	<5%	<5%	<5%	
TF S3	<5%	95%	<5%	<5%	
TF SIP	30%	30%	<5%	35%	
TF ASO	30%	30%	5%	30%	

BLACK = Typical Daily Dispersion of Key Leaders (varied with enemy and friendly situation)



TF HORSEMEN - RIDE HARD



This graphic depicts the typical daily dispersion of the key TF leaders and the average time each leader spends at different split-base locations.



TF Horsemen tactical operations center troopers receive "command post of the future" refresher training from a contractor early in their deployment.

Commanders must embrace this fact and empower their team air mission commanders and ensure they are operating from clearly understood intent-based orders.

Communications & Connectivity

It goes without saying that communications between the task force's split-base command and control (C2) nodes is critical to success - especially while separated by hundreds of miles.

Dependable communications is even more paramount with the added challenges of communicating with multiple higher headquarters.

At any given time, TF Horsemen was responsible for reporting to three different brigades: the 25th CAB, the 4th BCT of 1st Inf. Div. (to whom TF Horsemen was in direct support to in Nineveh Province), and the 82nd CAB located initially at Fort Bragg, and then later when it deployed to Afghanistan.

Each brigade used different means of communicating and reporting. Despite these variables, the task force must ensure reliable and redundant communication solutions are maintained.

Two critical elements to this end are teaming with the battle space owner and becoming proficient on multiple connectivity tools.

Teaming

TF Horsemen, already short on personnel to support split-base operations, teamed with the other battle space owner and the 25th CAB for multiple communications and connectivity resources.

A good example of this occurred when TF Horsemen teamed with the 3rd Sqdn., 4th Cav. Regt. to establish an aviation retransmission site. This site was equipped with TF Horsemen radios and manned by 3-4 Cav. troopers to sustain Horsemen aircraft.

The site was critical to reliable aviation communications throughout the vast western Nineveh Province, yet did not require manning from the aviation task force.

Connectivity Proficiency

In addition to teaming, the split-base TF must immediately identify connectivity solutions their higher headquar-



Sound SOPs and tactics, techniques and procedures between Task Force C2 nodes ensure expedient aircrew and aircraft recoveries following enemy encounters and engagements. CW2 Jason Anderson, left, and CW2 Byron Meads simulate the first OH-58D combat self-extraction they experienced during their deployment.

ters will be using, and become proficient on them.

These systems include the *Command Post of the Future* or CPOF, *Ventrillo*, *Team Speak* and *Breeze*.

Identifying these systems prior to deployment is highly recommended as this will enable task forces to train on establishing, maintaining and operating those systems while reporting to multiple higher headquarters.

Operations & Intelligence

With a command, control, communications and connectivity architecture established, operations and intelligence management, tracking and reporting are the next key elements to refine.

Task forces must again consider the requirements of reporting to multiple headquarters in different AOs, with different standard operating procedures (SOP), threats; tactics, techniques and procedures; and reporting requirements.

Common to the success of TF Horsemen's O&I management were sound and updated SOPs and frequent collaboration between the C2 nodes.

SOPs

To ensure O&I reporting success, split-base units must ensure that TOC (tactical operations center) and TAC (tactical action center) reporting and operating procedures are standardized. SOPs established for autonomous or traditional task force operations will require updating to account for split-base operations.

Units should adjust SOPs prior to deployment (to include higher headquarters' requirements) and as the situation changes in combat.

Collaboration

Constant cross-talk between the TOC and TAC is critical for success.

Split-based units must also ensure that the TAC, and/or other subordinate elements, report through the TOC before being reported to higher headquarters.

This will facilitate TOC situational awareness and can expedite - while using effective tools like CPOF - the reporting process to the CAB.

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Maintenance & Logistics

Over the course of a 12 month rotation, aviation task forces can expect to fly nearly 30,000 combat hours at an average of 100 hours a month per airframe.

Task Forces may pump in excess of 2.5 million gallons of fuel and expend over 2,700 rockets, and thousands of rounds of other munitions. Accordingly, split-base units must be prepared to overcome maintenance and logistics challenges associated with supporting such operations.

With limited organic lift assets to support a high operational tempo, units must find creative and collaborative transportation solutions to sustain requirements. One of these solutions involved proactive collaboration between the production control officer for maintenance requirements, the distribution platoon for ammunition needs and with task force C2 nodes.

Constant coordination is required to synchronize logistical needs (i.e. parts, tools and ammo) and available lift assets to deliver them between split-bases and higher logistics hubs. Units must use all available joint assets.

Fixed-wing and rotary aircraft, and yes, even OH-58D aircraft, can play a critical role in transferring small parts, tools and limited ammunition in a pinch.

Personnel Augmentation

Careful personnel management is another critical element to successful split-base operations. Because transformed aviation units are not resourced to support multiple 24-hour staff and maintenance requirements, commanders must seek augmentation accordingly.

The Human Resource Command and combat aviation brigades with subordinate battalions and squadrons conducting split-base operations should also consider these limitations and provide assistance to meet the TF commander's needs.

During OIF 06-08, the 25th CAB provided an ample amount of flight operations, intelligence, communications and maintenance augmentation that enabled TF Horsemen to accomplish their mission.

Troop Rotation

Safety models and history show that 4 to 6 months into

Frequent collaboration between the task force TOC and TAC resulted in closely tracked and coordinated missions. Here a UH-60 from Co. C, 2-25th Avn. lands to extract a strike team from the 1st Cav. Div. during a mission in western Nineveh.

a deployment, units are at most risk due to complacency.

To counter complacency, the TF commander decided to rotate his formation at about the 6-month mark. This rotation included select staff, field grade leadership and the Air Cav troops between the FOBs.

Between the Mosul and the western Nineveh areas of operations, momentum was maintained, troops were re-energized, and tactical focus was refreshed.

Conclusion

Though these recommendations are just one unit's perspective, limited at best, and may not apply to every situation, the Army aviation community must be aware of the inherent challenges associated with split-base operations and do what is required to set the conditions for future split-base success.

From pre-deployment through mission execution, commanders must adapt to and overcome split-base challenges. Moreover, we must tailor training at home station and at our combat training centers to address these challenges, and appropriately resource people and equipment to meet the mission.

By improving the way we conduct aviation split-base operations, we will continue to advance Army aviation's role in the Global War on Terrorism by more effectively supporting the ground maneuver commander.



MAJ Brian Zarchin was the executive officer for Task Force Horsemen with the 1st Sqn., 17th Cav. Regt., 82nd Cbt. Avn. Bde., while deployed to Forward Operating Base Diamondhead during Operation Iraqi Freedom 06-08.



ARMY GRAPHIC BY 1LT BEN ANDRUS

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A MEDEVAC Black Hawk returns from another daylight urgent mission.

Aeromedical Evacuation Operations in a Combat Environment

By MAJ Brian E. Walsh

Small arms and rocket-propelled grenade fire erupts on a convoy as it traverses a stretch of highway, creating a chaotic environment filled with smoke, broken glass and twisted metal.

With a wounded Soldier clinging to life, a nine-line aeromedical evacuation (MEDEVAC) request is radioed in.

Company C of the 2nd Battalion, 3rd Combat Aviation Brigade, receives a radio report of a fellow Soldier who needs attention.

The aircraft take off within 15 minutes from their base and arrive at a dusty, non-secure roadside landing zone, while a team of AH-64 Apaches provide protection overhead.

After only a matter of minutes the Soldier is safely aboard the helicopter, receiving critical medical attention and enroute to the combat support hospital.

The pilots push their aircraft to its

limits, fully aware that each second is critical. And when the team arrives at the combat hospital, the Soldier makes it...he pulls through.

This consistent sense of urgency is displayed for civilians as well.

An improvised explosive device detonates on a road and hurls shrapnel through a residential area striking a young local national girl.

The MEDEVAC unit hears the call that someone is in need, but the entire area is in the midst of a dust storm, reducing visibility to low levels.

The crews are ready to launch with blades spinning, anxiously awaiting the brigade commander's approval.

Immediately upon clearance, the aircraft are in the air and arrive within minutes to the location. The medics swiftly administer first aid and load the child. The helicopters fly at maximum airspeeds through sand and dust in a valiant effort to save a life.

As a result of the crews' selfless service, the girl receives prompt treatment.

Knighthawk MEDEVAC

Both of these scenarios have materialized on numerous occasions for the members of the "Knighthawks" of the 2nd Bn., 3rd Avn. Regt.

In fact, the Knighthawks execute approximately 150 MEDEVAC missions per month throughout a large geographical area, aiding coalition forces, Iraqi soldiers and civilians, as well as enemy prisoners of war.

MEDEVAC is a key component of the battlefield healthcare continuum and remains an essential combat multiplier for the ground commander.

MEDEVAC companies are now fully integrated in the general support aviation battalions (GSAB), and have gained efficiencies in task organization, operations and maintenance.

This article focuses on the effective solutions developed by the Knighthawks to cope with unique operational challenges following the MEDEVAC integration into a GSAB.

Topics include personnel efficien-

An HH-60 medical evacuation helicopter lifts off from a forward operating base in Iraq after receiving a "9-line" MEDEVAC mission request.



Challenges and Rewards

cies, flight medics, and dual-ship split-base operational requirements (executing the mission from multiple locations away from battalion headquarters).

Unit Realignments

Prior to transformation, the MEDEVAC modified table of organization and equipment (MTOE) facilitated independent company-level operations.

The diverse and widespread geographic need for MEDEVAC coverage required an 'H' series MTOE. The need stretched from garrison installations, to remote Training and Doctrine Command sites such as Ranger School, to Army tactical units executing operations in support of the Global War on Terrorism.

In fact, the MEDEVAC MTOE was very similar to the former UH-60 lift and CH-47 cargo 'H' series unit MTOE.

Recently, MEDEVAC companies were reorganized and integrated into

the GSAB, much like its UH-60 and CH-47 counterparts. The reorganization has increased operational efficiency in a multitude of areas, to include command and control, aviation maintenance and logistical operations. The shift has produced great successes in the Iraqi theater of operations.

People Efficiencies

The first thing one will likely notice about the newer MEDEVAC unit is its change in size and composition. Current MEDEVAC MTOE decreases personnel from 150 to 85, and most notably limits the number of dedicated aircraft maintenance Soldiers.

In fact, the new MTOE completely dissolved internal, company intermediate level maintenance. In addition, while platoon sergeants for the UH-60 and CH-47 companies are senior aircraft maintainers (15T/U40), in the HH-60 MEDEVAC companies they are flight medics (68W30).

Ultimately the maintenance capa-

bility within the company itself comes from crew chiefs.

The new personnel configuration creates a maintenance management challenge, especially for split base operations, this challenge is mitigated through placement of key personnel.

For example, the Knighthawks have effectively task organized people from its aviation unit maintenance company to mitigate this challenge, attaching senior maintenance non-commissioned officers to buttress the aircrew members.

The attached Soldiers not only enhance the maintenance capabilities of the company at large, but they are also able to train the crew members.

The task organization places the MEDEVAC company in a similar maintenance posture as the other flight companies within the GSAB.

In addition to maintenance capabilities, flight medic assignment also presents its own challenges.

The most recent MTOE assigns 12 flight medics (13 including the com-



An HH-60 MEDEVAC helicopter crew with ground Soldiers ready an injured trooper after an improvised explosive device detonated near his vehicle during a July mission in Iraq. MED-EVAC crews will often land right in the heart of danger to save the life of service members, civilians and even insurgents.

pany first sergeant), or one flight medic per aircraft. Regulations do allow maximum assignment of 1.5 flight medics per airframe, or 18 flight medics per company.

The increased manning is especially critical in a deployed environment, for reasons mentioned earlier. However, current flight medic levels are at a minimum Army-wide.

As a result, the 3rd Cbt. Avn. Bde. was creative in boosting medic levels in order to mitigate potential shortfalls.

For example, the 3rd CAB consolidated medical activities into two brigade-level troop medical clinics, enabling the brigade to assign medics with flight experience to the MED-EVAC company, while progressing other ground medics into flight medic positions.

The end state is the Knighthawks now have 18 fully mission qualified medics in accordance with current regulations and a minimal chance of a break in full coverage.

Split Base Operations

There were challenges in executing "1st Up and 2nd Up" dual-ship operations from split-base locations with 12 HH-60A Black Hawks. The company is divided into four platoons with three aircraft per platoon.

When executing MEDEVAC pure (one MEDEVAC aircraft chasing a second MEDEVAC aircraft), three

remote sites are able to have dual-ship coverage with 1st and 2nd up, totaling four aircraft per site.

The four ships at three locations equate to 100 percent of the aircraft being ready to fly; the Army standard is 75 percent ready to fly. Additionally, one aircraft is in phase at any given time.

Several courses of action (COA) exist for providing support at multiple locations.

The first COA is to conduct MEDEVAC operations with purely MEDEVAC aircraft (our current technique). The Knighthawk MEDEVAC company operates from two sites as pure MEDEVAC with six aircraft at each base. The average maintenance status is 10 ready to launch, one in phase and one in scheduled maintenance. This equates to 4 aircraft covering 1st Up and 2nd Up with one spare at each location.

Executing operations with pure MEDEVAC aircraft also prevents the GSAB (or other battalions) from using regular UH-60 lift assets to serve as chase aircraft.

This method ensures that maximum lift assets are in the fight and are able to keep more Soldiers off the roads (and further exposed to improvised explosive devices, etc.).

A second COA is that the CAB provides non-MEDEVAC chase aircraft and crews in support of MEDEVAC

operations. This is a technique executed by some units in theater.

This course of action allows the company to disperse its assets over a larger geographical area, including both aircraft and flight medics.

It does, however, limit other aviation support to the ground maneuver units as it takes the assets from the fight by committing them on 1st Up and 2nd Up duty.

A third COA developed to meet the dual-ship requirement is the radio range concept. Units that use this method launch single-ship MED-EVAC aircraft provided there are other aircraft or agencies that can maintain flight following.

Additionally, aircraft or agencies must be able to respond for aircrew pickup in a reasonable amount of time. This technique may be necessary when the width and depth of the battle space generally exceeds one-hour of flight time from the MED-EVAC crew location to the point of injury site and on to the medical treatment facility.

This technique acknowledges the lack of immediate personnel recovery in the event the aircraft must land at an unsecured location for any reason.

In Closing

MEDEVAC operations within the GSAB are extremely efficient, but leaders must address multiple challenges.

The Knighthawks have effectively addressed the aforementioned challenges by implementing the appropriate mitigating factors in an effort to provide the best possible service to combat units. As a result, the 2nd Bn. of the 3rd CAB has executed its MEDEVAC mission without fail and will continue to successfully execute the life-saving mission throughout the duration of our deployment.

We have earned our reputation... when called upon we are there — with dedicated and unhesitating service to our fighting forces.



MAJ Brian E. Walsh is the "Knighthawks" S3 operations and training officer with the 2nd Bn., 3rd Avn. Regt., 3rd Cbt. Avn. Bde., from Hunter Army Airfield, Ga., deployed to Iraq in support of Operation Iraqi Freedom.



CW4 Michael Goodman, a pilot with Co. B, 1-131st Avn., is welcomed home by his family at Fort Benning Aug. 18 after 14-months service in Iraq.

National Guard Aviation Returns from Operation Iraqi Freedom

By SGT Taylor Barbaree

Temperatures soaring above 100 degrees didn't seem to spoil the homecoming for Soldiers of the Alabama and Arkansas Army National Guard's 1st Bn., 131st Avn. Regt. as they returned safely back into the arms of loved ones gathered at Fort Benning, Ga. for two separate redeployment ceremonies Aug. 18 and 21.

The two ceremonies held in Freedom Hall adjacent to Lawson Army Airfield welcomed home more than 350 members of three companies of the 1-131st Avn. Those companies were units from Montgomery and Mobile, Ala., as well as Det. 1, Co. B from Little Rock, Ark.

"I am glad to be back on American soil," said SGT Maurice Barnes from Montgomery, as he was embraced by wife Alisha after a 14-plus hour flight home. "I have been waiting for this day since we began this deployment. Today caps a journey in my career as a Soldier that will stay with me forever," he said.

CW4 Mark Poland, a UH-60 Black Hawk pilot, was flanked with big smiles and tears of joy by family members upon being dismissed after the Aug. 18 ceremony.

"It is so good to have my husband

home again," said Jamie Poland from Dothan, Ala., as the couple's three children clung to their dad. "I couldn't be more proud of him for the sacrifices he has made for our family and our nation." Poland said he looked forward to the amenities of home that deployments do not afford, such as high school football games and home-cooked meals.

BG Frank Speed, Alabama ARNG deputy adjutant general; BG Richard Swan, Arkansas ARNG Joint Force Land Component commander; and BG Joe Harkey, 167th Theater Support Command deputy commander, presided over the ceremonies.

While deployed, the 1-131st Avn. based at Balad Airbase and Logistic Support Area Anaconda, was apart of the 36th Cbt. Avn. Bde. under the operational control of the 4th Infantry Division. The units ferried troops to and from various locations, as well as provided medevac transportation for injured Soldiers.

In his remarks to family members, LTC Zachary Maner, 1-131st Avn. commander, praised Soldiers for a job done well during their 14-month deployment in support of Operation Iraqi Freedom.



SGT Jonathan Smith, a helicopter crew chief, embraces wife Amy and one-year old daughter, Emma Lee, on reuniting Aug. 21.

"These Soldiers you see before you really came together as a team during the past 17-months," reflected Maner. "We flew more than 20,000 combat hours, more than 18,000 combat missions, and pumped more than 3 million gallons of fuel. That took a team effort."

Maner also noted the devoutness and hard work of the unit during the pre-deployment stage. "You mobilized to Fort Hood (Texas), then to Fort Sill (Okla.), then back to Fort Hood and then on to Kuwait, before we ever stepped foot on the ground in Iraq. You are a great team," Maner said.

Before reuniting with family members, Speed acknowledged 1-131st Avn. Regt. members as "heroes" during the Aug. 21 ceremony.

"In the last few lines of the National Anthem, it is noted that we are a land that is the home of the brave," Speed said. "You are not only brave, but heroes for making this sacrifice to your country, state, and families. Your service is appreciated."

Maner added that the Guardsmen earned one Silver Star, three Distinguished Flying Crosses and nine Air Medals for their bravery; and six Soldiers received the Purple Heart for wounds in combat.



SGT Taylor Barbaree is a photojournalist with Joint Forces Headquarters Public Affairs Office of the Alabama Army National Guard, Montgomery.



CW2 Brett Krass with Co. I, 185th Theater Avn. Co., Mississippi ARNG, sits in the pilot's station of a C-23 Sherpa where he was wounded in his hand and legs in Iraq.



CW5 Terry Lee with the Missouri Army National Guard, here still a CW4, stands alongside one of the C-23 Sherpa aircraft he flew while serving as a battalion safety officer with the Operational Support Airlift Command in Iraq.

Wounded Sherpa Crew Earns Distinguished Flying Crosses

By LTC Patrick A. Weber

They're boxy, but they're good!" That's the way Dudley Moore described the Volvo in the 1990 movie "Crazy People" where he focuses on truth in advertising.

You can't say it much better for the C-23 Sherpa that's been operating out of Kuwait and Iraq by all five of the Army National Guard theater aviation companies since 2003.

While the Short Brothers aircraft manufacturing company made the plane "boxy," it's the pilots and flight engineers that have been making the airplane "good" — doing more with less while conducting daily combat aerial sustainment missions throughout the Iraqi theater.

These crews are all true heroes, but occasionally one crew stands out in their gallantry. This past January the crew of Boxcar 63 did just that.

To honor all of the remarkable C-23 Sherpa crews that pass through Iraq and Kuwait, allow me to tell the story of the extraordinary heroism that crew displayed.

A maxim of combat flight operations is that "In a combat zone there are no routine missions."

An Eventful Day

On the morning of January 4, CW2 Brett Krass received his assignment as the pilot in command of Boxcar 63.

Gathering his copilot CW5 Terry Lee and flight engineer SGT Alex Johnston, and Capt. Mark Shepherd, an Air Force flight surgeon, Krass issued instructions to ensure they were ready for the day ahead.

One mission parameter was to conduct local area orientation training for copilot Lee who was completing his third mission in country. Upon departure from Balad Airbase, the crew proceeded west at low-level using standard tactics, techniques and procedures.

Upon crossing the 20 mile point, Krass noticed a white pickup truck with at least one person standing nearby.

It was a mile away but near the flight path.

Not seeing any weapons, but also not wishing to fly over a potential threat, Krass banked the aircraft in an effort to better observe the potential threat and avoid it.

After rolling out of the turn, the Sherpa began taking intense ground fire one or two seconds later.

The crewmembers heard the explosive sounds of bullets striking the fuselage, then noted the sparks in the cockpit and smelled both smoke and fuel in the aircraft.

The C-23 was still flying and exited the danger zone, but not before it had been struck multiple times.

Assessing the Situation

Shepherd, the flight surgeon, who was performing crew duties on the right side of the aircraft, began to make medical assessments. He checked with the pilots to ensure they were able to perform their duties. He then checked the cabin area and began to treat a passenger who had been struck in his helmet by two bullets and was unconscious with a concussion.

While Shepherd was administering critical first aid, Krass and Lee continued their assessment of the aircraft.

While checking the aircraft controllability by pressing the aircraft pedals, Krass discovered that he had been struck in the hand, and also noticed a bullet wound to his lower leg.

Despite his wounds, Krass initiated a turn away from the danger area. Upon discovery of the severity of his wounds, Krass transferred the flight controls to Lee who completed the turn away from the danger zone to prevent the enemy from reengaging them.

Lee, who was still unaware that he too was wounded in



COL Vernon A. Sevier Jr., right, the 36th Cbt. Avn. Bde. commander, congratulates Air Force Flight Surgeon Capt. Mark Shepherd for his life saving actions on January 4 and presents him with a commander's coin of excellence.

the leg, took control of the aircraft.

Krass began to extricate himself so he could receive medical attention for wounds that were now causing blood loss and initial shock symptoms. But, before leaving his seat he had the presence of mind, in spite of his injuries and the harrowing events taking place around him, to input commands into the aircraft's navigation system to give Lee the route back to Balad.

Again, Lee was on his third flight in country and still relatively unfamiliar with the area. By entering this course data into the navigation system, he ensured the information was available to Lee to fly his damaged aircraft back to base.

Shepherd transferred his attention from the passenger and immediately began to treat Krass's injuries to both of his lower legs, and to his hand causing serious loss of blood.

From Crew Chief to Pilot

With Shepherd treating Krass, Johnston immediately went to the cockpit to occupy the left pilot's seat and assist Lee. He assisted with cockpit duties while Lee adjusted radios to contact Balad Approach or Tower.

Because one of the aircraft's primary radios was damaged in the attack, Lee was unable to contact either agency. He did transmit an emergency call on common traffic advisory frequency advising another aircraft to avoid that area.

Additionally, he was able to contact the battalion tactical operations center and brief them on the incident.

As the return flight progressed, Johnston continuously moved between the cockpit and the cabin area, assisting Shepherd by treating Krass and the passenger with oxygen, and then returning to assist Lee with flight duties in the cockpit.

Unknown to both Lee and Johnston (who was back in the left pilot's seat) the aircraft's left tire was shot out.

A Tense Landing

Upon arrival back at Balad, CW5 Lee was still unable to communicate with the control tower to obtain landing clearance. He executed an extremely difficult low-level,



SGT Alex Johnston, from Co. I, 185th Theater Avn. Co., Missouri Army National Guard, was presented the Distinguished Flying Cross on May 2.

high-speed approach in order to complete a safe touchdown. Lee safely landed the aircraft on the shredded tire, expertly maintaining directional control.

As the aircraft slowed, Johnston, who had only minimal training to do so, assumed control of the aircraft's steering tiller and was able to safely steer the aircraft onto a connecting taxiway.

Crash rescue teams were already in transit due to the earlier radio call to the TOC and quickly arrived on the scene to offer assistance and transport the wounded Soldiers to the nearby hospital for treatment.

For Bravery Under Fire

As a result of their actions on this memorable mission, there would be a total of five awards and four Combat Action Badges awarded. Several months later the three C-23 crewmembers received the Distinguished Flying Cross for their actions on that January day, a true testament to their courage under fire.

Both Krass and Lee received the Purple Heart medal for their wounds received from enemy action. The crew, to include Shepherd, received the Combat Action Badge for their engagement with the enemy ground force.

Later we learned that the CAB presented by the Army to Shepherd, an Air Force officer, is only one of a few CABs earned by members of the other services.

All Sherpa crews, including CW5 Terry Lee, CW2 Brett Krass and SGT Alex Johnston, take great pride in the fact that they are pushing this airframe to its very limits to provide our fellow Soldiers with the beans and bullets they need, and most importantly when they need them.

Because of their commitment, it's difficult to find a Soldier, Sailor, Airman or Marine throughout Iraq who doesn't know about these "boxy, but good" aircraft.



LTC Patrick A. Weber is the commander of the Operational Support Airlift Command based at Logistical Support Area Anaconda in Iraq.

Family Readiness Group Training

By Sherri MacWillie, Sonia Patton and Shannon McRae

Editor's note: This month contributing editor Judy Konitzer provides us with more information on Family Readiness Group training with this article by Sherri MacWillie, Sonia Patton and Shannon McRae based on their experiences while with the Cbt. Avn. Bde. of the 4th Inf. Div. at Fort Hood, Texas.

Often we are asked to sit on panels as brigades continue to ready their families for another deployment. We look to our recent experiences and ask ourselves, "What made the biggest difference to the families?"

As we think of all the *ups* and *downs*—the biggest things that went right and what went terribly wrong—the major problems with fundraising, the stresses of multiple deployments on our families, one thing crosses all issues and without it the brigade family readiness group (FRG) leadership will run themselves ragged...it is TRAINING.

New Families

Although, these days, most Army families have been through a deployment, unit FRG leaders should plan some training that is focused strictly on families that are relatively new to the Army.

This group covers families with one to five years of service, on second marriages, or young Soldiers and spouses that have never been away from home.

The training should include: Army Family Team Building (AFTB) level one, the Family Readiness Group Basic Course, and other Army Community Service (ACS) classes and forums that include the post's resources.

New families should learn what resources and programs are available and where to get them, what a chain of concern is and how they fit in, and especially in this category...the new parent support program, child and youth activities, and volunteer programs that give free daycare.

To this group you teach independence and group activities, self-sufficiency and when to ask for help, knowledge of Army programs and how to get connected within their community.



During the homecoming of the 4th Combat Aviation Brigade at Fort Hood, Texas, all five battalions and the brigade Headquarters Company grouped together to offer welcome home T-shirts and baskets for sale, and free goodies and drinks for all families waiting for their Soldiers to return.

In this group you may have a very special sub-group of spouses that are under 18 years of age; some are finishing high school, while others are emancipated teens. We keep a special eye out for them, with extra support. A young, but mature spouse can do a great job as a mentor without the teen feeling that mom is watching their every move.

First Time FRG Leaders

The next group you want to focus on is those spouses that are volunteering for the first time in a position of leadership from key callers to company FRG leaders.

The first thing we suggest to our new company leaders and any new company level volunteer is to take a community resource class like the one that the Fort Hood ACS offers. It is a two-day class during which on-post agencies brief their services. They bring literature so new leaders can build their company information binders or make copies for their unit.

The next suggestion is that all FRG leaders take the FRG Basic Course, also given by ACS.

These two classes will provide the new leaders a very good base. Then they can enhance their training with the FRG Advanced Course, which focuses on management of volunteers and gives them the organizational skills needed to run an effective FRG.

The AFTB Level I course is a great opportunity for our new leaders, spouses and Soldiers. It focuses on the Army basics like military acronyms—that language we have all become fluent in using.

It also introduces the local chain of command, basic problem solving and financial readiness, so they know where to go when they need assistance. It will also help them understand their Soldier's role in the military.

As a new leader, this is usually the first time a spouse is responsible for understanding the Army regulations that



LTC Chuck Werner, the 4th Cbt. Avn. Bde. rear detachment commander, presented Lisa Hampton with a brigade certificate and coin for her contributions during the monthly volunteer appreciation luncheon at Fort Hood.

they fall under, new fundraising guidelines, FRG financial account regulations, and local post regulations.

This is the first leadership role in which you begin to work with not only your peers, but your battalion, brigade and division FRG advisors; and understand how your company fits into the total Army and learn the dynamics of working together as one team.

Battalion Leaders

This is the easiest group to train because they are already experienced. You want to give them a clear understanding of the post and Army regulations so they can in turn train and guide the company level volunteers.

The one area where we had constant questions was the new fundraising guidance.

We recommend you get to know *Army Regulation 608-1, Personal Affairs: Army Community Service Center; Appendix J, Army Family Readiness Group Operations*.

A couple of important points for battalion commanders and FRG advisors can be found in section J-7 *Informal Funds, b. Fund Custodian*: (1) The custodian and alternate are personally liable for any loss or misuse of funds; and (3) The custodian will provide reports to unit commander monthly and as requested.

An annual report on fund activity will be provided to the first colonel (06) commander no later than 30 days after the end of the calendar year.

The reports will summarize the financial status, to include current balance, total income, and an itemized list of expenditures along with an explanation showing how the expenditures are consistent with the purpose of the FRG informal fund as established in the standard operating procedure.

It can make it easier if the battalion advisors train the company FRG fund treasurers to keep a running copy of all detailed expenses all year.

The other regulation that can cause trouble is J-7 *f. Gifts to FRG informal funds*.

It is important to train the company level spouses that gross mishandling of funds can result in a loss of funds, and regulatory violations can also get their commanders in trouble too.

At this level we encouraged, and we enjoyed taking AFTB Levels II and III, the AFTB Instructor Training and were lucky to have two of our leaders as master trainers.

Taking these classes together made it easier to discuss group dynamics, conflict resolution, mentoring and advising, crisis and grieving.

The best that battalion FRG leaders can offer each other is teamwork. With five battalions in an aviation brigade, there is plenty of opportunity to combine classes, fundraising, meals-on-wheels, share ideas and help each other with creative solutions to family issues.

This is especially helpful when the Soldiers return home. The five battalions blended together to set up a combined table with goodies and drinks for all the families that were waiting for the return of their Soldiers.

Pre-Deployment Training

It is crucial that the battalion level FRG leaders understand operational security or OPSEC, and how to train their company FRG leaders when they, in turn give out information to not only the spouses but the grandparents, parents, fiancés and friends.

This includes personal websites, information in e-mails, cell phone calls to their Soldier downrange, pictures in circulation. Sometimes it takes an explanation of how the enemy is listening in.

Ensure that the spouses know what *not* to say on cell phones to Iraq, or written in e-mails to Iraq, or who your Soldiers are flying with, when they fly and where they fly, etc. The amount of information that spouses know and take for granted can be crucial to the security of our Soldiers and their mission.

On an installation as large as Fort Hood with many different units, the training has to be generalized to reach everyone; and in some areas aviation brigades have to spend a little more time with some aviation-focused training for families.

The most repeated issue that aviation families deal with during a deployment is CNN [Cable News Network]. We train our families that the media will broadcast helicopter information the moment something has occurred.

This generates secondary issues as you can imagine.

Notification is a very important, well thought out process for our Army and understanding it is key to stopping any gossip before it multiplies.

Training the company and battalion FRG leaders on how the casualty notification system works is vital before deployment.

FRG leaders need to understand how casualty information is released and incorporate a briefing from the Casualty Assistance Office as part of their training.

We were very fortunate to have an excellent CAO on Fort Hood and they provided a very thorough briefing to our leaders.

This training gave them tools to deal with the calls they would get before official notification could be made.

You Are Not Alone

These ideas and suggestions are all just our experience during one deployment at one specific time.

Each deployment is different, each group is different.

Stay strong, don't go it alone, and ask for help!



Sherri MacWillie is the spouse of COL Donald MacWillie III and Sonia Patton is the spouse of CSM Kenneth Patton, and both are former advisors to the 4th Infantry Division's Combat Aviation Brigade family readiness group. Shannon McRae is the Family Readiness Support Assistant to the 4th CAB at Fort Hood, Texas.

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

Westar to Support AH-64D Upgrade and Fielding

The Apache Attack Helicopter Project Manager's Office awarded **Westar Aerospace & Defense Group, Inc.**, Huntsville, Ala., a five-year contract July 31 to continue supporting the upgrade and fielding of the 634 AH-64D Longbow Apache Block III (AB3) helicopters. The AB3 improvements begin in 2008 and include the integration of advanced technologies to include unmanned aircraft system control capability, improved situational awareness, enhanced engines and drive systems, targeting capability, and an upgraded communications suite.

UH-72A LUH Approved for Full Rate Production

The Army Acquisition Executive approved Aug. 23 the UH-72A

Lakota light utility helicopter to begin full rate production with the signing of the acquisition decision memorandum. The approval comes 14 months after the milestone "C" decision to enter low rate initial production and three

months after equipping the first UH-72A unit at the National Training Center, Fort Irwin, Calif.

Miniature CDL Terminal Makes Test Flight

L-3 Communications, New York, announced July 31 the successful flight test of a 1-pound common data link (CDL) compliant software-programmable terminal on a small unmanned aircraft system in Salt Lake City, Utah. The tiny rugged system—including a digital modem, RF electronics and amplifiers—transmitted full motion video at 45 Mbps and 10.71 Mbps to three different CDL ground stations. The flight was witnessed by representatives from the Army, Air Force and Marines.

GE Awarded Special Ops Engine Contract

The Army exercised an option Aug. 13 for production engines under a competitively awarded contract to **General Electric Aviation**, Lynn, Mass., for the YT706-GE-700 engine for its special operations aviation MH-60M helicopter program. In July, the YT706-GE-700 engine successfully completed an emergency power demonstration test running well over the rated maximum temperature for 10 minutes and 29 seconds, completing all production airworthiness release qualification testing. This final test demonstrates engine response to severe over-temperature conditions, validating a design that provides additional emergency power capability to flight crews.

ATTC Awards Westar Contract for Engineering Services

The Army's Aviation Technical Test Center at Fort Rucker, Ala. awarded a five-year \$22 million re-compete contract July 26 to **Westar Aerospace & Defense Group, Inc.**, for

engineering services. Westar will supply a 45-member team to provide engineering and aviation testing services, ranging from developmental testing of advanced aircraft survivability systems to complex preliminary airworthiness evaluations for the new MH-60M Black Hawk helicopter. Westar also will assist in planning the integration of the ATTC with the new Redstone Test Center being formed in Huntsville, Ala.

Goodrich Selected for UH-60L Health Management Systems

The Army Aviation and Missile Command awarded a contract in August to **Goodrich Corp.**, Charlotte, N.C. to provide helicopter Vehicle Health Management Systems to retrofit into UH-60L aircraft prior to deployment in Iraq. Goodrich's integrated VHMS applies full-time diagnostic health monitoring of the entire helicopter mechanical drive train, from the engines to the rotor system, as well as monitoring of hundreds of aircraft signals and when the aircraft exceeds limitations and restrictions. The Army is using the system to move from flight hour-based maintenance to actual health, or condition-based, maintenance practices.

Yulista Receives Aerospace Quality Management Certification

Yulista Aviation, Meridianville, Ala., received its aerospace quality management standard AS9100 and AQMS for maintenance organizations AS9110 certifications from National Quality Assurance, USA, on Aug. 9. Currently, Yulista is the third company in the U.S. to obtain AS9100 and AS9110 certification, achieving their qualification in a record 87 days with a 100 percent score. Yulista operates an FAA certified repair station at the Madison County Executive Airport.

Aviators Receive Improved HMD for Simulators

The Program Executive Office for Simulation, Training and Instrumentation announced Sept. 24 the award of a \$24 million contract to **Rockwell Collins Simulation and Training Solutions** for the modification and upgrade of the helmet mounted display technology within the aviation combined arms tactical trainer (AVCATT). The 2.5 pound HMD is 3.5 pounds lighter than the older system it replaces and is a high-resolution, full color display that mounts directly to the user's helmet. The HMD fielding begins in fall 2008.

Night Stalkers Fire-up MH-47G Simulator

CAE USA, Tampa, Fla., announced Aug. 20 the 160th Special Operations Avn. Regt. has placed a new CAE-built MH-47G Chinook combat mission simulator (CMS) into service at Fort Campbell, Ky. The CMS features a collimated display system with large vertical fields-of-view on a full motion simulator and simulation of the common avionics architecture system. It also features the first-ever implementation of a new database architecture designed for the U.S. Special Operations Command. The simulator adds to the Army's Special Operations Forces Aviation Training and Rehearsal Systems (ASTARS) program led by the Program Executive Office for Simulation, Training and Instrumentation.

ARMY PHOTO BY SGT BLAKE EDMONDSON



L-3 COMMUNICATIONS PHOTO



ARMY PHOTO

Army Contracts Raven UAS Logistics Support

AeroVironment, Inc., Monrovia, Calif., announced Sept. 5 their award of a \$16.4 million contract to provide logistical support services for the Army's Raven small 4.2-pound unmanned aircraft system program. Services will include refurbishment, reconstitution and repair work, as well as the migration of systems to the latest configuration during the refurbishment process. The Raven UAS has flown tens of thousands of hours in support of combat operations in Iraq and Afghanistan.



More HIRRS Ordered for Black Hawks

CPI Aerostructures, Inc., of Edgewood, N.Y., announced July 31 that **Sikorsky Aircraft Corp.**, Stratford, Conn., placed an additional \$3.2 million order for hover infrared reduction system (HIRRS) module assemblies for use on UH-60 Black Hawk helicopters. This contract is expected to satisfy Sikorsky's requirements through early 2009. The HIRRS assembly helps to reduce the infrared heat signature of the engine's exhaust gases that heat seeking missiles use to attack aircraft. Each UH-60 aircraft uses a HIRRS on each of its two engines.

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

Aero Vironment Corp., Monrovia, Calif., was awarded Aug. 30 a \$16.3M contract for logistical support to RQ-11 Raven unmanned aircraft system. Work should be completed by July 31.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded a \$9.8M contract for engineering services support on the MH-60M aircraft in support of U.S. Special Operations Command Technology Applications Contracting Office. The work will be in Stratford and should be completed by Aug. 31, 2012.

Sampson Construction, Lincoln, Neb., was awarded Aug. 15 a \$32.1M contract for construction of an Army aviation support facility in Cheyenne, Wyo. to be completed by March 29, 2009.

Goodrich Corp., Diamond Bar, Calif., was awarded Aug. 15 a \$13.6M contract for high speed internal rescue hoists for Army National Guard aviation units. Work should be completed by Aug. 14, 2010.

Hummingbird Aviation, LLC, Hammond, LA, was awarded Aug. 15 a \$112.3M two-year contract to perform as needed rotary wing trans-

portation services to transport Class I-X supplies, U.S. mail and passengers in Afghanistan at military airfields until Sept. 30, 2009.

General Atomics, San Diego, Calif., was awarded Aug. 14 a \$5.1M contract for system development and demonstration for the extended range/multi-purpose unmanned aircraft system. Work should be completed by Aug. 31, 2009.

Telford Aviation, Dothan, Ala., was awarded Aug. 13 an \$11.1M contract for operational support for medium airborne reconnaissance surveillance systems. Work should be completed by April 30.

Northrop Grumman Systems Corp., Sierra Vista, Ariz., was awarded Aug. 7 a \$30M contract for the rehabilitation, reconstitution, repair, modification and integration of damaged and obsolete Flight Team Hunter unique equipment. Work should be completed by Aug. 6.

Hawkeye Glove Mfg., Fort Dodge, Iowa, was awarded Aug. 7 a \$5.2M contract for flyers winter gloves. Work will be performed in Aberdeen Proving Ground, Md., and should be completed by June 8, 2010.

Stewart-Matl Ltd., Austin, Texas, was awarded July 27 a \$5.7M contract for construction of a Predator Operations Complex in Houston to be completed by March 31.

Rockwell Collins Services, Cedar Rapids, Iowa, was awarded a \$13.9M contract for lifecycle contractor support on the common avionics architecture system and cockpit management system installed on the A/MH-6, MH-47 and MH-60 aircraft in support of U.S. SOCOM Technology Applications Contracting Office. Work will be performed at Fort Campbell, Ky.; Fort Lewis, Wash.; Hunter Army Airfield, Ga.; and in Cedar Rapids, and should be completed by Jan. 31, 2012.

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I certify that the statements made by me in this statement and dated October 1, 2007 are correct and complete.

William R. Harris Jr., Publisher

AVIATION GENERAL OFFICERS

The Army Chief of Staff announced Aug. 13 the assignment of **BG Richard J. Sherlock, Jr.**, deputy commander and deputy chief of Army Reserve for Management, Resources and Support, U.S. Army Reserve, Washington, D.C. to special assistant to the Director for Operations, J-3, Joint Staff, Washington, D.C.

LTG James D. Thurman was confirmed by the Senate Aug. 3 for reappointment to the rank of lieutenant general and assignment on the Army staff as the deputy chief of staff for Operations, G-3/5/7, Washington, D.C. He is currently serving as commanding general of the V Corps in Germany.

The Senate confirmed Aug. 1 the nomination of **COL Bradly S. MacNealy** for promotion to the rank of brigadier general. MacNealy is currently serving as the property and fiscal officer for the state of Mississippi in Jackson. He is a former commander of the 185th Avn. Bde., Miss. Army National Guard.

CHANGES OF COMMAND

LTC Mark G. Dykes relinquished command of the 2nd Bn., 151st Avn Regt., South Carolina Army National Guard, to **LTC Robert T. Bradsher** on Oct. 20 at the Army Aviation Support Facility, McEntire Joint National Guard Base in Eastover, S.C. Bradsher previously served as the adjutant of the 59th Avn. Troop Command. Dykes is now the deputy commander of the 59th Avn. Trp. Cmd.

Thunder Brigade Gets New Commander



ARMY PHOTO BY TROY LANGENBURG

COL Jeffery N. Colt relinquished command of the 159th Combat Aviation Brigade at Fort Campbell, Ky., on July 13 to **COL Ronald F. Lewis**. Colt led the "Thunder Brigade" for two years, including a year-long deployment in support of Operation Iraqi Freedom in Balad, Iraq from Sept. 2005 to Sept. 2006. Lewis recently graduated from the Naval War College in Newport, R.I. and previously served as the senior aviation trainer at the National Training Center, Fort Irwin, Calif. Today Colt is the assistant deputy director for Strategy and Policy on the Joint Staff at the Pentagon, Washington, D.C. Here, MG Jeffrey J. Schloesser, center, commanding general of the 101st Airborne Div., passes the 159th CAB colors to Lewis, after receiving them

"Wings of the Eagle" Change Commanders



PHOTO BY LT COL MALCOLM KEMENY, USAF

LTC Charles A. Fish relinquished command of 4th Bn., 101st Avn. Regt., 159th Cbt. Avn. Bde., June 8 at Fort Campbell, Ky., to **LTC James T. Benson**. Benson previously served as the deputy G3 for the 101st Airborne Div. Fish is now the Attack-Reconnaissance Aviation Systems Officer for the Aviation Directorate with the office of the Deputy Chief of Staff for Operations, G-3/5/7, Washington, D.C. Here, COL Jeffrey N. Colt, right, 159th CAB commander, passes the unit colors to Benson.

New Commander Leads "Arctic Talons" of Task Force 49



ARMY PHOTO BY SPC VINCENT FUSCO

COL John C. Buss relinquished command of the Task Force 49 July 25 to **COL Chandler C. Sherrell** at Fort Wainwright, Alaska. Buss is now the chief of staff for the U.S. Alaska Command, a joint command, at Elmendorf Air Force Base. Sherrell previously served as the deputy legislative assistant to the chairman of the Joint Chiefs of Staff, GEN Peter Pace, in Washington, D.C. Pictured here, MG Stephen R. Layfield, left, commanding general of the U.S. Army Alaska, passes the TF 49 colors to Sherrell during his assumption of command from Buss, second from right.

New Red Bull Aviation Commander Readies for War



ARMY PHOTO BY MSG EDWIN HOLT

The 34th Cbt. Avn. Bde. of the Minnesota Army National Guard changed command Aug. 4 in the St. Paul Armory. **COL Ronald Neumeister** relinquished command after two years to promotable **LTC R. Clay Brock Jr.** The 34th CAB has begun mobilization preparation and training for Operation Iraqi Freedom 08-10 to replace the 12th CAB as a corps aviation brigade in Iraq. Pictured above, Brock, right, passes the 34th CAB colors back to CSM Gery Thesing, senior NCO of the unit.



ARMY PHOTO

Night Stalkers Welcome 2nd RWO

CW5 David Cooper assumed duties as the second Regiment Warrant Officer for 160th Special Operations Aviation Regiments (Airborne) during an Aug. 30 ceremony at Fort Campbell, Ky. Cooper replaces **CW5 Karl Maier**, who was the first Night Stalker selected to hold the newly

established position in 2006. "Dave is one of the premier warriors in Army Aviation today, an experienced Night Stalker, a dynamic figure in the Regiment and full of energy to get after leading and managing the warrant officer issues in the Regiment," said COL Kevin W. Mangum, 160th SOAR commander. Mangum had high praise for Maier. "Karl is one of my most trusted advisors," Mangum said. "He'll tell me things others wouldn't dare and provides sage counsel and advice." Maier returns to serve as a standardization instructor pilot in one of the 160th SOAR line battalions. The RWO plays a key role representing more than 300 warrant officers in the regiment and providing advice and counsel to the command group.

7-101st Avn. Changes Leaders



ARMY PHOTO BY TROY LANGENBURG

LTC Stephen A. Toumajan relinquished command May 23 of the 7th Bn., 101st Avn. Regt., 159th Cbt. Avn. Bde., to **LTC Robert P. Dickerson** at Fort Campbell, Ky. Dickerson previously served as the Professor of Military Science for the Reserve Officer Training Corps program at Tulane University in New Orleans, La. Toumajan has retired from the Army after a successful career. Above (l to r) are: COL Jeffrey Colt, 159th CAB commander; Dickerson with unit colors, Toumajan, and CSM John L. Chandler, 159th CAB CSM.

OFFICER CANDIDATE SCHOOL SELECTIONS

Three chief warrant officers and a specialist were among the Soldiers selected in August to attend the Officer Candidate School in November and December at Fort Benning, Ga. Upon completion of the 14-week course each will be commissioned as an active duty 2LT in Aviation. Congratulations to:

CW3 Robert H. Wilson, Fort Rucker, Ala.

Reporting Nov. 11 to Class 08-301

CW3 Christopher C. Palumbo, Fort Rucker, Ala.

CW2 Wesley R. Cogdal, Fort Campbell, Ky.

SPC Aaron L. Green, Hawaii

Reporting Dec. 2 to Class 08-302

PROMOTIONS

The Army Human Resources Command released July 31 the fiscal year 2007 reserve component Chief Warrant Officer 4 and 3 selection board results. AAAA congratulates the following 34 officers.

To CW4

Ault, John S.
Bauer, Keith N.
Betts, Charles C.
Bouchelle, Hugh D.
Chavez, Francis A.
Coffin, Glenn T.
Cross, Douglas B.
Davis, Ernest
Escalanti, Curtis
Houska, Howard Jr.
Kiser, Richard F.
Maynard, Jonathan
Paradis, Paul K.
Soltani, James K.
Starritt, Jeffrey

Stone, James M.
Vest, Michael O.
Wolman, Daniel D.

To CW3

Bevelander, Mark C.
Grajkowski, Thomas
Haley, Michael S.
Holmes, Shawn W.
Knight, Frank P.
Kruszona, Raymond
Mastropietro, Anthony
Mills, Ian F.
Nelson, Ronald L.
Oaks, Steven C.
Russell, Shane M.
Sarrette, Nicol A.
Schmitz, Timothy L.
Thackston, Eric B.
Thomas, Brian N.
Walton, Kenneth L.

* = AAAA Member
+ = Life Member

POTM

PEOPLE ON THE MOVE

766 Donohue, Bryan T.
43 Easley, Jonathan A.
617 Eberhardt, Paul B.
548 Fields, Raymond J.
458 Fitts, Joseph E.
422 Foerter, Jason A.
442 Fuhrman, Christopher
543 Gaguzis, Marc P.
290 Gaub, Darin L.
575 Ginos, Nathan D.
805 Gnassi, Allen R.
450 Goddard, Philip W.
524 Golden, Michael T.
* 887 Greco, Scott W.
546 Hahn, Michael J.
455 Harrington, Scott M.
760 Hathaway, Peter N.
494 Hay, Marcus C.
336 Hegar, Joshua R.
794 Heringer, Stephen F.
468 Hodges, George A.
36 Hogan, Kyle M.
464 Holcombe, Robert J.
471 Hunt, Michael R.
489 James, Jeremy W.
502 James, Randy P.
84 Jasso, Antonio D.
673 Jayson, Craig S.
200 Jenkins, Nicholas C.
77 Johnson, Bjorn D.
65 Johnson, Jessica A.
223 Johnson, Tracy D.
531 Jones, Harry H.
184 Kaszczuk, Nicholas
* 841 Kirk, Christopher J.
322 Klarenbach, Robert
782 Kreinheder, Paul R.
314 Kutscher, Scott A.
* 918 Lamb, Phillip H.
642 Lara, Erik M.
454 Lee, Eddy J.
197 Lejeune, Billy L.
626 Lythgoe, Trent J.
101 Mannion, Michael J.

256 Martin, Aaron M.
3 Martin, Christian R.
255 Martin, Elizabeth A.
4 McAteer, Shannon D.
195 McGrew, Tim M.
246 McGuire, Matthew J.
505 McIntosh, Travis L.
513 Miedema, Ryan M.
558 Miller, Edward D.
* 884 Miller, Jacob W.
676 Moore, Eric J.
651 Moore, Ryan I.
684 O'Connell, Sean M.
266 Parker, Jeffrey L.
411 Parrish, Joshua G.
479 Prather, Joel C.
435 Price, Bryan C.
317 Rastall, Jonathan R.
613 Reynolds, Jennifer
252 Richards, Wendell G.
588 Ridenhour, Heidi A.
589 Robinson, Daniel H.
475 Rohrbough, Craig B.
* 833 Rowland, Matthew L.
149 Rummel, Shawn W.
273 Rush, Michael L.
414 Santos, Marc D.
470 Schrock, Dustin J.
434 Schuck, Gerald P.
689 Scott, Walker W.
376 Segura, Juan C.
444 Shaffner, Jonathan
62 Shead, Emmett Jr.
645 Sines, Michael A.
102 Smith, Kenric M.
690 Snider, Timothy T.
573 Spence, Sean A.
559 Spurrier, Scott R.
324 Stahl, Jennifer K.
584 Stanley, Shawn G.
767 Steen, John E. I.
437 Stokely, Anthony J.
53 Story, Derek P.
* 917 Stull, Michael C.

561 Surrey, Nathan S.
629 Swindle, Joseph L.
534 Talbot, Michael M.
56 Thames, Ashley F.
672 Tibbitts, Beau W.
237 Tiedeman, John E.
533 Tily, Gregory S.
140 Troxell, Michael H.
523 Tucker, Richard P.
554 Tully, James E.
341 Vetro, Eric P.
521 Viles, Joseph S.
242 Vonhagel, Daryl S.
510 Weist, Thad D.
94 Welsh, Todd A.
326 West, Jason L.
* 892 Wilkison, Bart D.
112 Wilson, John C.
44 Wingate, Christopher
590 Wojtkun, Karl M.
529 Woo, John S.
586 Woodcock, Bryan L.
185 Yedlinsky, Ryan E.
625 Yochim, Jaysen A.
552 Zeidman, Troy E.

Other Career Fields

195 Bachmann, Christopher
39 Bentley, Donald B.
224 Brown, Matthew P.
437 Courtland, Christopher
284 Duus, Andrew J.
117 Hees, Glen R.
225 Herman, Joseph M.
290 Johnson, Jeramie D.
49 Newsome, Jennifer L.
228 Pipes, Gregory D.
336 Taylor, Johnny II
198 Taylor, Robert W.
43 Turner, Rodney A.
256 Waldrop, Steven B.
176 Weese, David M.
276 Wiley, Bryan J.

Below the Zone

Fiscal Year 07 Lieutenant Colonel,
Army Competitive Category selec-
tion board results released July
31. AAAA congratulates the follow-
ing 161 officers.

Operational Aviation

291 Alberto, Paula S.
566 Albus, Christopher
300 Applegate, David R.
340 Arata, Nicholas D.
415 Ash, Jennifer J.
422 Baker, Thomas E.
275 Bingham, David D.
565 Bowery, Charles R.
405 Brinson, Robert W.
* 617 Brockhard, Douglas
457 Brown, Timothy D.
453 Brucker, Todd E.
271 Burns, Michael F.
91 Campbell, Peter
44 Castlemain, Owen B.
142 Cheeks, Jeffery
475 Chisolm, Marvin
436 Clark, Daniel L.
509 Clifford, Frederick
580 Colbrook, Mark A.
462 Cole, James V.
129 Crocitto, Joseph F.
465 Curtis, Joseph S.
461 Cyrulik, John M.
276 Donna, Kelly P.
448 Fair, Frederick J.
249 Ferguson, William W.
* 633 Gerbluck, Darren S.
512 Gilbert, Erik O.
486 Gordon, Richard H.
473 Gorres, Jeffrey C.
14 Gronbeck, Paul D.
159 Halverson, Scott J.
408 Henry, Lewis E. I.
367 Herrera, Salome Jr.
302 Hinck, John M.
* 623 Hines, Kelly E.
449 Hoff, Bryan J.
450 Holt, Stanley D.
502 Hopkins, Woodard B.
578 Hosie, Michael P.
250 Houser, Michael T.
250 Hubbard, Jerry D.
* 650 Hynes, Roderick M.
174 Jackson, Ronald L.
288 Jones, Monroe C.
166 Kanicki, James G.
452 Kaufmann, Andrew J.
298 Keepers, Kirk E.
161 Klaus, Jay F.
314 Kliethermes, Kenneth
* 625 Kline, John D.
428 Kobida, Scott A.
500 Levine, Mark S.
441 Lindenmeyer, Victor
389 Lukow, Ronald G.
518 Martin, Thomas C.
204 Matthew, Joseph C.
214 McArdle, Robert J.
* 596 McCurry, Michael C.
491 McEldowney, Eric A.
393 McKernan, Dennis J.
41 McLean, Todd G.
376 Miller, Andrew J.
9 Mount, David M.
182 Myrick, James J.
* 612 Ninness, T. Bradley
318 Pearson, Gary A.
464 Perry, James S.
455 Pettit, Robert E.
463 Poisson, Jeffrey A.
437 Rae, Brian E.
158 Rowell, Thomas G.
146 Sauls, Josh C.
156 Smith, John L.
588 Stebbins, Troy D.
260 Taylor, William D.

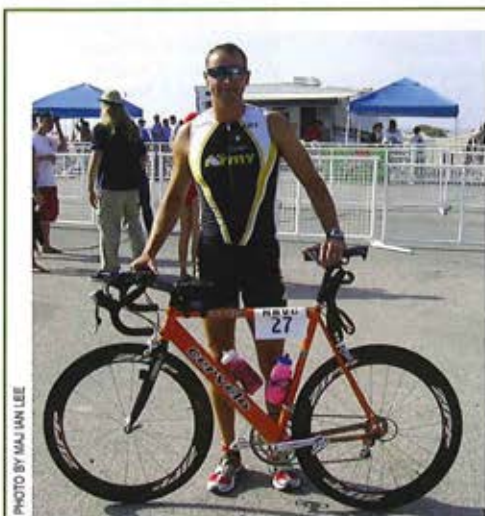


PHOTO BY MAJIAN LEE

Older Aviator Gets Olympic Shot with Army's Triathlon Team

At age 40 most folks tend to slow down a bit, but not so for **MAJ Kelly P. Donna**, left, who had a chance to compete in July for a position on the All-Army triathlon team and a shot at the 2008 Olympics. Donna was one of twelve Soldiers chosen to compete with the Army's 18 member team during the Armed Forces Olympic National Championships July 25 to 29 at Point Mugu Naval Station, Calif. Donna was selected based on his race record, not his age. In his current duty assignment as the theater clearance executive officer with the U.S. Central Command at MacDill Air Force Base, Fla., Donna ran in seven races this season, including the Florida Ironman and St. Anthony's Triathlon in St. Petersburg. His finishing times earned him a shot with

the Army's team. At the AFONC, athletes from the Army, Navy, Air Forces and Marines had to complete a 1,500-meter swim, a 24.8-mile bicycle ride and a 6.2 mile run in less than two hours.

PATM

PEOPLE ON THE MOVE

487 Teixeira, Ronald M.
 * 649 Thompson, Jeffery B.
 513 Toohy, Stephen G.
 175 Tripp, Nathan C.
 458 Vanweelden, Douglas
 317 Voneschenbach, Thomas
 339 Wagen, Carey M.
 468 Wagen, Richard A.
 548 Wagoner, Craig S.
 345 Watrud, Christopher
 258 Weaver, John A.
 492 Wendt, Lars A.
 289 Werner, Paul D.
 259 Wesolowski, Kevin B.
 * 608 White, Jeffrey W.
 257 Wiley, Kent R.
 526 Williams, Reginald
 368 Williams, Scott T.

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 07-22, 48 Officers, Graduated September 6

ABOLC

LT Micheal J. Kordonowy
 LT Brian D. Cooper
 CPT James J. Chavez
 LT James Kelly, Jr.
 LT James F. Knox
 LT Adrienne K. Moore
 LT Eric G. Mutchler
 LT Richard A. Scheuerman
 LT Michael Stanski
 LT Tanya J. Tersillo
 LT Shane M. Tracey
 LT Elie A. Kamel

DG
 HG

AWOBC

WO David P. Handshue
 WO Adam D. Kellerma
 WO Jesse R. Watson
 WO William F. Mowers
 WO Adam P. Jennings
 WO Alwyn R. Lynch
 WO Eric R. Broden
 WO John M.N. Aklan
 WO John M. Anderson
 WO Patrick N. Baker
 WO Mitchell Brady
 WO Patrick D. Cavanagh
 WO Christopher P. Crawford
 WO Gregory W. Cronos
 WO Stephen J. Dykes
 WO Harold F. Elliott

DG
 HG
 HG
 HG
 HG
 CLG
 CLG

AWARDS



ARMY PHOTO BY SPC BRYANNA POLLIN

25th CAB PA is Flight Surgeon of the Year

For the third year in a row, a 25th Combat Aviation Brigade medical professional has been named as a recipient of the Spurgeon Neel Flight Surgeon of the Year award by the Society of U.S. Army Flight Surgeons. **CPT Larry Long**, an air medical physician's assistant with Headquarters Co., 3rd Bn., 25th Avn. Regt. at Contingency Operating Base Speicher in Iraq, received this year's honor. COL A.T. Ball, 25th CAB commander, left, presented Long with a plaque and certificate from the SUSAFS during a recognition ceremony July 30.

PROMOTIONS



ARMY PHOTO BY SGT MIKE ALBERTS

Andrews Sisters Promote Brother

SGT Ryan K. McCarty, with Headquarters Troop, 2nd Sqdn., 6th Cav. Regt., 25th Cbt. Avn. Bde., had his twin sisters Angela, left, and Sarah Andrews, both specialists with the 3rd Bde. Cbt. Tm., 1st Cav. Div., on hand to participate in his Aug. 10 promotion ceremony at Forward Operating Base Warrior in Kirkuk, Iraq. The Andrews sisters traveled from FOB Warhorse in Baqubah for the event and brief family reunion. "Today is important for a lot of reasons, but mostly because we haven't seen our brother in over two years," Angela said. "Family is very important to all of us, and it means a lot to the whole family that we're here today for Ryan."

WO Troy W. Emig
 WO Samuel L. Filtz
 WO Matthew P. Gerlitzki
 WO Edward W. Hewitt
 WO Daniel L. Horn
 WO George S. Hrichak II
 WO Tyler J. Kowalski
 WO Joshua A. Maillard
 WO Jeremy S. Marcil
 WO Patrick E. McKenna
 WO Jarrett S. Nielsen
 WO Benito T. Pacheco
 WO Christopher J. Red
 WO Brett D. Seefeldt
 WO Jonathon P. Sigl
 WO Eric A. Slover
 WO Charles C. Stockwell
 WO Cesar D. Urquiza
 WO Henry F. Wallace, Jr.
 WO Brent L. Warner

WO Christopher M. McGrath
 WO David J. Kruse
 WO Matthew T. Pike
 WO Joshua C. Schilling
 WO Brandon S. White
 WO Eric Aguilar
 WO Justin K. Chadwick
 WO Edward J. Cinoski
 WO Albert V. Dufour
 WO Laura G. Dye
 WO Jonathon D. Finch
 WO Phillip G. Flissinger
 WO Francesco M. Foschetti
 WO Robert S. Hammond
 WO Michael J. Hodges
 WO Mathew T. Huntsinger
 WO Michael P. Kitchens
 WO Zachary J. Koehn
 WO Michael J. Nixon
 WO Kenneth S. Paulus
 WO Dustin R. Ramsey
 WO Brian J. Riesberg
 WO Nicholas F. Sciacca
 WO Brian R. Smit
 WO Christina A. Smith
 WO Eric A. Von Wenckstern
 WO Chad M. Webster

Class 07-23, 41 Officers, Graduated September 20

ABOLC

LT Derrek E. Smith
 LT Nicole R. Turner
 LT Joshua P. Damera
 LT Travis A. Branch II
 LT Henry T. Chandler
 LT Samuel L. Eidt
 LT Charles K. Epstein
 LT Brandon J. Files
 LT Jacob R. Gibbs
 CPT Kevin J. Grant
 LT Jeffrey A. Newnum
 LT Clarence K. Stiles III
 LT Edward D. Tibbs
 LT Nizar Abou-Dehn

DG
 HG
 HG

AWOBC

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

* = AAAA Member
 + = Life Member

RECOGNIZE EXCELLENCE

Solicitation for CY07 AAAA National Functional Awards



Suspense: January 1, 2008 Send In Your Nominations Today!

◆OUTSTANDING AVIATION UNIT AWARD

Sponsored by The Boeing Company, this award is presented "to the Army aviation unit, (multi component or single component of unconstrained size/component), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any unit meeting the criteria is eligible for consideration.

◆NON-COMMISSIONED OFFICER OF THE YEAR AWARD

Sponsored by Lockheed Martin Corporation, this award is presented annually by AAAA "to the NCO (E5 and above) serving in an Army aviation assignment who has made an outstanding individual contribution to Army aviation during the awards period encompassing the previous calendar year." Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army aviation assignment in the active U.S. Army or the reserve components, and must have made an outstanding individual achievement.

◆THE ROBERT M. LEICH AWARD

Sponsored by the Northrop Grumman Corporation ESSS, this award is named in memory of Brig. Gen. Robert M. Leich, USAR, the AAAA's first president (1957-59) and its Awards Committee Chairman for 23 years. It is presented annually to a unit for sustained contributions to Army aviation, to a unit or an individual for a unique, one-time outstanding performance.

◆AVIATION SOLDIER OF THE YEAR AWARD

Sponsored by Bell Helicopter Textron, this award is presented annually by AAAA "to the enlisted soldier (E4 and below) serving in an Army aviation assignment who has made an outstanding individual contribution to Army aviation during the awards period encompassing the previous calendar year." Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army aviation assignment in the active U.S. Army or the reserve components, and must have made an outstanding individual achievement. US Helicopter Inc. underwrites the cost of a Dress Blue uniform for this awardee.

◆JAMES H. MCCLELLAN AVIATION SAFETY AWARD

Sponsored by GE Aircraft Engines in memory of James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958, this award is presented annually "to an individual who has made an outstanding contribution to Army aviation safety in the previous calendar year." The award is NOT intended to be given for the accumulation of operational hours without accidents by any aviation unit.

◆ACTIVE AVIATION UNIT OF THE YEAR AWARD

Sponsored by L-3 Communications Integrated Systems, this award is presented "to the active Army aviation unit, (Battalion and below), that has made an outstanding contribution to, or innovation in, the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any active unit meeting the criteria is eligible for consideration.

◆ARNG AVIATION UNIT AWARD

Sponsored by Honeywell, this award is presented annually by the AAAA "to the Army National Guard aviation unit, (Battalion and below), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Army National Guard aviation unit or organization that has met the foregoing criteria is eligible for consideration.

◆USAR AVIATION UNIT AWARD

Sponsored by Honeywell, this award is presented annually by the AAAA "to the U.S. Army Reserve aviation unit, (Battalion and below), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any U.S. Army Reserve aviation unit or organization that has met the foregoing criteria is eligible for consideration.

mal mission assigned to the unit during the awards period encompassing the previous calendar year." Any USAR aviation unit or organization meeting the criteria is eligible for this award.

◆MICHAEL J. NOVOSEL AVIATOR OF THE YEAR

Sponsored by the Sikorsky Aircraft Corporation, and in memory of CW4 Michael J. Novosel, Sr., this award is presented annually through the AAAA "to the Army aviator who has made an outstanding individual contribution to Army aviation during the Awards period encompassing the previous calendar year." Membership in AAAA is not a requirement for consideration. A candidate for this award must be a rated Army aviator in the active U.S. Army or reserve components, and must have made an outstanding individual achievement.

◆JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD

Sponsored by The Boeing Company, this award is named for Mr. Joseph P. Cribbins, the award's first recipient in 1976. It is presented annually by AAAA "to the DAC who has made an outstanding individual contribution to Army aviation in the awards period encompassing the previous CY." A candidate for this award must be a current Department of the Army civilian.

◆HENRY Q. DUNN CREW CHIEF OF THE YEAR AWARD

Sponsored by Robertson Aviation, this award was established in 2005. It is presented annually by AAAA "to the Crew Chief who has made an outstanding individual contribution to Army aviation in the awards period encompassing the previous CY." The crew chief must be on current flight status or have been on flight status performing CE duties within the last 12 months. A candidate for this award must be in the active U.S. Army or reserve components, and must have made an outstanding individual achievement.

Nomination forms are obtainable from the
AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830.
Telephone: (203) 268-2450 FAX: (203) 268-5870
and on the AAAA Website: www.quad-a.org. Suspense is January 1, 2008.

FALLEN HEROES



CW2 Johnson



CW2 McFarlane



SSG Fisher



SSG Reynolds



SPC Jewell



SPC Worthy-Walker



CW2 Barnes



CW2 Linder



CPT Tyler



CW2 Flynn



SGT Tallman



CPL Bell



CPT Shimp



CW2 Stanley



SGT Angel

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

Operation Iraqi Freedom

Five Task Force Dragon Soldiers died of injuries when their CH-47D Chinook helicopter crashed Aug. 14 during a post-maintenance check flight near their Al Taqqadum Air Base outside Fallujah in the Anbar Province west of Baghdad. All were assigned to Co. B, 1st Bn., 52nd Avn. Regt. with Task Force 49 from Fort Wainwright, Alaska.

Killed were:

CW2 Christopher Charles Johnson, 31, of Grand Rapids, Mich.

CW2 Jackie Lewis McFarlane Jr., 30, of Virginia Beach, Va.

SSG Sean Paul Fisher, 29, of Santee, Calif.

SSG Stanley Brian Reynolds, 37, of Rock, W. Va.

SPC Steven Roy Jewell, 26, of Bridgeton, N.C.

TF Dragon is a group of about 200 Soldiers with eight CH-47 aircraft deployed to Iraq since July. Army officials are investigating the cause of the incident.

Operation Iraqi Freedom

SPC Zandra Terneice Worthy-Walker, 28, of Greenville, S.C., died Aug. 15 from shrapnel wound injuries after enemy forces attacked Camp Taji, 20 miles north of Baghdad, with indirect fire weapons. Worthy-Walker was a fuel handling specialist assigned to Co. A, 615th Avn. Spt. Bn., 1st Air Cav. Bde., Fort Hood, Texas, deployed to Iraq in support of the 1st Cav. Division.

Homeland Defense

Two Utah Army National Guard pilots died Aug. 20 when their AH-64 Apache helicopter crashed at about 8:22 p.m. during a night training flight west of Utah Lake and five miles south of Eagle Mountain in Utah County.

Killed were:

CW2 Clayton Sean Barnes, 30, of Payson.

CW2 James Raymond Linder, 33, of West Jordan.

Both were with Co. C, 1st Bn., 211th Avn. Regt. based in West Jordan and had served a year-long deployment to Afghanistan in 2004 and 2005.

The cause of the crash is under investigation.

Operation Iraqi Freedom

A UH-60 Black Hawk helicopter attached to Task Force Lighting (25th Cbt. Avn. Bde.) crashed before dawn on Aug. 22 in Multaka near Kirkuk in the Tamim Province north of Baghdad, killing the

In Memoriam

LTC James William Hill Jr.

Retired LTC James "Jim" W. Hill Jr., 89, of Fort Worth, Texas, died Aug. 21.

Hill was drafted into the Army in March 1941 and attended the "Class-Before-Class 1" for flight training and became one of the very first Army Liaison Pilots. He flew the L-4 Grasshopper as an artillery spotter during World War II. During the Korean War, Hill again flew as an artillery spotter, flying the L-19 Birdog. In 1961, he served as the assistant commandant of the U.S. Army Primary Helicopter School at Fort Wolters, Texas.

Hill retired from the Army in January 1964 and began civilian life as the manager of Oak Grove Airport south of Fort Worth. He trained pilots from the North Texas area and from Australia, South Africa, Uganda and South America. He helped organize the first Fort Worth Air Show at Oak Grove Airport where an estimated 10,000 spectators enjoyed the show. His greatest accomplishment was piloting a Bell helicopter across the Czechoslovakian border to rescue an East German family on Easter, 1980. He continued to be active in the Aerobatic Club of America and the Experimental Aircraft Association.

Hill was preceded in death by his wife of 53 years, Ann Elnora Bolin. His survivors include children: James W. Hill III, Herbert B. Hill and his wife Brenda, Patricia Smith and husband Doug, Thomas M. Hill and wife Ann Flower; seven grandchildren; and three great-grandchildren. Interment was Aug. 27 in Greenwood Memorial Park.

In lieu of flowers, the family requests a donation to either Meals on Wheels of Tarrant County, Texas; or to the U.S. Army Aviation Museum Foundation at Fort Rucker, Ala.

Missing Vietnam Aircrew Laid to Rest

The Department of Defense POW/Missing Personnel Office reported in August the remains of five Army aviation crew members, missing in action during the Vietnam War since 1968, were returned for burial with full military honors.

Missing were:

CWO Dennis C. Hamilton, of Barnes City, Iowa

CWO Sheldon D. Schultz, of Altoona, Pa.

SFC Ernest F. Briggs Jr., of San Antonio, Texas

SFC John T. Gallagher, of Hamden, Conn.

SFC James D. Williamson, of Olympia, Wash.

On Jan. 5, 1968, these

men crewed a UH-1D helicopter inserting a patrol into Savannakhet Province, Laos. As the aircraft approached the landing zone it was struck by enemy ground fire, causing it to crash with no survivors. All attempts to reach the site over the next several days were repulsed by the enemy. Between 2002 and 2006 the Joint POW/MIA Accounting Command led three excavations of the site, recovering remains and other material evidence including identification tags for Schultz, Hamilton and Briggs.

The group's remains were buried Aug. 14 at Arlington National Cemetery near Washington, D.C. Representing the Association, retired MG Carl H. McNair Jr., an AAAA past-president, met with family members and presented copies of the Arlington Cemetery commemorative book "Where Valor Rests."



Members of the 3rd U.S. Infantry "The Old Guards" fold the American flag while a flight of four UH-60 Black Hawk helicopters are inbound for a fly-over.

PHOTO BY CARL MCNAIR

four-member crew and 10 Soldiers on board. The aircraft was part of a flight of two helicopters picking up Soldiers on their way out of a night-time operation. Indications are the crash was mechanical in nature and not hostile-fire related. The crew members were:

CPT Corry Paul Tyler, 29, of Puyallup, Wash.

CW2 Paul Joshua Flynn, 28, of Whitsett, N.C.

SGT Matthew Lamont Tallman, 30, of Groveland, Calif.

CPL Rickey L. Bell, 21, of Caruthersville, Mo.

They were assigned to Troop D, 4th Sqdn., 6th Cav. Regt.; Fort Lewis, Wash.; which deployed to Iraq in May. The other Soldiers were assigned to the 2nd Bn., 35th Inf. Regt.; 3rd Bde. Cbt. Tm.; 25th Inf. Div., Schofield Barracks, Hawaii

The cause of the crash is under investigation.

Homeland Defense

A three-man crew died Sept. 11 when their UH-60 Black Hawk helicopter hit a high-voltage power line and crashed at approximately 6:15 p.m. northwest of Skyline, Ala., about 25 miles northeast of Huntsville, during a training flight from Fort Campbell, Ky., to the Chattanooga Municipal Airport, Tenn. Jackson County officials reported there was fog at the time of the accident and low visibility prevented a medical helicopter from reaching the crash site.

Killed were:

CPT Scott Neil Shimp, 28, of Bayard, Neb.

CW2 David Michael Stanley, 33, of Niceville, Fla.

SGT Jeffrey Scott Angel II, 24, of Gauley Bridge, W. Va.

The Soldiers were assigned to Co. C, 4th Bn., 101st Avn. Regt., 159th Cbt. Avn. Bde. at Fort Campbell.

The Combat Readiness Center at Fort Rucker, Ala., is investigating the cause of the crash.

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

THE 110TH CONGRESS RETURNS

Congressional members returned Sept. 4 from the summer recess invigorated by extended contact with their constituents. Major tasks included responding to the congressionally mandated Iraq Surge Operations Report presented by the President and passing the 12 remaining spending bills before the end of Sept.

"SURGE" BACKGROUND

On Jan. 15, President Bush announced the "Surge" operation to lower casualties, to facilitate accomplishing Iraqi political reconciliation, and to permit the withdrawal of U.S. forces.

During Feb. to June, 5 U.S. brigades with accompanying Iraqi forces deployed into key areas of Iraq and Baghdad, surging the U.S. troop levels from 30,000 to 162,000.

On May 28, the President signed the supplemental Iraq and Afghanistan War funding request that included 18 benchmarks to measure the progress of the Iraqi government during the surge. The President presented an interim report in July and a Surge progress report Sept. 13.

THE SURGE REPORT

The preparation of the President's Surge report included these key elements:

- Aug. 16, the National Intelligence Estimate gave an Iraq assessment.
- Sept. 3, President Bush visited with Sunni tribal leaders in Iraq's Anbar Province.
- Sept. 4, the Government Accountability Office presented its report to Congress on the Iraqi government's progress on 18 benchmark items.
- Sept. 6, retired Marine Gen. James Jones provided the Independent Commission on the Security Forces of Iraq report to Congress.
- Sept. 10-11, GEN David H. Petraeus and the Hon. Ryan C. Crocker, Ambassador to Iraq, jointly testified on security and political progress since the surge to four Congressional committees.
- Sept. 13, President Bush presented his report after considering recommendations and advice from Petraeus, Crocker, senior republicans and his administration.

SURGE REPORT WAY FORWARD

The Executive Branch made decisions in the surge report and began execution Sept. 13, while the Congress prepared to respond during the 2008 budget process.

President Bush approved:

- GEN Petraeus's recommendations to remove 2,200 Marines from the Anbar Province near term, and an Army brigade of 3,500 by the end of 2007.
- Present the next surge report in March.
- Based on the situation, withdraw four Army brigades and two Marine battalions by the end of summer 2008.

The Defense Secretary continues to support the execution of surge operations.

The majority party congressional leaders were reported to be considering presenting legislation for another troop withdrawal deadline, for a minimum rest or dwell time before troops can be returned to duty in Iraq and Afghanistan, and for the preparation of withdrawal plans while promising to support the deployed troops in the war.

The minority party leaders favor sending a



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

surge brigade home before Christmas as a visible gesture that the White House is changing course toward achieving U.S. objectives in Iraq.

Meanwhile, the 2008 presidential candidates in the primaries across the country are ensuring that Americans have opportunities to follow the progress of the surge operation in the run-up to the election.

CONGRESS WORKING SPENDING BILL APPROVALS

The Senate is working to pass the 12 bills that were passed by the House before the summer recess, to resolve the differences in the House and Senate conference committee and to forward the bills to the president for approval by Sept. 30.

The \$109.2B Veteran's Affairs and the Military Construction (MILCON) Appropriations Bill (S.1645), which exceeds the president's budget by \$4.1B, passed in early Sept. and expected presidential approval in Sept.

This bill contains substantial increases for veteran's health care and research for traumatic brain injury and post traumatic stress disorder; MILCON, Base Realignment and Closure, and housing; and funds for a 3.5 percent military pay increase.

The president is expected to veto the other spending bills until Congress demonstrates a path to move within his budget of \$933B.

Congress must provide a continuing resolution authority for bills not passed before the end of the fiscal year so that the government can continue to operate. Forecasting the approval of the bills is not possible, with the expected presidential vetoes of a number of authorization bills and the political confrontations over the passage of the supplemental budget for the Iraq and Afghanistan Wars.

WAR SUPPLEMENTAL REMOVED FROM DEFENSE BILL

Congress removed the Iraq and Afghanistan war supplemental funding of \$147B, plus an additional \$50B requested for the surge, from the Defense Bill for separate handling in October.

Senate majority leader Sen. Harry Reid (D-NV) moved the \$460B Defense Bill, without the supplemental funding for the Iraq and Afghanistan Wars, to the floor in mid-Sept.

Among the over 200 amendments considered for the Defense Bill, many were The Military Coalition initiatives in the areas of healthcare, concurrent receipt and reserve retirement.

ARMY RETAINS TACTICAL UAS PROPENSITY

The DOD Deputy Secretary's Advisory Working Group decided Sept. 14 that the control of unmanned aircraft system programs shall remain with the services that use them, in response to an Air Force request to become the executive agent.

Senators Jeff Sessions (R-AL), Richard Shelby

(R-AL) and Barbara Mikulski (D-MD) joined in strongly to support the Army, Navy and Marine positions when the issue was moved into the halls of Congress. The Army UAS Center of Excellence is at Fort Rucker, Ala., with much of the technical work performed at Redstone Arsenal, Ala.

NEW RANKING MEMBER FOR VETERANS' AFFAIRS COMMITTEE

Sen. Richard Burr (R-NC) was selected to temporarily replace Sen. Larry Craig (R-ID) as the ranking member of the VA committee.

Burr, after five terms in the House and three years experience on the VA committee, was successful in having his "Services to Prevent Veterans Homelessness Act of 2007" (S.874) approved with the "Veterans Traumatic Brain Injury and Programs Improvement Act" of 2007.

FRIEND OF THE MILITARY ANNOUNCES RETIREMENT

On Sept. 10, Sen. Chuck Hagel (R-NE) announced he will retire at the end of his second Senate term in 2008 and not run for president.

Hagel, an enlisted Vietnam War veteran, worked energetically with TMC in support of military personnel issues.

REMOVING OF SSN FROM ID CARDS

The TMC, in response to requests from organization members, was successful in asking Congress to request DOD to study removing the Social Security Number from the military identification card. The report outlines the dependence of multiple DOD systems on the SSN, but recommended a phase out over 3 to 4-years with the new card displaying the last four digits and having the full SSN encrypted with a bar code.

DIFFERENCES EXPOSED IN EXTENDING DISABILITY BENEFITS

Veterans and TMC observers have noted that recommendations from current military healthcare commissions in some cases seem to support more generous disability packages for service members who are injured in war, or while training for war, versus all disabled veterans.

On July 25, former Senator Bob Dole and Univ. of Miami President Donna Shalala, co-chairs of the Commission on Care for America's Returning Wounded Warriors, gave their recommendations to President Bush focusing on the healthcare system that treats wounded troops from the Iraq and Afghanistan wars.

In his follow-up instructions, Bush directed the Defense and Veterans' Affairs secretaries to take the panel's recommendations "seriously and to implement them so that we can say with certainty that any Soldier who has been hurt will get the best possible care and treatment that this country can offer."

AAAA: Supporting the U.S. Army Aviation Soldier and Family

NEW AAAA ORDER OF ST. MICHAEL RECIPIENTS

SILVER

COL Benjamin F. Adams III
CW5 Lemuel E. Grant

BRONZE

MAJ Phillip Smallwood
Donald A. Philpitt
Eric M. Routledge
Keith L. Russell
COL Kevin S. Noonah
COL Douglas H. Wheelock
ISG Michael P. Jones
ISG Ronald L. Waltman
SGM Becky L. Johnston
CSM Scott F. Whitney
MAJ Daniel L. Legereit
BG Oscar R. Anderson
MAJ Robert Blanchette
Ricky Brock
LTC John Otho Payne
CW4 James Lesley Wingfield
Linda Basham
CW4 Matt Black
SSG Fredrick Blouth
SGT Avery Moran
Pat LeClair

NEW CHAPTER OFFICERS

Air Assault Chapter
COL Ronald F. Lewis, Sr.,
President

Thunder Mountain Chapter
LTC Ihor Petrenko, Senior
Vice President; MSG Ronald
Miller, VP Awards

Pikes Peak Chapter
MAJ Gary Cunningham,
Senior Vice President

Stonewall Jackson Chapter
SSG Antonio E. Williams,
Treasurer

Corpus Christi Chapter
COL Joe D. Dunaway,
President

Colonial Virginia Chapter
MSG Andrew Wolfe, VP
Awards; MSG Terrence D.
Sheehan, VP Membership;
CSM Anthony L. Samuels, VP
Enlisted Affairs

Univ. of North Dakota Chapter
CDT Melissa A. Kapsa,
President

Voodoo Chapter
MAJ John Bonnette, Treasurer

**AAAA AVIATION
SOLDIER OF THE MONTH**
SPC Clayton R. Williams
August 2007
Bluegrass Chapter

SPC William B. Fersner
June 2007
Jimmy Doolittle Chapter

SGT Jonathan J. Smith
June 2007
Jimmy Doolittle Chapter

SSG Ray Petty Lavader
August 2007
Voodoo Chapter

NCO OF THE QUARTER
SGT Tiera N. Sprauve
2nd Quarter 2007
Washington-Potomac Chapter

SOLDIER OF THE QUARTER
SPC Gabriel Diaz
3rd Quarter 2007
Washington-Potomac Chapter

DISTINGUISHED INSTRUCTOR
SSG Mark E. Mierta
4th Quarter 2007
Colonial Virginia Chapter

GS Michael D. Hudon
4th Quarter 2007
Colonial Virginia Chapter

Aces

CSM Antoinette K. Aila
North Country Chapter
LTC Bob A. Tamplet
Stonewall Jackson Chapter
CSM Donald J. Everett
Voodoo Chapter
SGM John M. Ivy
Voodoo Chapter
MAJ John M. Fishburn
Zia Chapter

NEW LIFE MEMBERS

Juan de la Cruz
LTC Gerald J. Hopkins, Ret.
CPT Art Jacobs
SGM Joseph R. Kenney Jr.
CW3 Daniel W. Lieber
MAJ Dennis J. McKernan
LTC Roger C. Schultz, Ret.
CW4 Hollis C. Turner, Ret.
SGM Robert A. Vostry, Ret.

IN MEMORIAM

COL Robert M. Reuter, Ret.

NEW INDUSTRY MEMBERS
Selex Sensors & Airborne
Systems US Inc.

NEW MEMBERS

SPC Derek S. Branning

Mr. Mike Brashear

Mr. Erich Carter

CDT Garet R. Cooper

Mr. Brett Dicord

MAJ Jason D. Duval

Mr. Tim Flynn

Mr. Jeremy Fry

CW2 Travis L. Gronley

Mr. Al Hull

MAJ Gary P. Lewis

Mr. Fernando Lopez

Mr. Eric Mayhew

Mr. Ricardo Medina

Mr. Clement Norton

SGT Benjamin S. Parks

Mr. Bill Patno

Mr. Curtiss L. Robinson

Mr. Peter T. Watson

Mr. Kemper M. Wilkins

AIR ASSAULT CHAPTER

FORT CAMPBELL, KY

WO1 Keith J. Bailey

CW5 Mary Cara Smalley, Ret.

ALOHA CHAPTER

HONOLULU, HI

MAJ Brian B. Ettrich

AVIATION CENTER CHAPTER

FORT RUCKER, AL

WO1 Matthew F. Acerra

WO1 Shawn N. Acosta

WO1 Garrett A. Aho

WO1 Michael G. Anderson

WO1 Gary Angarita

WO1 Alejandro Argota

WO1 Ryan K. Austin

WO1 Damon H. Baggs

WO1 Anthony G. Bailey

CW4 Troy J. Battle, Ret.

WO1 Daniel R. Bean

WO1 Joseph W. Benson

WO1 Johnathan M. Blaise

CW3 Perry Bowden

CW5 Douglas B. Brown

WO1 Michael R. Brown

WO1 Gareth J. Buckinshaw

WO1 Dominic R. Carello

WO1 Richard A. Chambers

WO1 Justin A. Charon

2LT Nathan S. Christiansen

WO1 Joseph R. Conrad

2LT Todd C. Cooper

WO1 Nicole L. Curtis

WO1 Bacil A. Delgado

WO1 David B. Dewey

WO1 Bartlett T. Diegall

WO1 Arthur H. Dye, II

WO1 Jeremy N. Edler

WO1 James F. Erickson

WO1 Matthew J. Felter

2LT Timothy S. Ferguson

WO1 Robert R. Foor, II

WO1 Nicklas G. Fortin

WO1 Michael D. Gannon

WO1 Adrian J. Garza

WO1 Kelly R. Gee

2LT Charles W. Green

WO1 Bradley R. Greer

WO1 Christopher J. Grunzinger

WO1 Daniel S. Hainje

WO1 Dwight A. Hammons

WO1 Andrew J. Heneisen

WO1 Marcos D. Hernandez

WO1 Jeremy W. Hildebrand

WO1 Patrick A. Hiles

WO1 Timothy K. Hooper

WO1 Benjamin G. Ingraham

WO1 Katherine S. Jones

WO1 Marc A. Jones

WO1 Everton M. Joseph

WO1 Michael A. Kahring

2LT Michael E. Keighley

WO1 Dana M. Kelly

WO1 Dale D. Kraft

WO1 Adam J. Kuntz

2LT Kristen M. LaLond

WO1 Daniel L. Langill

WO1 Mark K. Larson

WO1 Johnathon E. Leazer

WO1 Emily L. Leclair

WO1 Bryan E. Lee

MAJ Byungchul Lee

WO1 Kathleen M. Madden

WO1 Matt C. Magnussen

WO1 Nathan K. Maier

WO1 Adrian C. Manuel

WO1 Mitchel P. Matherne

WO1 Christopher A. Mathews

WO1 Jared L. May

2LT John M. Mayer

WO1 James M. McBride

WO1 Krystian R. McKeown

2LT Daniel M. McNamara

WO1 Ray L. Medlin

WO1 Antonio E. Meyreles

WO1 James A. Mintz

WO1 Anthony K. Moon

WO1 Clint Mosley

WO1 Ann E. Mulrooney

WO1 Deanne C. Murawsky

WO1 Charles M. Myers

WO1 Robert S. Newman

WO1 Francis M. Norbury, IV

WO1 Jeffrey D. Norris

WO1 Ryan J. Owen

WO1 Matthew W. Pierson

WO1 Travis Plummer

WO1 Andrea K. Postma

2LT Jacob D. Price

WO1 Joel Ramos

WO1 Jimmy D. Ray

WO1 John T. Redmond

WO1 JayRyan H. Robinson

CW2 Stephen J. Ruge

WO1 Erik M. Sabiston

WO1 George E. Sammur

2LT Joshua D. Sandage

WO1 Richard C. Satterfield

2LT Colleen A. Schoenfeld

WO1 Vance L. Scruggs

WO1 Eve M. Seyfred

WO1 Christopher W. Shary

CPT Adam P. Shaw

WO1 Nicholas B. Simila

SFC James C. Slem, Jr.

WO1 Gregory L. Spalding

2LT David M. Sutton

2LT Matthew R. Taylor

2LT Timothy J. Thomas

Mr. Christopher Trumbule

WO1 Eric L. Wells

WO1 Eugene B. West

2LT Christopher A. White

Continued on page 76



PHOTO BY LTC JASON GALINDO

Tennessee Valley Chapter

COL Shelley Yarborough, TVC's senior vice president, inducted retired **MAJ Albert Carreon** into the Honorable Order of St. Michael Aug. 10 in Huntsville, Ala., presenting him with the Bronze award. Carreon is a senior systems analyst with the Air Warrior Product Manager's Office at Redstone Arsenal. Carreon has a long history of distinguished military and civilian service to Army Aviation spanning over 30 years. He was a key contributor to the formation and establishment of the first Spanish Helicopter School Battalion, whose mission is to train allied Spanish-speaking military pilots from Latin American and Caribbean countries. Carreon was also instrumental in fielding more than 10,000 Air Warrior aviation life support equipment ensembles and 1,100 electronic data manager kneeboard computers. Carreon has served more than 10 years as the TVC treasurer.



PHOTO BY TOM GERRISH

Tennessee Valley Chapter

TVC Senior Vice President COL Shelley Yarborough presented retired **CW3 Fred "Randy" Martin** with the Bronze award of the Order of St. Michael on Aug. 10 in Huntsville, Ala. Martin, who is a senior analyst and logistician working with the new equipment training team for the Common Missile Warning System, was honored for more than 30 years of service and support to Army aviation. A master aviator, Martin started in the infantry before transitioning into aviation and rising to become a standardization instructor pilot and logging over 3,200 flight hours. After retirement in 1992, Martin was recalled to active duty in 2003 for three additional years to help train aviators at Fort Rucker in support of the war effort, retiring again in 2006. Martin continues to serve in the critical aviation survivability field on the common missile warning system team.



PHOTO BY OPT JOHN C. RIGDON

Volunteer Chapter

Long serving Tennessee Army National Guardsman **COL Terry A. Ethridge** was inducted June 23 into the Honorable Order of St. Michael at the Smyrna Volunteer Training Site, Tenn. State Aviation Officer LTC Kris E. Durham presented Ethridge with the Bronze award for his dedication to Army Aviation over the years. Ethridge has served as a platoon leader, operations officer, assistant S3, company commander, state aviation training officer; as the executive officer and then commander of the 4th Sqdn., 278th Armored Cav. Regt. He then served over five years as the State's deputy chief of Staff for Aviation. Ethridge was appointed in May as the chief of Staff for the Tenn. ARNG at the Joint Force Headquarters in Nashville.



PHOTO BY JOSEPH H. MAGEE

Griffin Chapter

Upon relinquishing of command, **LTC Samuel E. Lamb** was inducted into the Honorable Order of St. Michael Aug. 3 at Coleman Army Airfield in Mannheim, Germany. Lamb successfully commanded the 1st Bn., 214th Avn. Regt., the U.S. Army Europe's theater general support aviation battalion. LTC Guy Zero, acting commander of the 12th Cbt. Avn. Bde., presented Lamb with the Bronze award in recognition of his years of aviation service. Today Lamb is the V Corps' G3 chief of Aviation in Heidelberg. Pictured here is the Lamb family (l to r): Preston, Kaitlin, Sam, Kimberly and Justin.



PHOTO BY CW2 JOSEPH FOOR

Morning Calm Chapter

Just prior to his departure from the 1st Bn., 2nd Avn. Regt. in Korea, **MAJ Jerry L. Harding** was inducted into the Order of St. Michael and presented with the Bronze award and the Meritorious Service Medal July 21 at Camp Eagle, Wonju. Harding served as the unit's executive officer and was honored for 25-years of distinguished Army service, including 22-years of aviation service as a senior warrant and commissioned officer. Here Harding, center with hat and awards, is surrounded by members of the 1-2nd Avn. at his farewell. Today he is assigned to the U.S. Army Combat Readiness Center at Fort Rucker, Ala.

AAAA: Supporting the U.S. Army Aviation Soldier and Family



Aviation Center Chapter

The Gold award of the Order of St. Michael was presented by MG Virgil L. Packett II to retiring **LTG John M. "Mark" Curran**, director of the Army Capabilities Integration Center, on Aug. 31 at Fort Rucker, Ala. Curran, who received the Silver OSM award in 2003, was honored for his leadership and contributions to Army aviation during more than 33 years of service. Curran was the 9th Aviation Branch Chief and 21st commanding general of the U.S. Army Aviation Warfighting Center. During the past five years he tirelessly worked many of the Army directed transformation initiatives on behalf of a branch and Soldiers engaged in combat around the world. GEN William Wallace, commanding general of the Training and Doctrine Command, earlier awarded Curran with the Distinguished Service Medal for his leadership and service to the nation. Above (l to r): Packett and wife Ululani congratulate Curran, as his wife Cindy and Wallace look on.

Aviation Center Chapter

First Lady of the Aviation Branch, Mrs. Ululani Packett, left, inducted **Cynthia "Cindy" T. Curran** into the Honorable Order of Our Lady of Loreto during an awards ceremony held during her husband's retirement Aug. 31 at Fort Rucker, Ala. Curran, spouse of LTG John M. Curran, was honored for her service, support and sacrifices during more than three decades as an Army wife. Her many contributions include support of Soldiers, civilians and their families; actively leading family readiness group programs, support to local civic and community organizations, and assisting in charity and fund raiser activities. Just before the presentation of the OLL lapel pin, GEN William Wallace, commanding general of the Training and Doctrine Command, awarded Curran with the Outstanding Civilian Service Medal from the Army. Looking on during the pinning are (l to r): MG Virgil L. Packett II, husband "Mark" and Wallace.



Savannah Chapter (Deployed)

Three senior leaders with the 3rd Cbt. Avn. Bde. deployed in support of Operation Iraqi Freedom were inducted by MG James Simmons, deputy commanding general of the Multinational Corps-Iraq, into the Honorable Order of St. Michael Aug. 7 at Sather Airbase at the Baghdad International Airport. Bronze awards were presented to **CSM Scott Whitney**, **SGM Becky Johnston** and **1SG Ronald Waltman**, each being honored for having over 20 years of aviation service and serving in key leadership positions. Whitney is the command sergeant major of the 3rd Sqdn., 17th Cav. Regt., Johnston is the 3rd CAB brigade operations sergeant major, and Waltman is the 3rd CAB Hqs. and Hqs. Co. 1st sergeant. All three awardees will continue to serve in Iraq in their current assignments. Pictured above in the center, Whitney, Johnston and Waltman are surrounded by fellow key leaders of the brigade.



Morning Calm Chapter

Four senior Soldiers of the 1st Bn., 2nd Avn. Regt., were inducted into the Honorable Order of St. Michael Aug. 10 at Camp Eagle, Wonju, Korea. The Bronze award was presented to **CW3 Steve A. Donahue Jr.**, **CW3 Sean E. Wojasinski**, **CW2 Patrick S. Taylor** and **CSM Richard E. Santos** (all above left to right), for their contributions to Army aviation. Donahue served with Co. C as a standardization pilot and as the battalion master gunner; he departs for Hunter Army Airfield, Ga. Wojasinski, with 2,500 flight hours, served with Co. A as an instructor pilot; and is now an IP at Fort Rucker, Ala. A senior aviator with over 1,500 flight hours, Taylor was a pilot in command and safety officer with Co. A. Santos, the battalion CSM, has served more than 28 years with distinction in aviation, and remains in Korea with the 1-2nd Avn.

PHOTO BY CW2 JOSEPH FOAR



Morning Calm Chapter

LTC Cory Mendenhall, assisted by CSM Richard E. Santos, presented Bronze awards of the Order of St. Michael to **CW5 Arthur M. Blakemore** and **CW4 Douglas R. Huddleston** July 13 at Camp Eagle, Wonju, Korea. Both men leave the 1st Bn., 2nd Avn. Regt. for new assignments and were honored for their contributions to Army aviation. Blakemore was the battalion standardization pilot with over 21 years of service; he moves to the 21st Cavalry Bde. (Air Cbt.) and the Kuwait training program. Huddleston has served over 17 years in aviation and was the battalion safety officer. Pictured (l to r): Santos, Huddleston, Blakemore and Mendenhall.

ARMY PHOTO BY MSG EDWIN HOAT



North Star Chapter

COL Ronald A. Neumeister, outgoing commander of the "Wings of the Red Bull" 34th Cbt. Avn. Bde., was awarded the Meritorious Service Medal and then the Bronze award of the Order of St. Michael during his Aug. 4 change of command ceremony at the Cedar Street Armory, St. Paul, Minn. MG Ricky D. Erlandson, commanding general of the 34th Inf. Div., Minn. Army National Guard, officiated over the ceremony and presented the honors to Neumeister. During his tenure, Neumeister increased the number of occupational specialty qualified Soldiers and decreased the attrition rate of the brigade, and oversaw the training and deployment of two aviation units to Operation Iraqi Freedom. He is now the director of Military Support with the Joint Forces Headquarters, Minn. ARNG, and promotable LTC R. Clay Brock commands the 34th CAB. Pictured above (l to r) are Erlandson, State Aviation Officer COL Michael Huddleston and Neumeister.

COURTESY PHOTO



Connecticut Chapter

It only took a short five years, but long time AAAA maverick Joe DiMaggio, left, of Farmingdale, N.Y., and his golf buddy Tom Nodell of Lindenhurst, finally completed their golf odyssey of playing a round of golf in all 50 states. The LIC duo—who started June 8, 2003 at the Barefoot Landing Norman Course in Myrtle Beach, S.C.—played their last hole Aug. 11 at the Eagle Glen Golf Course at Elmendorf Air Force Base in Anchorage, Alaska. Now DiMaggio says they are planning an international round, "We're looking into Ireland and Scotland maybe next year."

PHOTO BY LTC CHRISTOPHER SHOTTS



Frontier Army Chapter

COL Erick M. Nelson, FAC senior vice president, presented Christopher Riley Shotts II with a certificate denoting him as being the 2007 recipient of the AAAA National MAJ William E. Adams Medal of Honor Scholarship. Nelson made the presentation on the anniversary of Sept. 11 in front of the Buffalo Soldier monument at Fort Leavenworth, Kan. Shotts is the son of LTC Christopher R. and Tamara Shotts and is now a freshman at the University of Oregon in Eugene. The \$1,000 for one year scholarship will help Shotts with his pursuit of a Psychology/Pre-Med degree.

PHOTO BY SSG MARIA D. WILLEY



Bluegrass Chapter

The BC Soldier of the Month for July is **PFC David P. Martin**, a flight operations specialist with Co. B, 2nd Bn., 147th Avn. Regt., Kentucky Army National Guard. CPT Jeremy A. Kearney, Co. B commander, right, presented Martin with the Corporal Eddie Ward Memorial Soldier of the Month award July 19 during a ceremony at Army Aviation Support Facility in Frankfort. Martin excelled during his advanced individual military specialty training and made immediate contributions to his unit in readiness and records management after returning to his unit.

AAAA: Supporting the U.S. Army Aviation Soldier and Family



Bluegrass Chapter

The Bluegrass Chapter hit the 100 member mark with the joining of **SGT Michael S. Hagan** to the Frankfort area chapter in Kentucky. BC President COL Benjamin F. Adams III, left, and COL Ricky W. Branscum, BC senior vice president, presented Hagan with a certificate of appreciation July 15 for becoming the 100th member and helping to make this milestone in the chapter's history. Hagan, a UH-60 crew chief with the 63rd Theater Avn. Bde., Kentucky Army National Guard, joined AAAA in June.



Bluegrass Chapter

BC President COL Benjamin F. Adams III, left, and COL Philip K. Miller, right, BC V.P. for Awards, presented retired **LTC Phillip D. Pittman**, manager of Administrative Operations for the Joint Operations Group of the L3 Communications Integrated Systems Division, with certificates of appreciation for support to the Bluegrass Chapter on Aug. 16 at the Army Aviation Support Facility in Frankfort, Ky. Pittman and L3 were recognized for their recent contributions and membership support to the BC and being instrumental in encouraging prospective members within their organization to join AAAA.



Tennessee Valley Chapter

COL Michelle "Shelley" Yarborough, project manager for Aviation Systems, presented **MSG Marius Dockery** with a series of speaker's gifts on behalf of the AAAA National Office during an "All Hands" meeting Sept. 13 in the Bob Jones Auditorium, Redstone Arsenal, Ala. Dockery, a force modernization NCO with the Air Traffic Control Systems Product Manager's Office, Program Executive Office for Aviation, was a co-presenter with MG James Pillsbury, Aviation and Missile Command, during the 2007 AAAA National Convention in Atlanta. Dockery presented a briefing on the tactical airspace integration system and the airspace command and control system, drawing on his experiences as the chief of Airspace with G3 Airspace Element of the 4th Infantry Division during the unit's rotation in the Iraqi theater of war.



Bluegrass Chapter

SPC Clayton R. Williams is the BC Soldier of the Month for August. Williams is an aviation technician with the 1204th Avn. Spt. Bn., Kentucky Army National Guard in Independence. He excelled in recent months during the standup of the 1204th ASB, often doing jobs above his rank, and made immediate contributions to his unit in readiness and records management. Williams was presented with the Corporal Eddie Ward Memorial Soldier of the Month award Sept. 16 at the Independence Armory by his commander during a battalion assembly.



Tennessee Valley Chapter

TVC Board Member Keith Freitag was on hand for the June 9 graduation of **Steven Sanders**, one of two 2006 TVC Aviation Challenge Scholarship winners, from the 6-day-long camp at the U.S. Space & Rocket Center in Huntsville, Ala. Sanders, 14, son of retired CW4 Steve and Janice Sanders of Monrovia, Ala., was fully immersed in a realistic aviation environment where he and other students learned land and water survival, basic aeronautics and aerodynamics, flight physiology and air combat history. Above, Freitag, right, congratulates Sanders on completing the Aviation Challenge.

IN MEMORIAM

James A. Quinlan

We have received information on the passing of retired COL James A. Quinlan, AAAA Charter and Life Member, who died in 2005. He was interred at the Post Cemetery on Fort Sill, Oklahoma. He was born October 28, 1931 in Taunton, Massachusetts.

He graduated from Officer Candidate School in 1953 and served two tours of duty in Vietnam. He joined the AAAA as a charter member in 1957. His awards included the Bronze Star Medal with Oak Leaf Cluster and the Vietnamese Cross of Gallantry with palm. He retired from the Army on March 31, 1980 at Fort Sill. Survivors include his wife, the former Nettie Henderson.

NEW MEMBERS

Continued from page 71

1LT Judson R. White
Mr. Michael Whittaker
1SG Joseph D. Wilgeroth
WO1 Henry B. Wilson
WO1 Wayne G. Winn
WO1 Nicholas S. Wise
WO1 Heather M. Wolfenden
**BIG RED ONE CHAPTER
FORT RILEY, KS**
CPT Emily A. Norton
**BLACK KNIGHTS CHAPTER
WEST POINT, NY**
SGT Curtis Lawrence, Ret.
**BLUEGRASS CHAPTER
FRANKFORT, KY**
SGT Phillip W. Albers
SSG Stephen C. Army
SGT Michael R. Ball
Mr. Raymond V. Barker
CPT Kenny L. Bowman
SSG Harold S. Brett
SGT Steven B. Clark
SPC William C. Crowe
SPC Joseph K. Cummins
MAJ Brian S. Demers
SPC Ashley N. Driver
SPC Marcos E. Evans
Mr. Karl M. Forster
CW4 Shawn D. Gabhart
COL Roger C. Green, Ret.
SGT Nathan W. Keach
2LT Jeremiah B. Lane
SGT Shawn S. Love
SGT Micah B. Mason
2LT Jessica M. Owens
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AAAA: Supporting the U.S. Army Aviation Soldier and Family



Connecticut Chapter

The daughters of two Connecticut Chapter members were the recipients of chapter matching scholarships for the 2007-08 academic year. CC President Doug Shidler and Paul Hoar, V.P. for Scholarships, presented checks and certificates to Katherine "Kate" E. Gagliardi and Alexandra "Ali" A. Goumas after the chapter's annual golf tournament held Aug. 9 at the Grassy Hills Country Club in Orange. Each young lady qualified for a \$4000 (\$2000 a year for two years) scholarship. Kate is the daughter of James and Elizabeth Gagliardi of Wallingford and is attending Old Dominion University to study nursing. Ali is the daughter of Mark and Gwen Goumas of Oxford and will be a pre-medical student at Syracuse University. Pictured here (l to r) are: Hoar; Gwen, Ali's sister Faith and Ali Goumas; James, Kate and Elizabeth Gagliardi; and Shidler.

Scholarship Thank You

Dear ARMY AVIATION:

I am presently deployed in support of Operation Iraqi Freedom, serving as the 3rd Combat Aviation Brigade's aviation maintenance officer here in Iraq.

My son Arthur was just notified that he received an \$11,000.00 scholarship from the AAAA. He just began his freshman year at the University of North Carolina in Chapel Hill on Aug. 22.

I can't tell you how grateful I am for AAAA's contribution to his education. When we applied together, it was one of the last things we did together before I deployed. Needless to say, I had forgotten about his application. I can't tell you how I felt when he called me so excited that he had earned this scholarship. I'm very proud of him, and I'm very proud to be an AAAA member.

Unfortunately, I have missed many milestones in his life due to deployments, as many of us have. One of these milestones was being able to help him on move-in day for his first day of college. I regret that, but he understands and tells me there will be plenty of other move-ins and of course graduation. He is my biggest supporter and best friend.

As any parent, it is always a challenge financially to put your children through 4 full years of college. Mine are no different, and this scholarship is going to really help our family to defer the many costs of his college education.

Please pass this on to the appropriate personnel responsible for the scholarship fund and selection process, as well as all the dedicated people responsible for all the good things AAAA does for us in Army Aviation.

Wings of the Mamel
CW4 Art Gribenski
Baghdad, Iraq



Tennessee Valley Chapter

A record number of families participated in TVC's annual "cruise" down the Ocoee River along the Tennessee-Georgia border July 14, with the youngest of 42 adventurers being just 12 years old. Hosted by Outland Expeditions of Cleveland, Tenn., the professionally guided three-hour journey took the chapter members through the scenic Cherokee National Forest over class III and some class IV rapids. The annual event leaves everyone wet, exhilarated and exhausted to include these rafters (from bow to stern and left to right): the guide (name unknown), Steve Sanders Jr., Steve Sanders Sr., Tiffany McCauley, Tanie Sanders, Kirk McCauley and Ben Sanders.



Tennessee Valley Chapter

The TVC held their annual AAAA Scholarship Golf Tournament Aug. 3 at the Hampton Cove Golf Course in Huntsville, Ala. Over 260 members and friends of the Association came together on a blisteringly hot and humid, but beautiful north Alabama day to support the AAAA scholarship foundation. This year over 50 corporate sponsors including major sponsors AEPSCO, CAS, LGMAS, Boeing, Avion, Lockheed Martin, MSSI, Westar, Bell, MRC, Tyonek, FLIR and Sikorsky helped the TVC raise more than \$9,000 for scholarships, a \$3,000 increase from the previous year. Winning teams include the foursome of Bob Leonard, LTC Tom Todd, Freddie Rodriguez and Rob Black and the foursome of Randy Hutcherson, Freddie Mills, Robert Morrow and Spencer Mitchell. Above, TVC President Bob Birmingham, left, and the tournament organizer George Chinae thank the sponsors and participants for their generous contributions that resulted in a \$9K donation to the scholarship program.

Upcoming Events

NOVEMBER 2007

- Nov 28-30 AAAA UAS Symposium, Marriott Crystal Gateway, Arlington, VA

JANUARY 2008

- Jan 22-25 Aviation Senior Leaders Conference, Fort Rucker, AL
- Jan 23 AAAA National Functional Awards Dinner, Fort Rucker, AL
- Jan 25 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- Jan 26 AAAA National Awards Committee Selection Meeting, NGRC, Arlington, VA

FEBRUARY 2008

- Feb 13-14 Joseph P. Cribbins Product Support Symposium, Huntsville, AL

MARCH 2008

- Mar 27-29 AUSA Winter Symposium, Fort Lauderdale, FL

APRIL 2008

- April 6-9 AAAA Annual Convention, Washington, DC
- April 29 - AHS Annual Forum & Technology Display, Montreal, Quebec

ARMY AVIATION MAGAZINE

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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 highlights a member of the Hall of Fame. Contact the AAAA National Office for details at (203) 268-2450.

MAJOR GENERAL JAMES F. HAMLET

ARMY AVIATION HALL OF FAME 1983 INDUCTION

MG James F. Hamlet distinguished himself by outstanding aviation service as an aviator, staff officer and commander during an Army career spanning more than 38 years.

During World War II, Hamlet's studies at the Tuskegee Institute were interrupted by military service. He graduated from Officer Candidate School on June 11, 1944 with a commission as an Infantry 2LT and saw combat with the 366th Infantry Regiment in Italy.

Later after attending flight school, Hamlet went on to serve 29 years as an Army aviator in key aviation staff duty positions in logistics, operations, force development and combat development.

In these assignments, he was particularly influential during the formative years of the Army's aviation doctrine and organization.

During the Vietnam War, Hamlet served just over three years in combat flying assignments.

In May 1966, Hamlet served his first tour of duty as the operations officer for the 11th Aviation Group with the 1st Cavalry Division, and finished this tour as the commander of the 227th Avn. Battalion.

He then returned to Fort Leavenworth, Kan., to serve as the chief of the Air Mobility Branch with the U.S. Army Combat Developments Command.

Upon graduation from the War College in 1970, Hamlet returned to Vietnam in July to serve a 25-month tour.

First serving for nearly a year as commander of the 11th Avn. Group; then Hamlet held assignments as the assistant division commander of the 101st Airborne Div., and commander of the 3d Brigade, 1st Cavalry Div.

Hamlet's awards include the Distinguished Service Medal with Oak Leaf Cluster, Legion of Merit with 2 OLCs, Distinguished Flying Cross, Soldier's Medal, Bronze Star Medal with 2 OLCs, and had more than 43 Air Medals. He also earned the Combat Infantryman's Badge and the Master Army Aviator and Parachutist badges.

Well known and highly respected among his pilot peers, Hamlet was a model of selfless service and dedication to the Army and to Army Aviation.

Editor's note: MG Hamlet was a Cub Club member and a 1980 "Rock of the Year" recipient with the National Board of the Rocks, Inc. He passed away in 2001 at 79.





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