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A close-up photograph of a man with a beard and glasses, wearing a dark t-shirt, focused on working on a complex aircraft engine. The lighting is dramatic, highlighting the man's face and the intricate parts of the engine. The background is dark and out of focus.

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ON THE COVER

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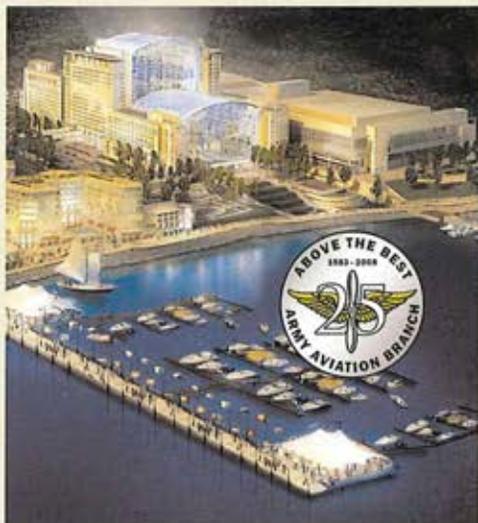
Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

**AAAA Annual Convention
April 6-9, 2008
National Harbor, Maryland**

**REGISTRATION OPENS
JAN. 15, 2008**

For the first time AAAA will be using an outside online event registration vendor and "Passkey" for housing. This will give you instant registration capability for tickets and rooms. Just get on the AAAA website, (www.quad-a.org) and click on the links. You may also call them direct, (203) 883-9085 for tickets, or (301) 965-4000 for housing. If you experience any challenges call the AAAA national office (203) 268-2450.



DOD Names New Undersecretary for ATL

The Defense Department announced Nov. 21 the Honorable *John J. Young Jr.* is now the undersecretary of defense for Acquisition, Technology and Logistics. Young, who has been acting in the position since July, was confirmed Nov. 16 by the Senate. Before serving as the acting undersecretary, Young served as Defense Department's director of Defense Research and Engineering, and was the principal advisor to the SECDEF on technical matters and acted as the Department's chief technology officer. Prior to joining the DOD, Young served as a professional staff member of the Senate Defense Appropriations Subcommittee. He also previously worked for Lockheed Martin and for Rockwell International Corporation.

Test Pilot Program Applications Open

Army aviators interested in career opportunities in the experimental test pilot program need to apply by Jan. 18. The Human Resources Command will hold a selection board in February. The program is open to active-duty CW2 or above pilots, or commissioned officers in year group 1997 or later. Selected pilots will attend an 11-month course at the Naval Test Pilot School, Patuxent River, Md. Interested pilots should contact their career managers for more information.

JTF-B Troops Support TS Noel Relief

Soldiers and Airmen from Joint Task Force-Bravo in Honduras position a UH-60 Black Hawk helicopter for loading onto a C-5 Galaxy from the New York Air National Guard. A team of 19 Airmen and Soldiers and two helicopters from Joint Task Force-Bravo departed Nov. 5 heading for the Dominican Republic to assist with recovery efforts in the wake of Tropical Storm Noel.



USAF PHOTO BY STAFF SGT JUSTIN M. MAY

FINAL CALL FOR PHOTO CONTEST ENTRIES

See page 73 for complete details. www.quad-a.org

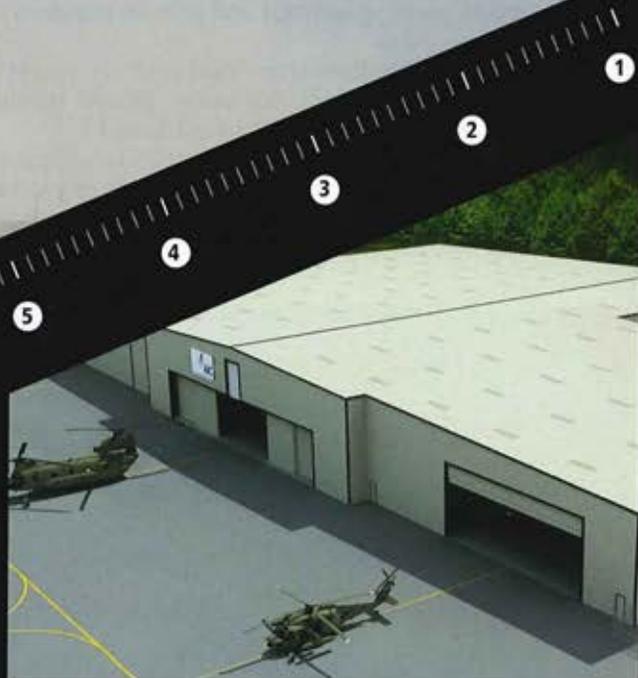


THE COUNTDOWN HAS BEGUN

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Grateful for Those Who Have Served and Are Serving

Sixty-five, 50 and 25 are big numbers for us as we close 2007 and enter 2008. It was 65 years ago in 1942, on June 6 specifically, that the first class of Army aviators graduated at Fort Sill, Okla.

The AAAA is bringing to a close its 50th year since its founding in 1957.

And we now enter the 25th year since the founding of the U.S. Army Aviation Branch in 1983.

These are all great milestones and give us perspective on where we are today.

In the last three months we have held two very successful AAAA symposia on two vital areas: aircraft survivability equipment and unmanned aircraft systems.

As we watched the professional presentation videos of the strikes against improvised explosive device emplacements and heard the recounting of successful engagements, it struck me on how our branch is actually having a strategic



impact on the current struggle and the history of our nation.

Without our Army aviation forces – including our unbelievably talented enlisted UAS operators – the situation in the Global War on Terrorism and Iraq would be vastly different than it is today.

Much of the success today is a result of the great team effort of the Army and especially Army Aviation.

You are making a huge difference.

What a long way we have come from cloth wing Piper Cubs to incredibly sophisticated manned and unmanned systems that can team to destroy individual targets in minutes and seconds.

The constant of course is the U.S. Army Soldier – the most innovative, flexible and lethal force on any battlefield.

As we celebrate the founding of the Branch at the AAAA Convention in April, let's thank all those who have gone before and especially our families who have made it all possible.

On behalf of the Board of the AAAA and personally from Marcy and me, we wish you all a happy and safe holiday season.

Please remember during this time all our deployed brothers and sisters and thank you all for your tremendous service to our nation.

You are truly making this a better and safer world for many, many people who will never even know your names.

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Industry Partnerships Achieving Prolific Results

By MG Virgil L. Packett II

Now more than ever, Army aviation continues to be a significant and relevant combat multiplier. Although the current systems are operating extremely well in Iraq, Afghanistan and throughout the world, we will continue to modernize our current aviation fleet and rapidly introduce new technologies that will make the difference in the next fight.

We, with our industry partners, are committed to providing our Soldiers with technically superior systems that are capable, survivable and sustainable. These partnerships have continually produced prolific results since the termination of the RAH-66 Comanche program in February 2004 and our efforts to fight the Global War on Terrorism.

Our industry partners continue to excel in providing our warfighters with the best tools available in the shortest time possible. We are currently fielding the CH-47F Chinook, UH-60M Black Hawk, UH-72A Lakota and the Warrior Block 0 unmanned aircraft system. The C-27J Spartan has been selected for the Army and Air Force Joint Cargo Aircraft program and is a combined effort to have an airframe that will meet warfighter needs for intra-theater airlift. Each of these aircraft, referred to as "new starts," bring advanced avionics, advanced digital displays, improved engines, and enhanced survivability while reducing operating and support costs.

The upgrading of the AH-64D Apache fleet with the modernized target acquisition and designation system has been a significant combat multiplier. The past year has also seen improvements on our unmanned aircraft systems and the rapid fielding of the Warrior-A. Additionally, we have fielded aviation ground support equipment, aircraft survivability equipment, aviation interoperability and battle command systems; sets,



Soldiers from the 2nd Inf. Div. transport a wounded Iraqi civilian to an HH-60L medical evacuation helicopter following a terrorist attack in Tarmiyah, Iraq, Sept. 30. It is the efforts of industry partners working through various challenges that result in keeping aviation Soldiers well equipped with the right tools to execute their wartime missions and return safely home.

kits, outfits and tools; and many other warfighting tools and systems at unprecedented rates – thanks again to our industry partners.

Let us not forget the great contribution that our contractors make in the entire realm of strategic planning, doctrine, organizational and materiel development, training, leadership and education. There are many unsung heroes throughout the organizations that make up the Aviation Center of Excellence and our industry team, many of whom are forward deployed.

Our government financial and contracting processes can be a strain on industry relationships at times, but we have been very successful in working through our challenges by keeping our aviation Soldiers at the focus of our collective efforts.

Despite our successes, we will always have areas for improvement. I challenge our government and industry team to stay focused on our Soldiers – our most critical compo-

nent in the aircraft. The men and women of our Army aviation team deserve our very best effort in all that we do. This is not business as usual!

Every day that we delay, every milestone or suspense that we collectively miss means our Soldiers will bear the burden of war without the resources they deserve.

I challenge our government and industry team to find creative ways around roadblocks or bureaucratic policies, procedures or personnel who impede our progress to equip and train our Soldiers that we send into harm's way.

We must maintain the financial and personnel resources that support the programs embodied in aviation modernization and transformation plans. We must also work with industry to ensure accomplishment of cost, performance, and schedule milestones for the new start programs. Additionally, we must conduct Army aviation modernization simultaneously with

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ARMY PHOTO BY SGT JEANNE TOLDOZA

CPT Nathan Riedel, commander of Co. A, 4th Bn., 101st Avn. Regt., 159th Cbt. Avn. Bde., gets a look at the digital avionics suite in the new UH-60M helicopter Oct. 25 at Sabre Army Heliport, Fort Campbell, Ky. Riedel's battalion is the first combat unit to receive the new M model Black Hawk thanks to the team efforts of combat developers, industry partners, the acquisition and testing commands, and the equipment manufacturers.

an unprecedented optempo in combat operations. We are still a nation at war. Interoperability and survivability are two critical areas of emphasis.

And finally, continued patience and endurance will be required during the remainder of this persistent conflict. This past year has been a great example of what we can accomplish as a cohesive Aviation Team. In November, we passed the 2,000,000 combat flying hour mark. With 60,000 aviation Soldiers and 4,500 aircraft stationed in 50 states, three territories and over 30 countries, Army aviation continues to achieve similar historic results.

The first thought many people have when they hear the phrase "The Aviation Center of Excellence" is of Fort Rucker, Ala. However, the team that makes up the Aviation Center of Excellence is much, much larger than that. In addition to Fort Rucker, we have world class training at Fort Eustis, Va.; Fort Huachuca, Ariz.; Fort Bliss, Texas; and the Army National Guard's Western, High-Altitude, Fixed Wing and Eastern aviation training sites. Add to that the incredible work being done by the Program Executive Office for Aviation and the Aviation and Missile Command in Huntsville, Ala., and the key integration with the Army and Joint Staffs by the Office of the Deputy Chief of Staff for Operations (G3/5/7) at the Pentagon – this is the dynamic Aviation Team!

There are still many challenges ahead and our efforts must result in a more responsive, lethal, and flexible aviation capability that will effectively support combat commanders at all levels. We are committed to our aviation Soldiers and their families. As we continue to capture the synergy of the entire aviation community, we will develop, train and field these new capabilities for one purpose, to ensure our aviation warfighters have the tools they need to accomplish our mission.

I look forward to addressing the challenges of the future with you and continuing the great momentum that we have achieved.

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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Aviation Proponency and Transformation Personnel Challenges

By CSM Donald R. Sanders with SGM David Wagner



The branch is working the "A9" ASI to track Soldiers qualified to conduct maintenance on the new UH-60M and CH-47F aircraft. Important for Soldiers from Co. B "Avengers," 615th Avn. Spt. Bn., 1st Air Cav. Bde., to know who recently completed their 200th scheduled phase maintenance on this UH-60L Nov. 5. Here a small part of the phase team stands with the aircraft and includes (l to r): SPC James Eldridge, SPC Jared Rivera, SPC George Ponce, SGT Justin Fajardo, SGT Anthony Bermudez, SGT Robert Evans and SGT Patrick McTheny.

3-day course at USAAWC. Later in their careers, these Soldiers will progress from the 15A to 15K aircraft components repair supervisor MOS at the rank of sergeant first class.

If the FDU is approved, early implementation is possible.

Tracking Trained UH-60M and CH-47F Soldiers

The A9ASI was established to track Soldiers who have received training on the UH-60M and CH-47F aircraft. Soldiers in the 15T and 15U MOS are awarded the A9 upon completion of training on the UH-60M and CH-47F.

Soldiers in MOS 15F and 15N will receive a product skill identifier or PDI upon completion of training, with an E6 PDI for the UH-60M and an E7 PDI for the CH-47F. Once 15F and 15N Soldiers complete training in both the UH-60M and CH-47F aircraft, they will be awarded the A9 ASI.

Due to the requirement for 15F and 15N Soldiers to be trained on both new aircraft and the total length of training time to receive the A9 ASI, it is imperative for battalion S1 sections to insure proper documentation of all training received.

All training on the UH-60M will be conducted at the Army's Aviation Logistics School at Fort Eustis, Va.

Soldiers assigned to the first three

As the end of the year is upon us, I wanted to take the time to bring you up to date on our transformation personnel challenges.

The Aviation Branch Personnel Proponency Office (AP) here at Fort Rucker, Ala. is responsible for the lifecycle of our aviation enlisted Soldiers.

AP provides the thought process of how we train, assign, utilize and promote aviation branch enlisted Soldiers from private through sergeant major. It is involved in every aspect of our branch.

With tasks such as refining a military occupational skill (MOS) career map, proposing an additional skill identifier, or approving a reserve component Soldier's on-the-job packet. Thus, AP is a little known but vastly important member of the aviation team.

I thank SGM David Wagner with the AP Office for joining me this month to help with explaining some of the actions that AP has completed this year to support our branch.

Aviation Life Support System MOS

Notification of Future Change (NoFC), E-0804-15, establishing the aviation life support systems repairer MOS 15A was posted on Aug. 27. This is an interim action pending an Army Staff decision on a proposed Force Design Update (FDU).

Once the FDU is approved, positions within aviation units will be changed to reflect the requirement for Soldiers to hold the 15A MOS and remove the current requirement for Soldiers that hold the Q2 additional skill identifier (ASI) in other MOSs. Currently, the Army G3/5/7 Force Modernization Office plans to implement this change in fiscal year 2010.

Soldiers that currently hold the Q2 ASI and who are selected to reclassify into 15A will attend a 7-week transition course at the U.S. Army Aviation Warfighting Center (USAAWC) at Fort Rucker. Upon completion of the course, the 15A MOS will be awarded.

Soldiers attending individual entry training (IET) will attend a 12-week,

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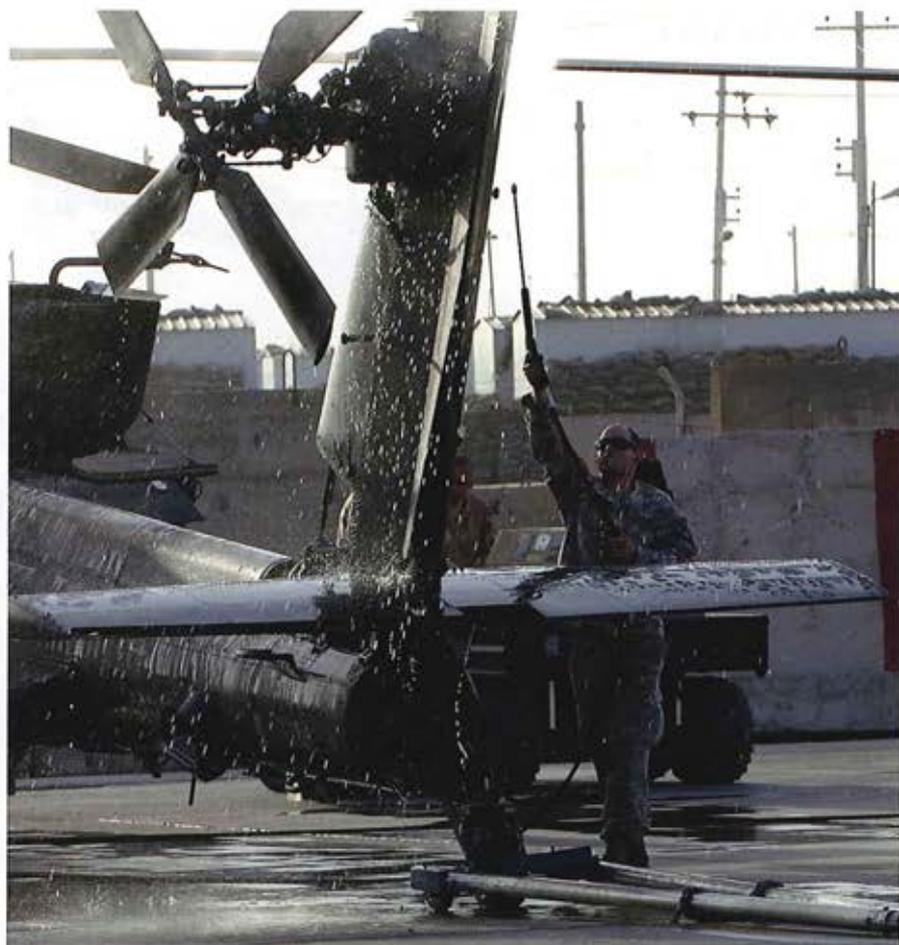


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The Aviation Proponency Office at Fort Rucker works on behalf of all branch Soldiers to ensure they have viable career and promotion opportunities. Here, SPC Colin Gwilliam, an AH-64D crew chief with Co. A, 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., washes down an Apache Oct. 24 on the flight line at Camp Taji, Iraq.

units to receive the CH-47F will be trained by a new equipment training team at their home station.

15W Unmanned Aerial Vehicle Operator

On Oct. 1, 2008, all Soldiers in MOS 35K (currently the MOS for unmanned aerial vehicle operators) will become 15W and transfer from the military intelligence branch to the aviation branch. 35K Soldiers can report to their battalion S1, starting next June 1, and request to have their MOS converted to 15W.

The 15W Advanced Leaders Course, formerly the Basic NCO Course or BNCOC, will continue to be taught at Fort Huachuca, Ariz. However, the 15W Senior Leaders Course, formerly the Advanced NCO Course, will be conducted at the USAAWC's NCO Academy at Fort Rucker. Currently, these Soldiers will compete for promotion at the rank of master sergeant and first sergeant as

aircraft maintenance senior sergeants in MOS 15Z50.

The Aviation Branch Command Sergeant Major (ABCSM) has proposed that the branch consider having these Soldiers compete for MOS 15P50 aviation operations sergeant.

The change from 15Z50 to 15P50 will better track these Soldiers through their careers, enabling them to serve in positions at the brigade and divisional staff level.

UAS Maintenance Personnel

Currently, maintenance on the Hunter and Shadow unmanned aircraft systems (UAS) is being performed by Soldiers in MOS 35T (MI system maintainer and integrator) and 52D (generator equipment repairer).

Effective Oct. 1, 2007, these positions began a three year transition from 35T to 15J (armament/electrical/avionics system repairer), and 52D to 15B (aviation powerplant repairer) or to 15G (aviation structur-



SSG Pablo Villanueva with Co. B, 173rd Special Troops Bn. (Airborne) takes an engine off an RQ-7 Shadow 200 unmanned aircraft at Forward Operating Base Fenty in Jalalabad, Afghanistan June 19. In the near future Villanueva's UAS career field specialty will transfer to the aviation branch for personnel management.

al repairer (Hunter system only)).

Soldiers in 15J and 15B will attend Hunter training with the U3 ASI, or the Shadow with the U2 ASI, at Fort Huachuca.

At the request of the ABCSM, Fort Rucker is currently looking into the viability of creating a new MOS that will consolidate all UAS maintenance tasks into a single MOS. It is envisioned that these Soldiers will maintain the current fleet of Hunter and Shadow UAS, the proposed new Sky Warrior UAS, and all future UAS.

Some of the catalysts for this discussion are current issues reported to Fort Rucker by deployed units, such as deploying with less than 100 percent of required UAS maintenance personnel, shortcomings in maintenance experience, and lack of technical inspector oversight. Some of these issues may be an indirect result of the current transition period of UAS maintenance from military intelligence and ordnance branches to aviation.

The creation of a single UAS maintainer MOS could help in reducing the UAS maintainer training time needed under the current plan, provide Soldiers with a larger base of system knowledge, and provide a better means of tracking these Soldiers for the Army Human Resource Command.

This course of action is in the early stage of development and will also look at utilization and promotion potential for Soldiers into the senior NCO grades.

ACSI Course

The Army aviation currently con-

ducts the Aircraft Crewmember Standardization Instructor (ACSI) Course for Soldiers in MOS 15U (cargo helicopter repairer) and 15T (utility aircraft repairer) at Fort Rucker. This course is for Soldiers that already possess non-rated crewmember experience and prepares them to serve as flight engineer instructors (FI) and standardization instructors (SI) in the CH-47D/F, MH-47E/G, UH-60A/L, MH-60K/M and HH-60M units.

There are currently two courses, the one for Soldiers in 15U is 6 weeks in length, while the course for MOS 15T is 4 weeks and 4 days. Upon successful completion of their respective ACSI course, Soldiers in 15U and 15T are awarded the N1 ASI.

Work is currently underway to combine the common portions of these two ACSI courses, consolidating training assets and insuring that all non-aircraft specific training is standardized.

A separate proposal under consideration is the creation of an additional track for the utility aircraft ACSI course adding training specific for MOS 68WF flight medics. These Soldiers serve as flight medics in air ambulance companies and are integrated into the commander's aircrew training program as non-rated crewmembers.

Recently the Army Training Requirements and Recourses System was updated to allow 68WF Soldiers to attend the utility aircraft ACSI course. Currently, Soldiers in 68WF will not be awarded the N1 ASI.

Summary

As you can see, it has been a busy year for the Aviation Proponency Office. They are working hard on behalf of our branch and warfighters.

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. Email: donald.r.sanders@comus.army.mil SGM David Wagner is the non-commissioned officer in charge of the enlisted transformation cell, Aviation Proponency Office. Email: david.m.wagner@comus.army.mil

AH-64 Apache Exceedance Warning System

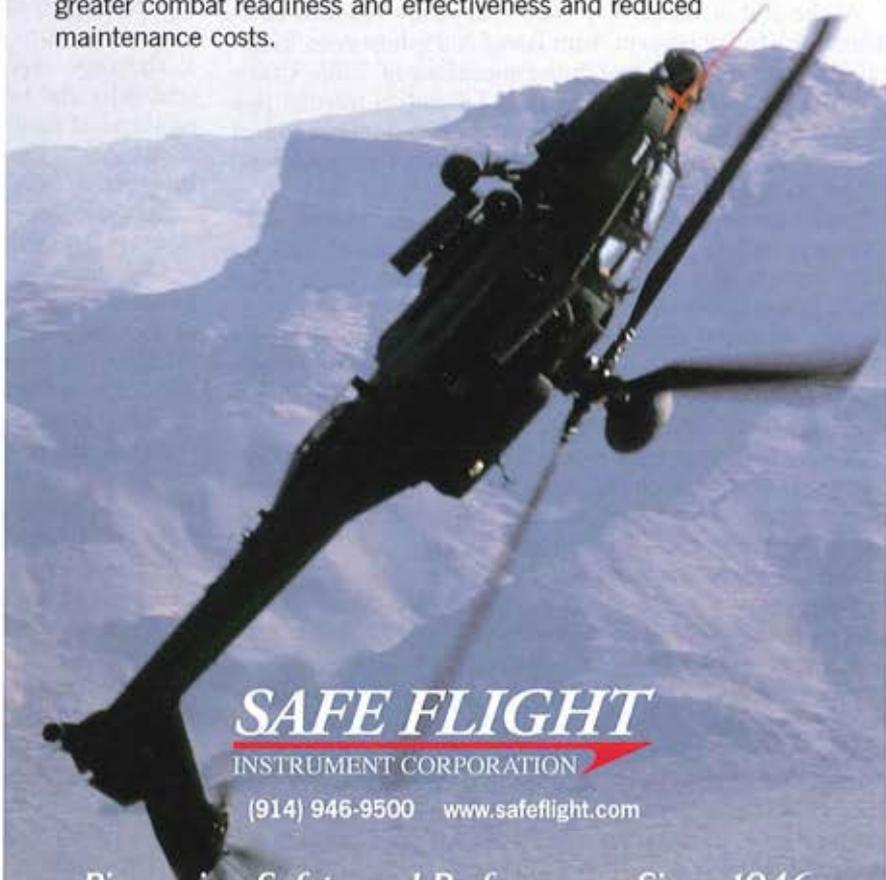
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The Challenge to Press Ahead

By BG William H. Forrester

As we enter this new fiscal year, continuing to arm ourselves with the knowledge and tools necessary to support leaders and warfighters on the battlefield as well as the home front remains paramount to the success of our Army's Safety. However, before we move forward, I believe there is value in looking back at fiscal 2007 and understanding where the Army lost Soldiers and why.

Incorporating lessons learned, best practices and experiences from our combat veterans and leaders will undoubtedly assist the Army's efforts in saving lives. Army Chief of Staff GEN George Casey recently stated, "We have a combat-seasoned force. Now we need to consider the way ahead to further protect them on and off duty. Look at what safety issues they are up against and make sure they are aware and ready."

At the end of fiscal year 2006, our Army reduced accidental loss by 19 percent from fiscal 2005; however, in fiscal 2007 we failed to match the successes of 2006. Every loss is tragic and this past year 247 families learned just how hard it is to carry on without their loved ones...all lost to accidents. These 247 Soldiers are fallen comrades no longer in our formations.

Looking at last year's accidents even closer, 143 Soldiers died in off-duty accidents compared to 104 on duty. Private owned vehicle (POV) accidents claimed 110 lives; personnel injury 50; aviation 37; Army motor vehicle 37; combat vehicle 11; and two Soldiers died in fire and explosion accidents. With the exception of POV and fire/explosion accidents, overall, the Army experienced increases in all other accident categories this year.

What's killing our Soldiers? Below are some identified trends, gained through the collection and analysis of accidental losses, from which we can learn and develop control measures in our efforts to save lives:

Air—Causes of aviation accidents continue to be assumption of low risk missions, inadequate mission planning, indiscipline and occurrences of overconfidence.

Ground—Operating or riding in an Army vehicle remains the number one fatality-producing on-duty activity. Excessive speed for the conditions, over-correcting and inadequate training are all common threads in these accidents. Also, between November and May of fiscal year 2007, six Soldiers drowned in Army vehicle rollover accidents. These months are emerging as peak periods for potential rollover accidents. A majority of these accidents occurred during periods of limited visibility and when Soldiers did not necessarily have situational awareness of their surroundings. We also experienced a five-year high in water activity-related accidents with 14 Soldiers drown-



ing. Negligent discharge incidents, higher than in the previous two years, killed eight Soldiers.

Driving—Additionally, speed along with failure to use seat belts and loss of vehicle control were the most common causal factors in all fatal accidents across the board in fiscal 2007. There were fewer 18 to 25 year-old drivers involved in fatal accidents than in fiscal 2006 (54 vs. 74).

Of the motorcycle accident fatalities, 66 percent involved Soldiers over the age of 25 and 63 percent were E-5 or higher. Additionally, 42 percent of motorcycle accidents were primarily attributed to exceeding the capabilities of the bike or the operator. The most significant category of decreased fatalities occurred with POVs. With a 13 percent Army-wide decrease in POV accidents, there was also a 22 percent decrease in the number of motorcycle fatalities.

While it may be easy to get wrapped up in what went wrong and count losses this past fiscal year, it's more difficult to know exactly what impact you have had in saving Soldiers' lives and affecting their decisions. By utilizing our tools, programs and team of safety experts, you're making a difference.

We know engaged leadership works both on duty and off duty in protecting our most precious resource—our Soldiers. Please continue to make a concentrated effort to understand, apply and teach risk management and reach out to family members and engage them, too.

The U.S. Army Combat Readiness/Safety Center will continue our efforts to assist in any ways you think possible. Thank you for all you do.

Army Safe is Army Strong!



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



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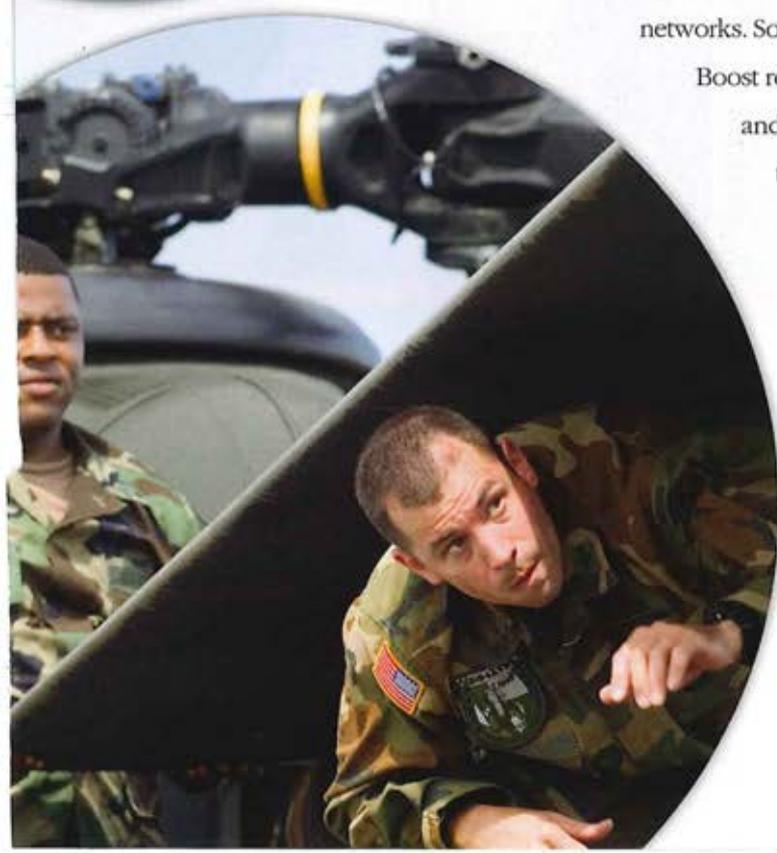
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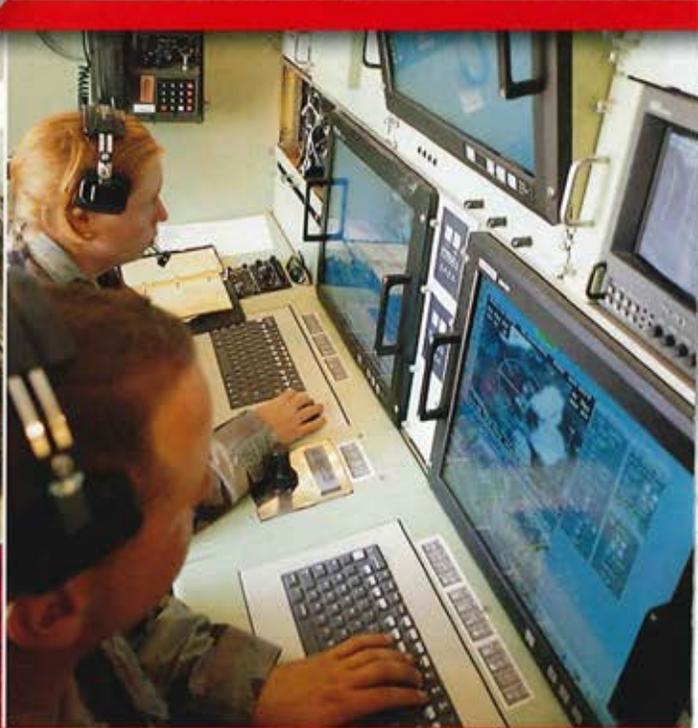
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AAI



DESIGN

AAI designs and manufactures many products that support Army Aviation, including unmanned aircraft systems, training and simulation systems, and automated aircraft test and maintenance equipment.

No one builds more tactical unmanned aircraft and state-of-the-art ground control stations than AAI, including the renowned RQ-7B Shadow 200, the tactical unmanned aircraft system that's flown more than 225,000 hours in support of U.S. warfighters in Iraq and Afghanistan.

TRAINING

AAI is a worldwide leader in the design and implementation of military training systems. For Army Aviation, the company's enhanced ground control station training simulator provides an ideal solution for developing and sustaining unmanned aircraft system operators and crew.

Other training products for U.S. and international defense customers include maintenance trainers, electronic warfare trainers, mission systems trainers, and air defense trainers.

LIFE CYCLE ACHIEVEMENT

In supporting Army Aviation, AAI does more than design and produce the world-renowned RQ-7B Shadow® 200 Tactical Unmanned Aircraft System.

We also deliver important life cycle achievements through technologies and products that support countless Army platforms and systems.

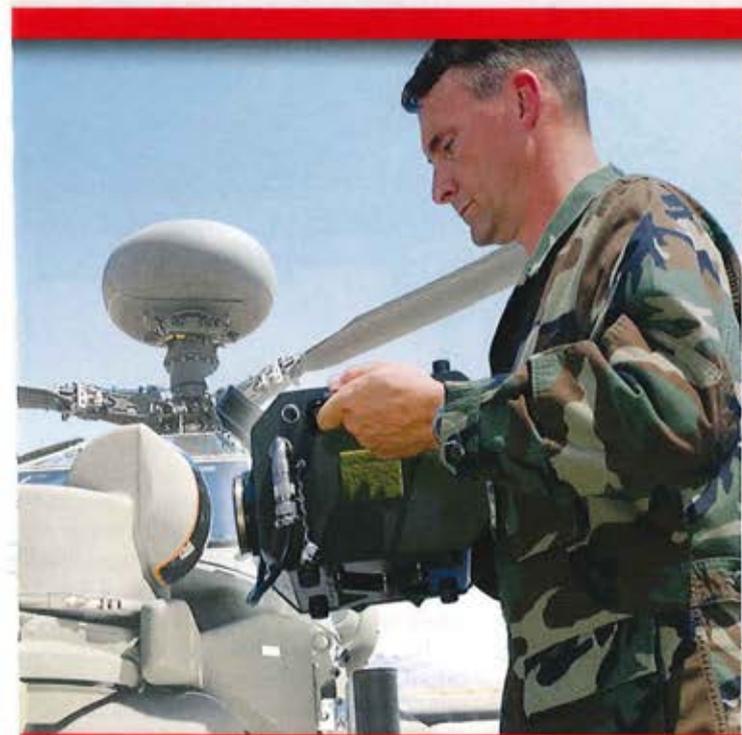
At AAI we bring imagination and innovation into advanced systems design, craft training programs that confer operational skills, develop test systems that instill combat confidence for air crews, and overhaul and return to service needed aviation systems and components.

Staying above the best! It's a life cycle achievement.



INNOVATION THAT WORKS.®

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TEST

AAI and ESL Defence, our U.K.-based subsidiary, have considerable heritage in developing electronic warfare test and alignment equipment for U.S. Army and allied military rotor-wing and fixed-wing aircraft.

Our ABE® common boresight system aligns the AH-64D Apache Longbow and the new Armed Recon Helicopter, providing sensor and weapon system accuracy through gyro-stabilized, electro-optical alignment that significantly increases accuracy and repeatability, reduces maintenance time, and lowers operating costs.

SUPPORT

AAI's McTurbine Inc. subsidiary is an authorized service center for Honeywell and Goodrich Corporation, providing full-service maintenance, repair, and overhaul of U.S. Army T53 and T55 turboshaft helicopter engines, components, fuel control units, and governors.

The company's facilities are equipped with automated test cells, and its technicians are certified to perform complex machining and non-destructive testing.

SPECIAL FOCUS INDUSTRY PARTNERS



The Marine Corps began its transition to Shadow systems in July 2007 — the result of extensive cooperation with the U.S. Army to develop a joint procurement strategy based on the Army's mature and successful Shadow program.



AAI's partnership with Army aviation is a complete package. Since its founding nearly 60 years ago, AAI has been designing, developing, producing, delivering, servicing, and providing training solutions for an array of exemplary Army aviation products and technologies.

Across the years our mission has been unwavering—developing technologies and providing capabilities that support our men and women in uniform wherever they serve. A host of Army aviation disciplines continue to be among our largest and most significant customers.

Unmanned Aircraft Systems

Every day U.S. Army RQ-7B *Shadow-200* tactical unmanned aircraft systems (TUAS), produced by AAI, perform vital situational awareness missions over Iraq and Afghanistan and in other crucial worldwide deployments.

More than a quarter century of proven, battlefield-tested unmanned aircraft technologies have established AAI at the forefront of the aerospace and defense industry in designing and delivering state-of-the-art, operational UAS.

In December 1999, the Army down-selected AAI at the conclusion of an intense, comprehensive competition to be its TUAS prime contractor. Now, eight years later, RQ-7B Shadows have proven themselves as extremely reliable platforms for sophisticated intelligence-gathering payloads that collect vital battlefield and situational awareness information and link it to high-technology, interoperability networks that give military commanders crucial data needed to act decisively.

Since being deployed to Iraq at the outset of military operations there in early 2003, Shadow TUAS units have matured quickly in combat.

According to the latest figures

available, Shadows have flown nearly 50,000 sorties and more than 220,000 flight-hours in support of U.S. and allied operations. That's an average of more than 10,000 flight-hours per month, roughly equivalent to 14 aircraft operating simultaneously 24/7.

In total worldwide operations, Shadow 200 systems have exceeded 60,000 sorties and more than 250,000 flight hours.

Overall, AAI has received a series of Army production awards for 88 RQ-7B Shadow systems, bringing to 352 the total number of air vehicles ordered thus far. Sixty-one systems have been delivered, and added deliveries extend through March 2010.

Today, we achieve continuous versatility in our UAS product base through constant innovation and by working with customers to explore emerging needs.

We're seeing results, such as the successful, ongoing transition of the



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AAI CORPORATION PHOTO BY DAVE PARLETT

McTurbine's new, 40,000 square-foot engine maintenance center opened in 2007. The new building is designed to provide a lean and effective process from induction and disassembly through test cell operation, final servicing, and shipping.

U.S. Marine Corps to Shadow RQ-7B tactical unmanned aircraft. In addition, a next-generation UAS called the *Micro Air Vehicle* (MAV) is in development with prime contractor Honeywell to support the Army's Future Combat Systems.

Extended Range/Multi-Purpose unmanned aircraft system progress continues with initial deliveries of our latest-generation ground control station technologies.

The *One System* is interoperable with every fielded AAI system, offering unparalleled information accessibility. And our *One System Remote Video Terminal* has earned the highest acclaim we can receive — additional orders. More than 200 systems have already been delivered, with more orders forthcoming.

Electronic Warfare Test Systems

AAI has a considerable heritage of developing innovative flight line, depot and factory-based electronic warfare test equipment for Army aviation requirements, including radio frequency products from AAI and electro-optical products from our ESL Defence subsidiary in the United Kingdom.

One of our foremost test systems in service with Army aviation is the portable *Joint Service Electronic Combat Systems Tester* (JSECST),

which ensures mission readiness and reliability of electronic combat gear. It's the most advanced electronic end-to-end test technology ever fielded, able to quickly and accurately test and fault-isolate combat and avionics systems in today's advanced Army rotorcraft.

Earlier this year AAI won a significant contract to produce JSECST test program sets for end-to-end flight line testing of AN/ALQ-211 suite of integrated radio frequency countermeasures systems on special operations aviation regiment MH-47 Chinook helicopters, along with test set options for MH-60M Black Hawks.

The Army also has procured ESL's state-of-the-art *Enhanced Beacon Boost Module* (EBBM), a high-powered, laser-based stimulator for test and evaluation of missile approach warning and directional infrared countermeasures systems.

EBBM provides 20 times the output power through an aperture that's only a quarter of the size of its predecessor system. It stimulates airborne infrared systems greater than 10 kilometers in range using a variety of threat scenarios and profiles resulting in confidence for pilots and aircrew.

Army aviation also chose ESL's Baringa test sets for flight line confidence testing of AN/AAR-57 (V) common missile warning systems aboard special operations rotorcraft. More than 50 test sets have been delivered for various worldwide deployments.

Advanced Boresight Equipment

Another leading AAI test technology is our *Advanced Boresight Equipment* (ABE), providing weapon systems accuracy compatible with any platform in any environment. A multi-service system, ABE is the industry's leading overall provider of boresight capabilities and is used on multiple Army rotorcraft systems.

ABE has long been the factory, depot and field alignment system for AH-64D Apache helicopters, and the Army recently purchased three additional ABE systems for Apache RESET programs in the United States and Germany.

The service also procured an ABE Apache depot boresight system for its Corpus Christi Army Depot in Texas.

Earlier this year, ABE was selected for factory alignment of the next-generation ARH-70A armed reconnais-



PHOTO COURTESY OF AAI CORPORATION

AAI has provided advanced aviation ground support equipment to the U.S. Army for more than 50 years — initially through subsidiary ACL Technologies Inc. and today through its Mississippi operations, resulting in a comprehensive product line to serve any application.

sance helicopter, putting the system in position for future field and depot alignment requirements.

Additional Aviation Test and Support Technologies

AAI also has supported Army aviation maintenance for more than five decades with advanced flight line and depot aviation ground support equipment, including hydraulic, pneumatic and electrical test systems, and portable flight line support equipment.

Another AAI business arena that supports Army aviation is our Syntx, Inc., subsidiary, which is partnered with several prime contractors in designing and manufacturing a wireless link simulator that will be used in testing and developing the Defense Department's joint tactical radio system.

Maintenance, Repair and Overhaul

We also support Army aviation through our AAI Services segment and its wholly owned subsidiary McTurbine Inc., offering maintenance, repair, and overhaul (MRO) support.

Services include component through platform overhaul, supply chain management, aviation depot support services, test equipment upgrades, and facility modifications.

Other MRO services include organization-to-depot, reliability-centered maintenance, emergency repairs, field and depot maintenance, preventative and corrective maintenance, and Army and other military helicopter engine overhaul.

Performance-Based Logistics

Further, AAI offers comprehensive support packages with award-winning performance-based logistics capabilities. These range from spare parts to repair-of-repairables, engineering services, help desk support, stockroom and warehousing, paper-based and interactive electronic technical manuals, field service representative on-site support, training, and logistics services.

We utilize Army reporting systems to ensure total asset visibility and effective supply chain management to make certain that parts and service are delivered where and when needed for critical warfighter missions.

Working with Army depot and industry partners, we provide pre-deployment and post-deployment services that ensure that equipment and personnel maintain a high state of readiness in demanding operational tempo environments.

Innovative Training Solutions

This summary of AAI's contributions to Army aviation wouldn't be complete without highlighting one of our most important services — innovative training solutions.

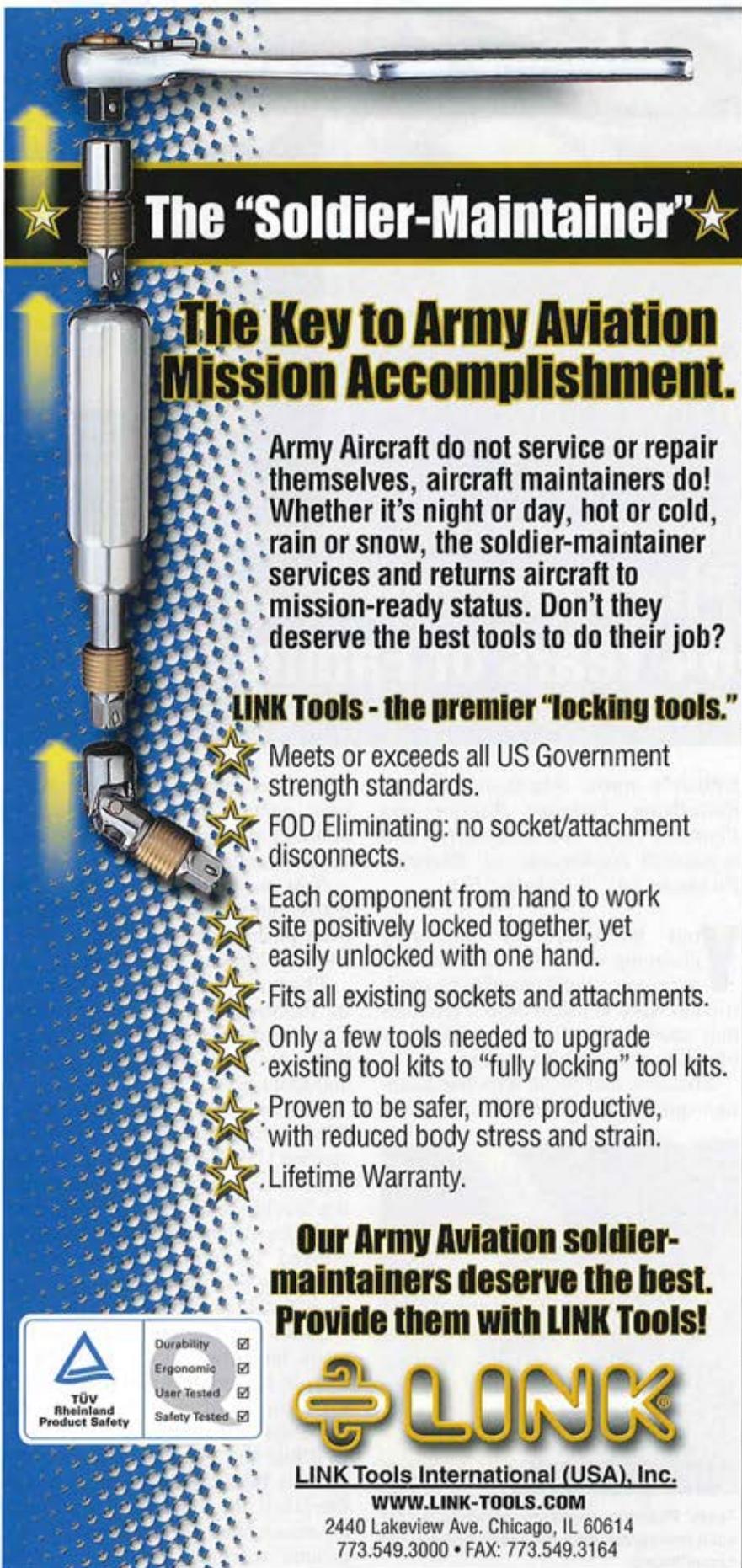
Experienced defense industry technical experts employ modern, effective training practices and technologies to deliver critical skills training to combat system operators, maintainers and warfighters when and where needed.

Our customer-focused training capabilities include such current-day requirements as new equipment training, brigade integration training, pre-set operations and deployment training, interactive multimedia instruction, training devices, system design and development, hands-on training, customer logistics support, and more.

In addition to comprehensive initial training for new systems, we craft ongoing solutions that support program upgrades and updates, documenting and analyzing training to ensure continuity, precision, and quality.



Robert J. Peters is the vice president of Business Development with the AAI Corporation, Hunt Valley, Md.



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The Key to Army Aviation Mission Accomplishment.

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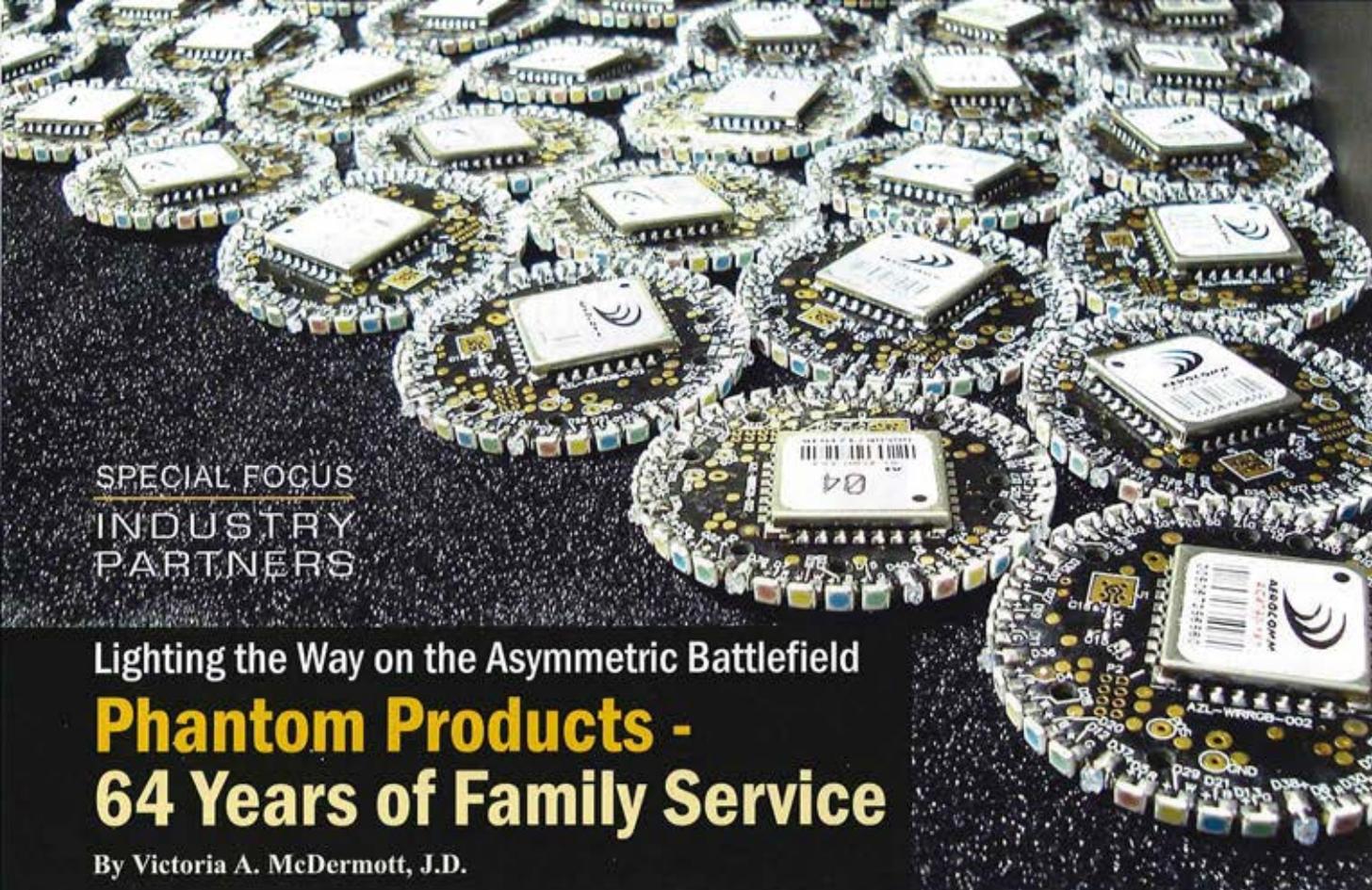
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- ★ Proven to be safer, more productive, with reduced body stress and strain.
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Our Army Aviation soldier-maintainers deserve the best. Provide them with LINK Tools!

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SPECIAL FOCUS
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Lighting the Way on the Asymmetric Battlefield

Phantom Products - 64 Years of Family Service

By Victoria A. McDermott, J.D.

Editor's note: *Phantom AZL-15, BellaBeam, Phantom Warrior and Phantom Hawk are trademarks and registered trademarks of Phantom Products, Inc., Rockledge, Fla.*

Your battlefield is constantly changing—methods that worked in remote jungles need to be modified to work in urban desert. Enemies that used to be clearly visible now blend in with the background.

Missions that begin with one situation quickly morph into a myriad of

rapidly changing scenarios. All of your gear – from your vehicles to clothing to weapons – needs to rise to the occasion.

You may not have met them formally, but the McDermott family has been pushing the boundaries of U.S. Military lighting since 1943.

Phantom Products is headquartered in Rockledge, Fla., on the Space Coast. Additionally, it has manufacturing facilities in Union Bridge, Md. and Queens, N.Y.

The company's roots date back to 1943 when Julian A. McDermott studied U.S. Naval efforts to navigate mine laden waters around Japan during World War II. He surmised that if each ship deployed floating lights as it pressed forward, it would make a clear lane for subsequent ships, thereby reducing American casualties.

From this beginning, and over 60 years later, two of his children and two of his grandchildren are still in the business of creating equally vital lights for you today.

While the genesis of this lighting dynasty began with lane markings for the Navy, the most significant recent advances have been made for lane or ground marking lighting for Army

The Phantom AZL-15 circuit boards are carefully assembled and arranged on an anti-static layer as they await the addition of dark activated switches.

aviation. The *Phantom AZL-15* began shipping to U.S. military units in 2007. It is replacing old L-32 or "Bean Bag" lights for tactical and semi-permanent airfields. These outdated systems use cumbersome or expensive batteries, are awkward to transport and deploy, and have durability issues.

The Phantom AZL-15 is the only solid state landing zone system that is approved for meeting the U.S. Air Force's white light output specification of 15 candelas. The fact that the Phantom AZL-15 accomplishes that in a tiny package makes it a rival for any other aviation lighting success. It also has many advanced features to meet a variety of mission requirements.

- Compact at 0.6 pounds, measuring 4x4x3-inches
- Requires no bulb replacement—shock and vibration proof
- Gives 7 to 10 mile visibility
- Uses common AA size batteries
- Has infrared, white, blue, green and red colors all on one unit



Team Phantom members carefully solder each component onto the specially designed circuit board.

Phantom Products sets the standard.

The team at Phantom Products has done it again!

The **Phantom AZL-15™** not only replaces the L32 Marker light, it *redefines landing zone lighting*. The **Phantom AZL-15™** is leaner, lighter, more durable, and runs on AA sized batteries. The battery savings alone justifies ditching the L32! The compact transmitter will turn your lights on, off, dim, and remotely switch them from an overt color to infrared for changing mission requirements.

We designed The **Phantom AZL-15™** with critical input from units at Fort Campbell, Fort Bragg, Hurburt Field, MCAS Yuma, the Pittsburgh and Mississippi ANG, and with assistance and approval of DARPA. The result is an amazing light that has the entire US Military Aviation community excited!

Our Standards

- Meets USAF 15 candela requirement
- Remote access up to 5,000 feet
- Lights and transmitter each weigh 0.6 lbs with batteries
- Red, blue, green, white and infrared colors all in one unit
- Select steady or flash mode

Enhanced Features

- Controlled by a single transmitter
- Runs on four AA alkaline or lithium batteries
- Equipped with electronic dimming for adaptability
- Reprogrammable codes allow for multiple users in one area
- Dimensions: 3.75"L x 3.5"W x 3.0"H (9" antenna)

Added Accessories

- Sand blast domes in clear
- Blackout dome to illuminate in one direction
- Pouch to transport and protect lens from scratching
- Surface mount or bracket mounts available as well

Phantom Products, Inc.

474 Barnes Boulevard, Rockledge, Florida 32955

ph: 888-533-4968 fax: 888-533-5669

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The compact BellaBeam is a replacement for chemical lights, is visible for 3 to 5 miles, and runs on four AA batteries for 90 to 190 hours.



The Phantom AZL-15 replaces the old "bean bag" lights, is manually or remotely controllable from 5,000 feet and has infrared, white, blue, green and red color capability.



The Phantom Hawk is an adjustable intensity light with red and white light capability.

- Has adjustable intensity for varying situations
- Is manually operated or remotely controllable from 5,000 feet

Working closely with the aviation community has allowed Phantom to craft the ideal light for a variety of customers. And the Phantom AZL-15 is still improving; the development of an aircraft controllable component was not in the original specifications for the system, but is a customer driven requirement. Phantom anticipates this new capability will be available in early 2008.

In 1999, Phantom Products offered the *BellaBeam* as a replacement for the chemical lights used on many missions—including those for signaling helicopters. While chemical lights are a good disposable choice, they are not the best selection for drop zones, forward area refueling points, or for marking people or cargo being dropped into an area.

This is where the *BellaBeam* lights shine. They are compact at 6.5x1.5-inches and run off of four AA batteries for 90 to 190 hours, and are visible 3 to 5 miles away. Phantom Products initially sent several *BellaBeam* lights to the air observer/controller team at the Joint Readiness Training Center at Fort Polk, La., and they used them to land their helicopters.

Later, units at Fort Bragg, NC, put them on pick-up zones, and then landing zones for C-130s. These uses meant new mounting challenges in soil, rocks and cement, and on vehicles and personnel. Ultimately, Phantom ended up with a range of mounting options for this simple light, including: ground stakes, metal plates, bean bags and .50 caliber link adapters.

The ability to directly tap into those aviators and crewmembers is critical as Phantom and the aviation community work as a team. Individual flashlight preferences are as varied as are individuals. There was a time when interviewing a Chinook crew about their flashlight requirements meant that every one wanted a different unit—the result being four or five different flashlights per helicopter. Additionally, crews that relied upon the *Phantom Warrior* flashlight were still carrying little squeeze lights.

This illuminated two opportunities for Phantom – to make a mini-style light, and to make a new version of the *Phantom Warrior* to meet all crew requirements. For help in designing the mini light, Phantom visited Nightstalker Way at Fort Campbell, Ky. One of the supply sergeants expressed concern at the high cost of replenishing squeeze light batteries. He was aware that the *Phantom Warrior* flashlights he bought for his guys did not have the same insatiable appetite for batteries; then other Soldiers with the 160th Special Operations Aviation Regiment weighed in with the features they wanted in their ideal mini-light.

Six years later, the *Phantom Hawk* has those same features requested by those operators years ago: durability, adjustable intensity with dual color capability, and uses standard AAA sized batteries. As was done with the *BellaBeam*, Phantom created a mounting system versatile enough for a helmet, wrist or vehicle and useful in a range of situations.

Phantom later turned its efforts toward re-inventing the *Phantom Warrior* flashlight. So many Army

aviators were already carrying this flashlight that Product Manager for Air Warrior modified the pouch system to accommodate it.

Aviators were already using the *Phantom White* with night vision green and infrared model, but also needed a very bright pre- and post-flight inspection light. Phantom met the challenge.

Recently, the *Phantom Warrior Ultimate Aviation* version was introduced with light options for pre-flight, in-flight and post-flight use – as well as for escape and evasion. It does not require bulb replacement and uses AA sized batteries. Aviators call it “the ultimate aviation light” since they do not have to carry anything else.

Summary

Phantom Products continues the McDermott family's 60 year tradition of support for the Warfighter. As longtime corporate members of AAAA, the Night Stalker Association, the National Guard Association, and the Association of the United States Army, we keep our customers at the forefront of what we do.

We do not offer our lights in catalogs, because we do not sell them where they may be used against U.S. forces. Our lights are for American interests only. This means we have to work harder to earn customers; but we think this is the right thing to do.

You honor us with your service to the nation. It is our mission to make lights that help on today's battlefield with an eye on tomorrow.



Victoria A. McDermott, J.D., is the director of Military Sales with Phantom Products, Inc., Rockledge, Fla.

persistent strike

persistent strike



The U.S. Army's choice for the Extended Range/Multi-Purpose (ER/MP) UAS program, the General Atomics Aeronautical Systems Sky Warrior.

Sky Warrior builds on a battlefield legacy from real world operations with multiple customers, including the U.S. Army and U.S. Air Force. Featuring an aircraft powered by a heavy-fuel engine, the aircraft will employ four Hellfire missiles, Lynx SAR, and a Raytheon MTS-A camera gimbal-providing a 24-hour on-station persistent strike capability unmatched in the world.



VT Miltope Makes the Case

for Rugged Battlefield Technology

SPECIAL FOCUS
INDUSTRY
PARTNERS



The TSC-750M rugged, multi-mission laptop is a useful tool of the maintenance officer, crew chief and mechanic with access to manuals and publications.

By Julie Briggs

VT Miltope computers, mass storage systems, and peripheral equipment figure into the operation and maintenance of just about every Army aviation system on the ground and in the air.

These rugged computers and systems are integral to aviation mission planning and execution as well as lending greater mobility and situational awareness to enhance command and control with real-time data.

On the ground, no maintenance officer, crew chief or mechanic could do his or her job without a "Miltope."

VT Miltope's roots are firmly planted in meeting the extreme temperature and environmental conditions that military aviation demands.

When the extraordinary mobility and computing power of laptop computers emerged over a decade ago, VT Miltope was there – with technology and ruggedness needed to meet the informational demands the Army requires under all environmental con-

ditions and battlefield pressures.

Today VT Miltope, a company of VT Systems, whose facilities are ISO 9001:2000 certified, delivers a broad range of computing technology to the American Soldier now and always with an eye toward the future of rugged advanced technology.

Individually Tested

From its headquarters in Hope Hull, Ala. and other U.S. locations, the company designs, produces, tests and delivers products that have been bat-

PERFORMANCE, EVEN WHEN TIRED.



A Case for Rugged... Imagine running over your laptop with a vehicle. Then imagine it being built to keep on working. The VT Miltope TSC-750M equipped with the MILBRITE ELG low-power 14.1" direct-sunlight display is readable in low or very bright light. What's more, the fastest-yet 3D video thanks to its dedicated graphics processing—dramatically enhancing all aspects of the visual experience in every application making our TSC-750M the most versatile and compact rugged-militarized laptop computer available today. The VT Miltope TSC-750M, featuring Intel® Centrino™ Mobile Technology equipped with up to 2 GB of RAM can support the mission in any environment. With two internal hot swappable DR-36 batteries you have unlimited autonomous operation. A truly rugged machine that's battle tested and approved. Visit www.miltope.com to view our HARD WEAR experience on the History Channel's Mail Call. It's Gunny approved!



VT Miltope

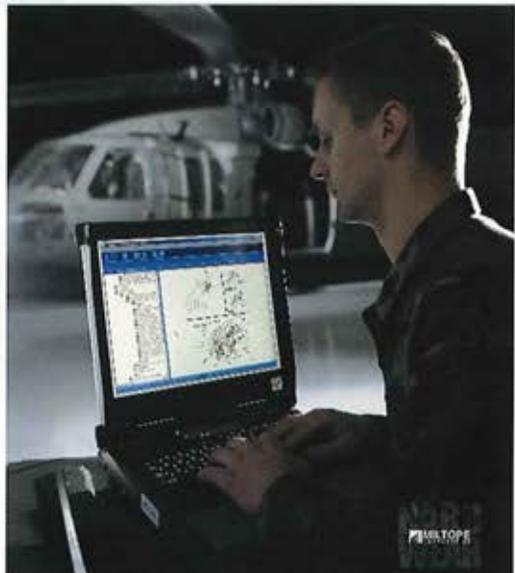
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Product Support for Military & Commercial Applications



The Armadillo tablet computer – rugged performance in the active docking station or your hands.

The TSC-750M laptop provides a variety of capabilities from aviation mission planning to maintenance management.



PHOTOS COURTESY SIGNATURE ADVERTISING

tle-proven during deployments with American troops in support of Operations Iraqi and Enduring Freedom.

Among the reasons for high reliability – every VT Miltope facility contains in-house test capabilities including electromagnetic testing chambers, as well as complete temperature, shock, vibration and humidity test equipment. Every single product, not merely a few samples, is submitted to environmental stress screening to make sure every unit is military rugged. Only then will VT Miltope place its products in the hands of Soldiers whose lives depend on technology that works – every time.

Mission-Oriented Technology

VT Miltope's rugged computing solutions play a key role in several Army aviation programs.

For mission planning and rehearsal, VT Miltope provides the rugged laptop computer for the aviation mission planning system. The AMPS program is comprised of the newest VT Miltope model TSC-750M 915 laptop computer system outfitted with a state-of-the-art graphics processor. Pilots use the AMPS to plan routes and communications. Once a mission is planned and approved, the information is loaded onto a data transfer cartridge and loaded into the aircraft's system prior to flight.

Enhancing situational awareness is the Blue Force Tracking-Aviation (BFT-Avn) program. Again, VT Miltope's TSC-750M rugged laptop allows aviation platforms to share a common operational picture with battle command nodes and ground combat systems.

BFT-Avn provides the aviation

unit's tactical operations center (TOC) location on the computer's terrain-map display along with the respective location of aircraft and ground vehicles to provide aviation commanders and staff personnel comprehensive situational awareness of the operational environment in near real-time.

Best of all, the portable TSC-750M computer does double duty in the BFT-Avn system mounted in the aircraft or in the ground-based TOC.

For battlefield situational awareness, VT Miltope technology enables maneuver commanders to take the TOC airborne using the Army Aviation Command and Control System or A2C2S.

With A2C2S onboard the helicopter, for example, a brigade commander and staff have mobility and situational awareness of the battle space that is not possible from a distant fixed-base TOC or a battle-command vehicle that may be vulnerable to attack. The A2C2S uses VT Miltope technology as an on-board server.

VT Miltope computers work just as hard on the flight line as they do in the air. The U.S. Army Maintenance Support Device version 2, based on VT Miltope's TSC-750M militarized laptop computer, is a fourth-generation test, measurement and diagnostic equipment system.

It is used for all tactical maintenance requirements including aircraft, weapons systems, generators, missiles, and wheeled and tracked vehicles to verify the operational status of systems, to isolate faults, and as a software uploader and verifier to restore or provide new software to weapons systems.

In addition to diagnosing mechani-

cal and avionics systems, TSC-750M is used for the ordering of replacement and spare parts through the unit level logistics system for aviation or ULLS-A.

Technology does not stand still. Neither does VT Miltope. The company was there at the beginning of the evolution from paper to digits for military operations and will be there for the future.

VT Miltope has just introduced *Armadillo* – a military-grade rugged, multi-mission tablet computer for vehicle-mounted and dismounted applications that has great promise for Army aviation.

The goal is to give the aviator and maintenance professionals the additional portability, speed, and ease of stylus and touch screen data entry and retrieval while working in and around the aircraft. A new rugged ethernet switch and airborne network server have also been developed for aviation applications.

Summary

VT Miltope is committed to the U.S. Army's evolving need to provide our fighting men and women with the most robust computing capabilities that work in the toughest tactical environments – now and well into the future.

With 30,000 TSC-750M computing units deployed worldwide, plus peripheral equipment and new technology under development, VT Miltope easily makes a solid case for its brand of "rugged" systems.



Julie Briggs is the senior director for Federal Programs with VT Miltope, Hope Hull, Ala.



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LEADING.



Where Have All The Maintenance Soldiers Gone?

Understanding *MARC*

By MAJ Paul Werner

For Soldiers like SPC Clayton Drake here, a CH-47D mechanic with 3rd Bn., 82nd Avn. Regt., 82nd Cbt. Avn. Bde., working on a Chinook Sept. 12 at Bagram Airfield in Afghanistan, logging his man-hours properly for work accomplished is important to the unit as well as the Aviation branch long term.

Just a decade ago ...

PFC Spanner Wrench graduated from advanced individual training as an AH-64A Apache mechanic and was ready to put his skills to work. He reported to his first duty assignment at the 602nd Avn. Spt. Bn. in Korea to be a member of the AH-64A phase team, supporting the two assigned AH-64 battalions of the 2nd Inf. Div. Spanner was excited about working with the 19 other members of the phase team to keep the fleet flying. Although 48 aircraft were a lot to maintain, he knew as part of the phase team they could get the job done.

A year later, Wrench left Korea feeling good about his contribution to the readiness of the aircraft and the role his team played in keeping the helicopters ready to "Fight Tonight!"

Now fast forward 10 years and SFC Wrench is on orders heading back to his old unit, the 602nd ASB in Korea. Only now, he is headed back as the platoon sergeant. He knew the unit, he knew the mission, he only needed to get started with his 19 Soldiers in the Apache phase team and he was ready to go. Wrench arrived at the hangar and was met by all 10 Soldiers in his platoon. Wrench spoke to SSG Ralph Smith, the ranking NCO, "Where are the rest of the Soldiers in the platoon?" "SFC Wrench, we're it!" Smith replied.

Wrench knew there must have been a mistake, since he was assigned to this very unit ten years ago, and the team was nearly twice as large. Wrench asked Smith whether the division had lost one of its AH-64 battalions due to transformation. Smith said the division still had its two AH-64 battalions and that they also support additional AH-64 units that arrived in Korea for the various exercises during the year.

"How is this possible?" Wrench asked, "Where have all the Soldiers gone?"

So What Happened to the Soldiers?

Although SFC Wrench is clearly a fictional character, the processes described above are not.

In the Unit Level Logistics System – Aviation (Enhanced), there are data entry fields for doing every single maintenance task on the aircraft.

Lack of attention to detail when completing the ULLS-A(E) data entry has the long term effect of adjusting the Soldier authorizations in not just one unit, but *all* Army units.

The man-hours required for each task was vitally important, but nobody ever explained why.

PFC Wrench did not fill in the proper number of man-hours required to complete each of the tasks performed in the course of a day, which directly influenced the "productive man-hours per work unit."

Wrench always left this field blank, because he did not think it was that important.

Not only that, but Wrench's other team members were also logging all work in their ULLS-A(E) laptops with a similar value, which was ".1" hours for all tasks.

This further drove down the average time to complete all tasks.

In fact, a large part of the aviation maintenance community had been doing the same thing – skipping out on accurate tracking of hours required to perform aircraft maintenance.

What was the end result?

SFC Wrench's platoon was half the size that he expected, ultimately learning the lesson the hard way.

Manpower Requirements Criteria

The Army documents how many Soldiers are needed for specific units by using a process called the Manpower



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Empowering the Warfighter

INTERGRAPH



Soldiers from the 1st Air Cav. Bde.'s downed aircraft recovery team prepare a Black Hawk helicopter, after a forced landing caused damage, for an April 5 recovery mission from southeast of Baghdad back to Camp Taji. Properly logging all maintenance related tasks in the ULLS-A(E) system is important for manpower requirements criteria analysis.

non-supervisory in which work is not readily measurable and may not be directly related to the man-hours worked.

Workloadable positions are those that are directly related to the number of man-hours of Soldier effort. Additionally, workloadable hours are normally expressed using an equation in the accompanying chart.

Most of us are not math majors, so we can break this down into plain English and look at each aspect of this equation to fully understand what is going on.

Productive Man-hours per Work Unit

This one would seem to be straightforward, but is not always the case. In aviation, we would expect to see how many man-hours it takes to keep one aircraft flyable.

Requirements Criteria or MARC. All units are designed to provide the Army a specific capability. In the case of an aviation support company, it is the capability to maintain the assigned aircraft fleet.

The organization is further subdivided into logical smaller elements (platoons, teams, etc.) to better facili-

tate providing the capability through command and control. The specific number of Soldiers assigned to each smaller element is largely a factor of MARC. MARC uses two categories to classify positions: *Standard* and *Workloadable*.

In the case of *standard*, these are positions that are supervisory and/or



BASIC MARC EQUATION

$$\frac{(A \times B)}{C} = R$$

WHERE:

- A = Productive Man-hours Required Per Work Unit
- B = Number Of Work Units
- C = Annual MOS Availability Factor
- R = Manpower Requirement

APPLICABLE TO
WORKLOADABLE
CRITERIA

ROUNDING RULE: 0.5 GETS YOU ONE MORE, 0.49 DOES NOT!

In the case of a phase maintenance inspection, it would represent the total number of man-hours to complete a phase. In the case of unscheduled maintenance, it would represent the total time required to diagnose, fault isolate, and fix a specific mechanical breakdown.

Productive man-hours per work unit was what PFC Wrench improperly affected with his entries in ULLS-A(E), causing a loss of real manpower.

Number of Work Units

This category reflects the broad measurable tasks that a support Soldier should do in the performance

of their duties. They include tons moved (transporter), documents handled (personnel), meals served (cook), etc.

In the case of the aviation military occupational skill (MOS) specialties, we would look at services completed, phase maintenance inspections, component replacements, etc.

Available Work Hours Per Soldier

The Available Work Hours Per Soldier is also called the *Annual MOS Availability Factor*. This represents the time a Soldier has to do MOS duties in wartime.

It is derived from a study of military units in Europe and was revised twice, with the latest revision in 1992. The factors range from 8.7 hours/day to 12 hours/day, and they are published in AR 71-32, Appendix C.

Manpower Requirement

This is the actual number of Soldiers we would ultimately expect to see on a given small unit team designed to perform a specific task, such as a phase team for AH-64s. This will translate into the personnel authorizations on your unit MTOE.

Summary

The Army Force Management Support Agency, the proponent for MARC analysis, will be tasked in the coming months with reviewing MARC data and will adjust manning levels based upon MARC analysis. This could potentially lead to a loss of personnel authorizations for improperly logged man-hours in ULLS-A(E).

We want to ensure that we properly document all work and man-hours performed on our aircraft to ensure that we have the right number of Soldiers to do the job. We are so busy trying to get aircraft fixed and launch the fleet, we sometimes lose track of the small details.

Don't let your Soldiers disappear and make sure you log all man-hours for every task performed...MARC it or lose it!



Promotable MAJ Paul Werner is an aviation readiness officer in the Aviation Division, Office of the Deputy Chief of Staff for Logistics (G4), the Army Staff, Pentagon, Washington, D.C.

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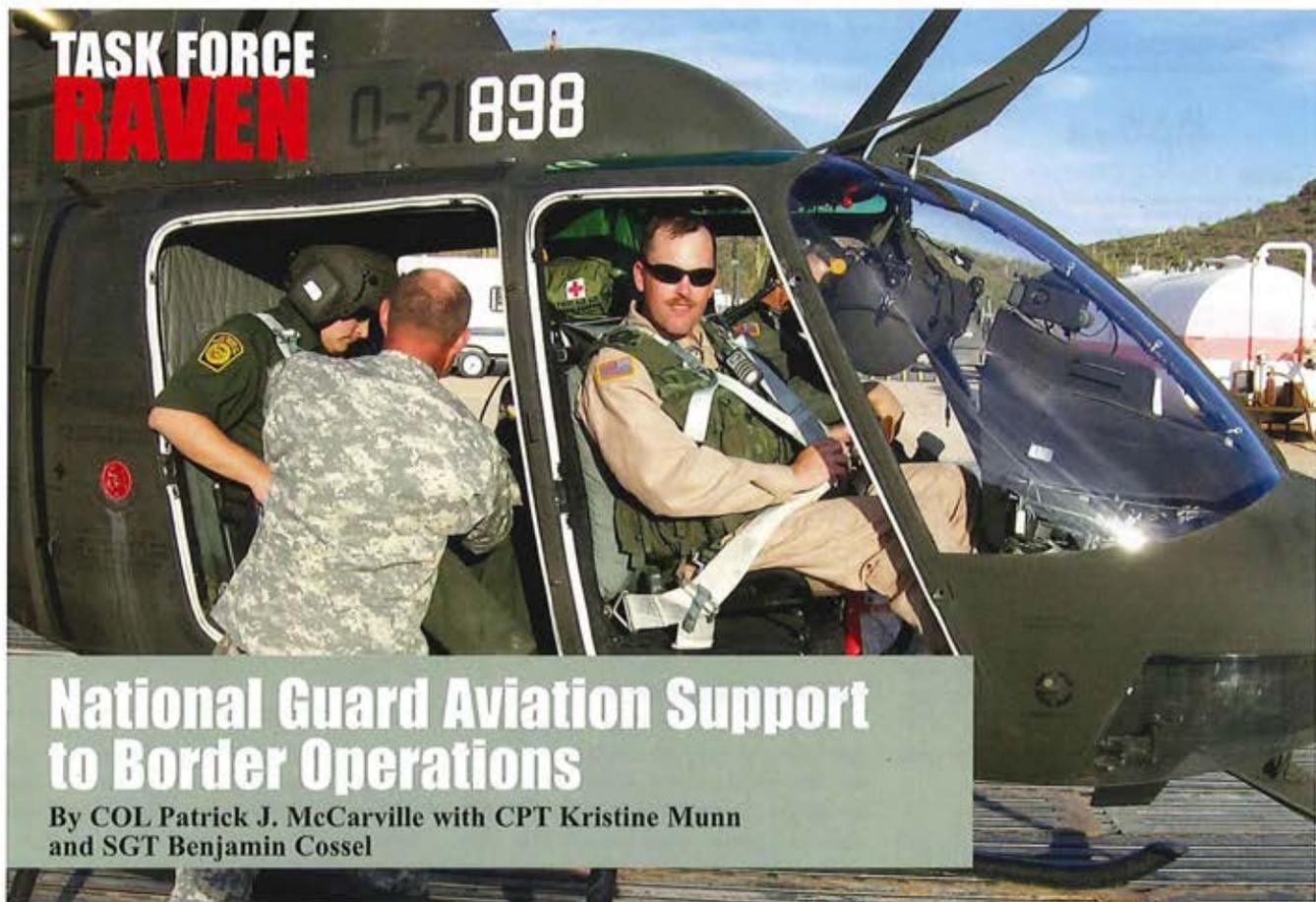
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National Guard Aviation Support to Border Operations

By COL Patrick J. McCarville with CPT Kristine Munn and SGT Benjamin Cossel

"What's more important than defending the homeland? What piece of ground on earth is more important to defend than where we live?"

LTG H. Steven Blum
Chief of the National Guard Bureau



Above: A Border Patrol officer is helped to fasten his seat belt while the pilots strap in. OH-58 helicopters are useful for spotting undocumented aliens and drug smugglers trying to cross illegally into the United States from Mexico.

Left: Currently 31 states are supporting the border patrol mission providing 450 personnel and 32 aircraft. Green states are providing people and Red states are providing both people and aircraft.

In May 2006, the president directed the National Guard to support the Customs and Border Protection (CBP) service in securing the United States and Mexico border for two years.

This mission would allow the CBP agency time to train additional federal law enforcement agents. Aptly named *Operation Jump Start* (OJS), the joint-interagency task force mission, among other things, included augmenting existing CBP aviation assets with Army National Guard OH-58 and UH-60 helicopters in Arizona, California, New Mexico and Texas.

Initial Planning

As commander of Task Force (TF) Raven, one of four task forces in

Arizona, I immediately coordinated with the National Guard Bureau on sourcing this unique mission. The challenges associated with the task became readily apparent. With 65 percent of Arizona's aviation personnel currently deployed, the bulk of the force would have to come from other states.

Mission analysis determined that the OH-58 helicopter was required to perform day and night area reconnaissance. Past experience supporting counter-drug operations with the OH-58 helicopter required a mission equipment package consisting of compatible radios, a forward-looking infrared (FLIR) system, a high intensity searchlight, radar altimeter, high-skid landing gear and a moving map.

The CBP operational plan also dictated the requirement for UH-60 helicopters to conduct insertion and extraction of their special operations elements, search and rescue, casualty evacuation, and the movement of internal and external supplies.

Our biggest challenge in the beginning was providing immediate, desperately needed, aviation support to CBP while building up the task force.

Initially, we had no battle staff, and all incoming aviators, crew chiefs and support personnel were immediately immersed in supporting the mission operationally – they weren't planning or organizing, they were just operating. Today TF Raven has a complete command staff, 148 authorized

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The OH-58 helicopters have special mission equipment packages with radios compatible with law enforcement, a forward-looking infrared system, a searchlight, radar altimeter and high-skid landing gear. Here monitors and controls for the FLIR are in both the front and rear cockpit areas.

Guardsmen, and a projected complement of 15 aircraft, with which to focus on the mission.

Primary Mission and Objectives

Due to the rugged terrain, the helicopter is an excellent asset for its communications capability, sensors and mobility. The job of TF Raven is to provide aerial support to the ground-force commander, who in this case is the CBP. The primary mission of TF Raven pilots is to help identify and prevent undocumented aliens or UDAs, including potential terrorists and terrorist-weapons, from entering the United States.

This mission is not without risk as human trafficking and narcotics smugglers, and terrorists may be armed. Generally more aggressive in their movement and operations, the smugglers will do anything they can to avoid capture. They use vehicles, horses, mules and their backs to transport illegal contraband, drugs and humans into the United States.

Scouts for smugglers, located on high terrain, serve as lookouts for maneuvering elements on the ground. They create diversions, which force one group of UDA into capture, thereby occupying CBP agents, while a second group moves along a different corridor with their illegal contraband.

In the minds of CBP ground agents, integration of helicopter support has become a key interdiction force-multiplier, which for Army aviators is simply fundamental doctrine for conducting area and zone reconnaissance.



Task Organization and Logistics

Split geographically with the OH-58 aircraft operating out of Silver Bell Army Heliport in Marana, Ariz., and the UH-60 aircraft based out of Phoenix, maintenance for the aircraft is provided by hybrid-maintenance teams.

These teams consist of personnel from Army aviation support facilities (AASF), including maintenance personnel who have volunteered from other states, as well as civilian contract maintenance teams.

The mission requires that aircraft and crews push forward to support the two sectors which are divided into nine different areas of responsibility along 389 miles of the Arizona border. When major maintenance is required, aircraft fly back to the supporting AASF.

Five fuel sites are currently established and operating in remote areas along the border with the purpose of maximizing "station-time" for CBP agents. Refueling personnel travel to these remote sites daily, conducting required recirculation and fuel testing.

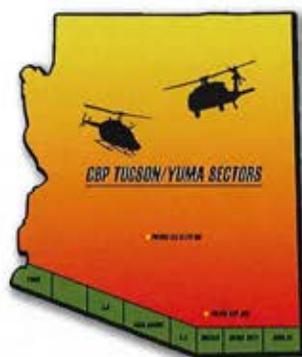
Continuous flight operations are maintained at both AASFs to support around the clock operations.

Operations

Because the mission was not sourced with doctrinal formations—but instead on an individual volunteer basis—detailed standard operating procedures and an aviator's procedures guide were developed early in the mission.



MAJ George Harris, an OH-58 Kiowa helicopter element commander, spots a concealed SUV left by drug smugglers along the border during a recon patrol.



The area along the U.S. and Mexican border in Arizona is divided into 8 operational sectors.

In addition, each aircraft was assigned a durational standardization instructor as well as a durational task force safety officer.

Since the bulk of aircrews are rotational, averaging less than 90 days on mission, instructor pilots are kept extremely busy providing mission training. This constant rotation makes standardization and safety a challenge. However, through aircrew discipline and command presence, the risks have been mitigated to acceptable levels.

Each week, a CBP air boss, in coordination with TF Raven, generates an

air tasking order (ATO) that results in prioritizing aviation assets.

The ATO goes to MAJ Perry Jones, TF Raven operations officer, who coordinates directly with MAJ George Harris and CPT Joe Aldrich, the respective commanders of the OH-58 and UH-60 elements.

The mission requires that crews be available 24 hours a day, seven days a week.

The more difficult missions are flown at night in the OH-58 aircraft with special mission equipment packages. The FLIR capability is critical to finding UDAs and narco-terrorism smugglers in the desert night.

A rotation from the Alaska Army Guard, sent to support OJS with FLIR-equipped UH-60s, was able to support night operations, but generally the UH-60s fly day missions.

The moving map is vital for situational awareness, hazard avoidance and prevention of border incursions.

The mountainous terrain, combined with low illumination, wind gusts, and occasional monsoons, has presented significant challenges to mission accomplishment and aircrew safety. However, these same conditions also provide outstanding training opportunities for aircrews, especially those deploying overseas.

Crew selection is a critical component of the safety program.

"We take the time to train even very experienced crews before they go out on an operational mission," said Harris, who has more than 10 years experience flying counter-drug operations in Arizona. "It takes several weeks, even for a highly qualified and current OH-58 pilot, to be ready to fly as a mission copilot."

Positive Results

For the past year TF Raven has been busy flying more than 8,100 hours, responding to over 1,900 calls for assistance from CBP, and facilitating the apprehension of more than 9,400 UDAs. Additionally, TF Raven aircrews have aided in the confiscation of more than 57,000 pounds of illegal drugs with an estimated street value of \$45.6 million.

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ARMY PHOTO

The UH-60 Black Hawk aircraft are mostly used for daylight missions for insertion and extraction of Customs and Border Patrol special operations elements, search and rescue, casualty evacuation, and internal and external supply movements.

mission is to secure the border. The Yuma Sector has experienced a 68 percent decrease in UDA apprehensions this past year due to OJS engineering projects, entry identification teams and TF Raven's aviation support. Drive through traffic, which is characterized by UDAs and drug smugglers using vehicles to illegally cross the border, has decreased by 53 percent during the same period.

Many UDAs crossing the Arizona desert are woefully unprepared for the deadly summer heat. In 2006, there were 155 UDA deaths resulting from heat exposure. In 2007, UDA deaths decreased by 40 percent. Aircrews often come upon UDAs suffering the full effects of heat stroke and transport them to the nearest medical facility, primarily with UH-60 helicopters.

TF Raven aircrews have participated in 42 life-saving events – a very rewarding experience.

End State

Many of the troops participating with TF Raven have been deployed to Iraq or Afghanistan before coming to support missions. They don't focus on the adverse environment, such as

ramp temperatures which can reach 130 degrees. They just put their heads down and get it done.

Arizona's joint interagency presence along the border over the past year is a testament to the National Guard's ability to perform multiple missions. Homeland defense is a critical mission for the National Guard and lessons learned during Operation Jump Start will significantly aid in planning future contingency operations.

Moreover, the experience gained working at the joint and interagency level has fostered professional relationships, built over time, and based on respect and trust that will prove invaluable for the next "call to duty."

The National Guard remains forward-deployed and geographically dispersed – always ready, always there!



COL Patrick J. McCarville is the commander of Task Force Raven, an aviation support element to the Army National Guard border patrol mission in Arizona. CPT Kristine Munn and SGT Benjamin Cossel are with the Public Affairs Office for Operation Jump Start in Arizona.

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Lightning Strike



An OH-58D Kiowa Warrior provides security for 2nd Bn., 7th Inf. Regt. Soldiers as they prepare to clear a building during a June 15 training exercise at Contingency Operating Base Speicher.

Aviation Employment Concepts from the Battlefields of Iraq

By COL A. Thomas Ball Jr.

Editor's note: The following article is one of a series of articles written by COL A.T. Ball about 25th Cbt. Avn. Bde. operations while deployed in support of Operation Iraqi Freedom. Contact the 25th CAB headquarters or public affairs office to obtain the series. This article was released August 15.

A large dark sedan races down a canal road in the Diyala River Valley of Iraq. Inside, the number 5 high value individual (HVI) in the province is traveling with five of his closest lieutenants, including a sniper team leader and a master bomb maker. They are studying a detailed map of a nearby Iraqi Security Force compound and preparing for their attack.

All avenues into this part of Diyala are covered with deep buried improvised explosive devices and early warning networks are ever watchful for approaching coalition patrols.

Insurgents operate with impunity after dark. Suddenly, they hear the roar of two UH-60 Black Hawks bearing down on their car. Within seconds, the car is shaking from the rotor wash and the air is filled with thick dust. Bright white lights are shining into the windshield. The helicopters are difficult if not impossible to clearly distinguish in the dark moonless night.

The sedan slows to a crawl and weaves in the road as the terrified insurgent fighters begin to throw their hand and rocket propelled grenades and machine guns from the car in a fruitless effort to disguise their intent.

The car, targeted by the lasers from a dozen weapons, slows to a stop. The enemy fighters are greeted by the voice of an interpreter yelling through a bull horn for them to step out of the car with their hands in the air.

Through the settling haze they can now distinguish the silhouettes of an infantry platoon, ready to attack at the slightest provocation. They hear the menacing sound of the OH-58D Kiowa Warriors circling overhead – they are overwhelmed, shocked and confused.

The HVI is the first one out of the car with his hands in the air. Having eluded an intense manhunt for more than two years, he drops to his knees.

His eyes scan the front seat of the car, which still contains video tapes and documents that reveal the composition and future plans for his entire network.

HVI number 5 and his crew had been the object of a "Lightning Strike" operation—a highly trained and uniquely configured small unit developed to seize the initiative from the enemy and attack at the time and place of our choosing, and named for its key role and rapid strike capability in Task Force Lightning of the 25th Infantry Division.

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A Lightning Strike UH-60 Black Hawk interdicts a suspicious vehicle, as viewed through the infrared camera of the Hunter unmanned aircraft, during a night operation to find insurgent fighters.



An infantryman aboard a Black Hawk looks through his M4 rifle scope to provide over watch and rapid suppressive fire if needed for fellow Lightning Strike Package members conducting search operations on the ground.

Anatomy of the Lightning Strike Element

The concept for Lightning Strike was to go beyond a traditional air reconnaissance force, capitalizing on new technologies and capabilities inherent in unmanned aviation.

So the combat aviation brigade (CAB) built a team that maximized the capabilities of both manned and unmanned aviation systems, as well as the capabilities of a dedicated and specially trained ground force, in one package.

It became readily apparent once employed in OIF, that the ability to move and secure an explosive ordnance disposal (EOD) team around

the division area of operations (AO) to reduce caches and improvised explosive devices (IEDs) would be a tremendous combat multiplier, so this capability was also incorporated.

The biggest challenge the team faces is maintaining robust and redundant communications across the vast division battle space to command and control (C2) the Lightning Strike package. Blue Force Tracker (BFT) text messages provided one means of communication but it is not ideal for dynamic situations.

The solution comes from the Hunter unmanned aircraft systems (UAS), organic to the 25th CAB's UAS company, equipped with a communications relay package, rendering clear FM radio secure-voice communications across the AO.

Additionally, the Hunter gives Lightning Strike teams the ability to maintain constant surveillance on prospective targets without detection, and the ability to remotely designate for precision munitions from Army and joint platforms.

Employment Options for Lightning Strike Elements

Once formed, the 25th CAB determined there were three primary methods of employment.

The first method is in direct support of a brigade combat team. A second method of employment is as part of a division task force, organized with



Lightning Strike Package Soldiers rapidly exit from a UH-60 Black Hawk helicopter and close on a stopped vehicle with suspected combatants inside. LS packages are able to disrupt the enemy decision process through unpredictable methods of operation.

other division enablers for a specific mission such as route clearance activities. A third employment concept provides an economy of force effort in an area where a continuous ground presence is not possible or required. This is the most typical use of the Lightning Strike team in Multi-national Division North (MND-N).

Although many areas of the Iraq battle space are truly non-contiguous, with large sections unpatrolled by coalition forces on a routine basis, the CAB needed a graphic control measure to delineate our "layered maneuver" concept.

Special operations forces routinely establish short duration joint special operations areas (JSOA) to deconflict their operations with other coalition forces and establish C2 over an area for a specified period of time or a specified operation. When their operation is complete, the JSOA collapses and responsibility for the AO reverts to the owning ground unit.

We thought the same construct would work for aviation units conducting Lightning Strike operations for the division; hence the beginning of the combat aviation brigade operating area.

CAB Operating Area

The CABOA made sense for MND-N's fight in Iraq. The Lightning Strike team operates in a division economy of force role in areas where the division commander has chosen to accept risk by pulling ground forces in order to mass in other portions of the division battle space.

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UH-60 aircrews from the 2nd Bn., 25th Avn. Regt., train with Soldiers from the 4th Bde., 2nd Cav. Div., members of the Lightning Strike package used in counter-roadside bomb emplacements and vehicle interdictions.

By conducting vehicle interdictions, traffic control points, and small scale air assaults in a specified area, the Lightning Strike element presents the illusion of a much larger coalition presence. By establishing the CABOA, ground units are relieved of the responsibility for C2 of these operations, thus allowing them to focus on other core responsibilities.

In order to effectively C2 the CABOA, a tactical command post (TAC) is co-located with the nearest ground unit.

This facilitates rapid coordination and deconfliction with any ongoing ground operations and ensures easy clearance of fires using existing mechanisms already in place for forces already in the CABOA.

For the last nine months the 25th CAB conducted operations nightly in at least one of seven separate CABOAs based on MND-N directives.

The Hunter UAS, scout weapons teams and the UH-60 Black Hawk team conduct reconnaissance separately to cover a larger area.

Once any member of the team identifies a potential target they notify the TAC and the elements of the team converge and initiate the Lightning Strike battle drill.

The CAB's organic communications

capabilities, including communications relay with the Hunter UAS, coupled with well placed TACs, ensures seamless command and control.

Find, Fix, Finish, Exploit

The Lightning Strike team is uniquely organized to find, fix, finish and exploit enemy forces for any items of intelligence value they may possess. Without ground forces, there is no way to exploit a site after an aviation engagement.

In many cases, even with highly suspicious activity, aviation forces could not engage because of the limitations of the rules of engagement.

The team had one option – a kinetic strike. The Lightning Strike package solves both of these problems.

If the scout-weapon teams successfully engage a vehicle full of IED emplacements caught in the act, the Lightning Strike ground team, specially trained in sensitive site exploitation, inserts to inspect the site.

If the enemy activity is simply suspicious, the aircraft work as a team to stop the target in an appropriate area and then inserts the ground team.

The ground element conducts tactical questioning and searches the area for intelligence or contraband.

If released, the Iraqis are sure to tell



An enemy weapons cache and suspected insurgent training site is destroyed with explosives north of Baghdad during a Jan. 27, 2007 Lightning Strike operation.

the story to everyone they know contributing to the perception of a heavy coalition force presence in the area.

The Road Ahead

The Lightning Strike element operating in a CABOA with aviation units in a maneuver role as a battle space owner is no longer just a novel idea. This is a combat tested and proven solution to tactical problems that face the 25th Inf. Div. in Iraq.

As more units gain combat experience with the tactics, techniques and procedures developed and refined by Lightning Strike and CABOA operations, it is hoped that more aviation formations will assume this maneuver role, so relevant to the contemporary operating environment.



COL A. Thomas "A.T." Ball Jr. is the commander of the 25th Combat Aviation Brigade and was deployed to Contingency Operating Base Speicher in Tikrit, Iraq. He and his brigade returned to their home station in Hawaii in October.

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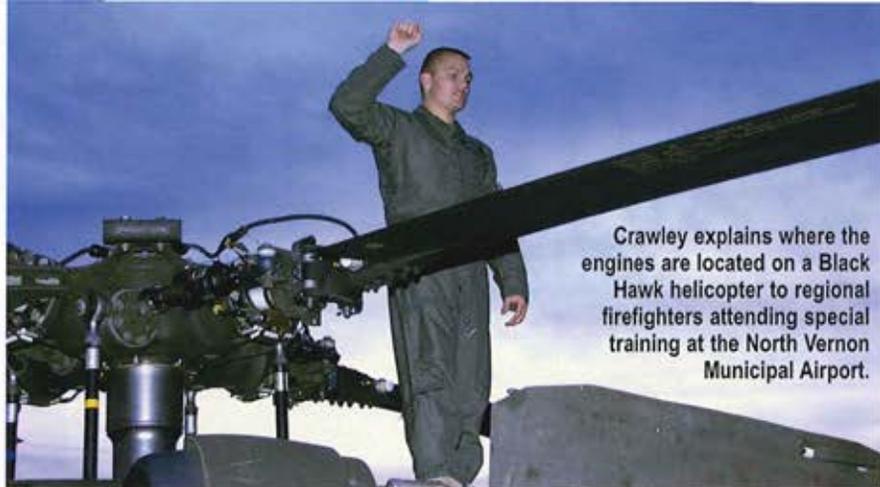


Indiana Army Guard Pilots Prepare Emergency Responders

By SPC William E. Henry

"Come around here and get a good look at this. If fuel is spilling out of the aircraft, this is what you want to do to stop it," said MAJ Kevan Crawley, a UH-60 pilot for the 38th Combat Aviation Brigade, while getting into the cockpit of his Black Hawk helicopter.

As Crawley exhibited the aircraft at the North Vernon Municipal Airport in Indiana on October 2, a group of local firefighters and emergency responders gave their undivided attention to his every movement and explanation of the aircraft components critical to an emergency response situation.



Crawley explains where the engines are located on a Black Hawk helicopter to regional firefighters attending special training at the North Vernon Municipal Airport.

PHOTO BY SPC WILLIAM E. HENRY

Crawley and co-pilot MAJ David G. Rader II went over detailed procedures for extraction, fire compression systems, and fuel shut-off points for the helicopter.

Crawley, in coordination with the Army National Guard Muscatatuck Urban Training Center's Fire Department (MUTCFD), invited the firefighters from Jennings and Decatur counties to learn about egress operations and procedures for downed aircraft.

"The volume of aircraft in this area is increasing. We have around 3,000 flights of rotary winged aircraft in this area a year," Crawley said. "We want to have as many people as possible learn

at once because we don't have many chances to do this type of training."

The training was a basic entry level education on the Black Hawk helicopter. "We're required to do quarterly training for emergency response personnel," Crawley said.

According to Mike Stackhouse, a MUTCFD supervisor, his department is one of the few full-time emergency response departments in the state properly trained and equipped to handle a downed aircraft response.

"We've been through a lot of training this year, working with other local fire departments, and FEMA's National Incident Management System," Stackhouse said.

Stackhouse said members of the MUTCFD have been trained at Chicago's O'Hare International Airport on an aircraft burn simulator for the proper fire spray techniques, extraction and evacuation procedures for damaged, downed and burning aircraft. Also, the MUTCFD has begun basic life support classes; members will be qualified paramedics by the end of the year.

"MUTCFD is the only full-time fire department in the area having an agreement and understanding with other local volunteer fire departments for mutual aid in the event of a response," said Randolph Wilson, a MUTCFD firefighter.

"It's an ongoing process. We've had to wait for things to get in place," said Dean Lucas, MUTCFD fire chief. "Additions to the fire department are in the works, new equipment has been ordered and more workers are coming on board."



SPC William E. Henry is a Public Affairs photojournalist with the Indiana National Guard Joint Force Headquarters, Indianapolis.



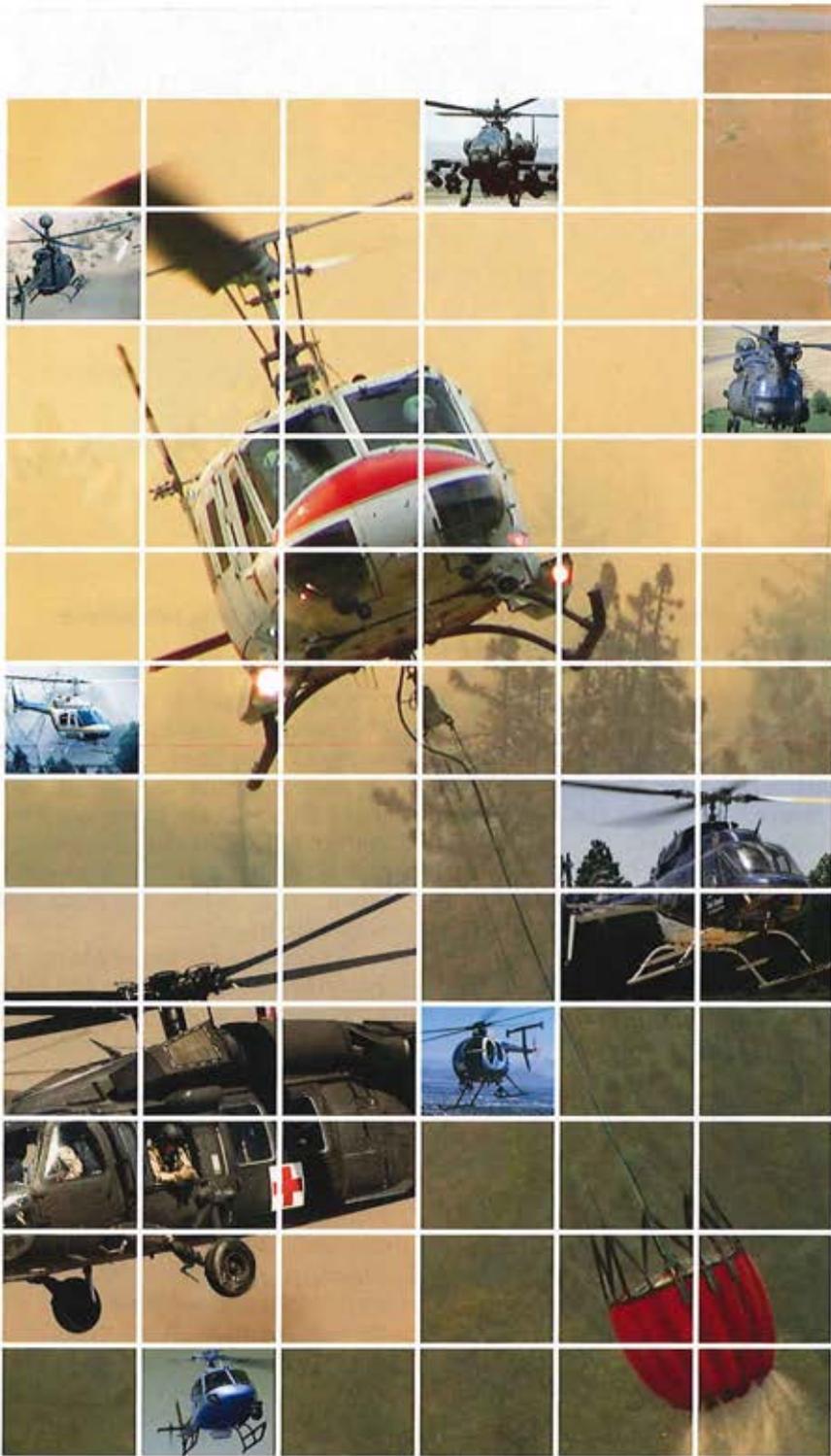
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Father Joins Son To Fly Iraq Missions

By SGT Brandon Little

CW3 Tim C. Kelly has been a pilot for almost 40 years, with two combat tours in Vietnam, and has flown with many other pilots.

However, this deployment to Iraq with Task Force XII, led by the 12th Combat Aviation Brigade, has given him a once-in-a-lifetime opportunity – to fly with his son.

“We’ve flown together on four missions so far,” said Kelly, a UH-60 Black Hawk helicopter pilot with Co. B, 2nd Bn., 147th Avn. Regt. “He’s doing a great job. He reminds me a little of myself when I was younger.” His son, CW2 Benjamin C. Kelly, is also a pilot in Co. B, based at Logistical Support Area Anaconda near Balad.

“Having gone through so much training in flight school, I already knew a lot but he did teach me a few tips to flying,” said Ben Kelly. “I have a lot of respect for his experience.”



UH-60 Black Hawk pilots CW3 Tim Kelly, left, and son CW2 Ben Kelly, both National Guardsmen, pose after their first flight together Sept. 25 in Iraq.

In addition to the Black Hawk, the senior Kelly’s experiences include flying twin-rotor CH-47D Chinooks, OH-58D Kiowa Warriors, UH-1s or “Hueys,” and even the C-12 Huron fixed wing aircraft.

Sometimes a pilot’s knowledge and experience can be the difference between life and death. “I know that he’s my son, but in the cockpit we are both professional,” Kelly said. “When I think about him sitting next to me, it feels a little different but I have to treat

him the same as I do any other pilot.”

Ben Kelly has not yet made it to the rating of pilot-in-command, so when they are together, it’s father knows best. “One pilot has to operate the aircraft and the other has to operate the radio,” Kelly said. “It works better when both pilots alternate these responsibilities.”

“My father had a big role in my decision to become a pilot,” Ben said. “When I was younger, he flew planes for a civilian company (in addition to military aircraft) and he let me fly with him.”

The fact that this father and son team deployed together was more than a coincidence. The older Kelly was a colonel in the Oregon Army National Guard and when he learned his son’s ARNG unit in Hawaii was scheduled to deploy to Iraq, he decided he wanted to hop back in the cockpit one last time. “I wanted to finish out my career the way it started – as a pilot – not behind a desk,” Kelly said.

Since he had started his piloting career as a warrant officer, his state adjutant general allowed him to be transferred to his son’s unit only if he took a reduction in rank.

“I thought it would be cool to fly together and it would be an opportunity to spend time together,” Ben said.

“I thought one day this would be a good story to tell my grandson,” Kelly said. “I’d tell him about how his dad and I flew over Baghdad together.”



SGT Brandon Little is a photojournalist with the 12th Combat Aviation Brigade Public Affairs Office deployed to Balad, Iraq.

2008 AAAA Convention Registration Opens January 15, 2008

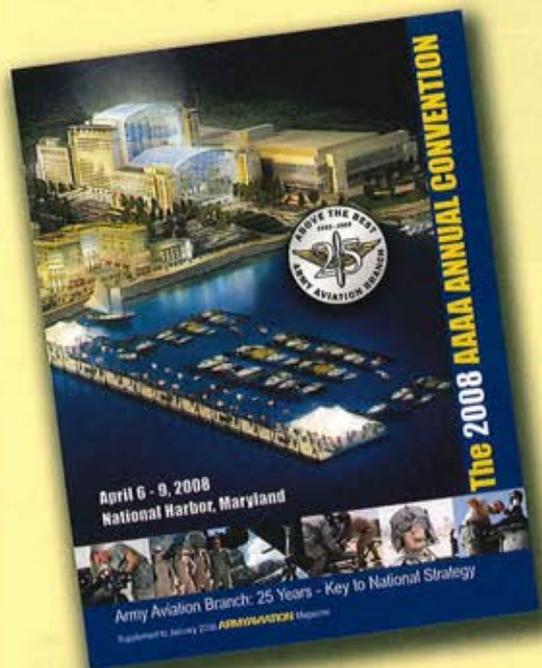
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Birth of the Army Aviation Branch

April 12, 1983

By MG (Ret.) Carl H. McNair, Jr.

Editor's note: *The following is the first of several articles by distinguished retired Army officers leading up to the celebration of the Army Aviation Branch's 25th Anniversary during the Association's 2008 National Convention in Washington, D.C. Retired MG Carl McNair, the first chief of the Aviation Branch, kicks off the series with this feature article.*

Since the earliest days of warfare, mobility has been a critical discriminator in armed conflict, beginning with the early foot Soldier to the cavalry and horse drawn artillery, followed by wheeled and tracked vehicles.

With the advent of flight, airplanes and helicopters freed the Soldier from the tyranny of terrain and permitted movement into the third dimension.

Such freedom was undreamed of until Thaddeus Lowe, a civilian and chief aeronaut in the U.S. Army Balloon Corps, took his balloon aloft in Falls Church, Va., on July 21, 1862, to observe the Union Army fleeing the first Battle of Bull Run, a few miles west of the city.

Although the Balloon Corps was disbanded a year later due to logistical challenges – not unlike other modern weapons systems – the experience and reality remained in the lessons learned until 20th century technology proved aerial flight practical.

In the decades since, our nation has experienced a myriad of conflicts supported by flying forces.

Across every spectrum of land combat – command, control and communications, intelligence and security, maneuver, firepower, mobility and

logistics – victories have been won, supplies moved, lives saved due to the flexibility of flight.

A History of Superb Service

Army aviation has been on that leading edge since 1942, but perhaps not in an optimized and integrated fashion because the hardware, organization, doctrine and training requirements were determined by other elements.

First, the Signal Corps in 1892, then the Field Artillery in 1942, then the Transportation Corps in 1952, and even other services, agencies and commands provided the leadership, determined the funding and technical acumen for the Army's aviation resources.

But, they were certainly not ignored. In fact, field artillery L-4 Cubs achieved prominence and recognition for being the "eyes and ears" on the battlefield with the "Grasshopper" fleet of World War II.

In Korea, the lifesaving capabilities and mobility afforded by the helicopter for all services became legend in our time.

With the Howze Board* and air mobility testing of the air assault division in 1962-65, the Army truly broke the friction of earth, as hundreds of helicopters moved thousands of troops and tons of supplies up and down the Atlantic seaboard.

The rest is history from Vietnam through the "Cold War," to the present day in Iraq and Afghanistan.

Evolving Warfare, New Requirements

When the Army's Training and Doctrine Command (TRADOC) was

formed and *Airland Battle* doctrine evolved in the mid-1970s, reorganization of Army units brought a new perspective for fighting the close, deep and rear battles.

Doctrinal and force structure analyses coupled with major personnel considerations led to a pivotal organizational decision, a precursor and major driver leading to the Aviation branch.

An aviation brigade was made organic to each of the Army's divisions. Heretofore aviation brigades were organic only in the air assault (air mobile) division with three separate aviation groups organic to the corps in Europe and Korea.

Divisional brigades were a giant step providing multiple aviation battalions both attack and assault, within a colonel-level command comparable to the infantry and armor brigades and division artillery.

Today's brigade commanders have never known it otherwise.

Further, in some doctrinal scenarios, the aviation brigade could be employed as a fourth maneuver brigade headquarters with command and control of ground maneuver units in deep battle scenarios, rear area or flank security – again another first for an aviation unit.

Division commanders welcomed the flexibility with another command and control element over the expansive area of operation envisioned in *Airland Battle* doctrine.

A Need for a Proponent Branch

As the doctrine, training, organization and equipment issues of Army aviation were further subjected to the rig-

* In 1962, LTG Hamilton H. Howze chaired a study (known as the Howze Board) to develop and prove the concepts of modern air mobility.



orous concept based requirement system process, significant deficiencies were detected, yet not within the purview of the aviation community.

In fact, many fell outside the responsibilities of the Aviation Center at Fort Rucker, Ala., to other proponent schools for various missions and organizations, the Infantry School for air mobility, the Armor School for anti-armor attack and air cavalry, the Transportation School for maintenance, and the Intelligence School for electronic warfare intelligence.

Thus, the Army aviation systems program review in March 1982 focused on how to minimize or eliminate the known deficiencies.

From this high level four-star effort, where each of four key panels was chaired by a senior general officer, emerged many recommendations centering on the institutional base of Army aviation which was not fully the master of its own destiny.

Aviation had been many things for many years – a “skill” like *Ranger* and *airborne* training, an additional military occupational specialty with a specialty code of “15” – but not a branch per se.

The chairman of the 1982 review, GEN John Vessey, the Army’s vice chief of staff, directed GEN Glenn Otis, the TRADOC commanding general, to study the “branch” question.

Thus came the *TRADOC Review of Army Aviation* or TROAA – the branch recommendation and the subsequent decision by the Army Chief of Staff a year later.

A Historic Decision

Of significance, an earlier three and a half year study of the Officer

Personnel Management System in the seventies – conducted by MG George Putnam, then director of Military Personnel Policy – had already recommended forming an Aviation Branch.

While the recommendation was disapproved by then Chief of Staff GEN Bernard Rogers, he did approve aviation as an “entry specialty” within a combat arms affiliated “carrier” branch, stressing that aviators “...must be experts first in aviation.”

This was clearly a step forward and in the right direction – an accommodation, but not a solution.

However, the early study had clearly “prepped the battlefield” for what would come later with the 1982 Aviation Systems Program Review.

On April 12, 1983, four years almost to the day of GEN Rogers’ decision on an entry specialty, Army Secretary John O. Marsh approved the recommendation of Army Chief of Staff GEN Edward C. Meyer that Aviation become a basic branch of the Army; an idea 40 years in the making and whose time had finally come.

And now, Aviation has reached yet another milestone, the Silver Anniversary of the branch.

We have all seen years of challenges and recurring deployments across the globe in many conflicts in Grenada, El Salvador, Panama, Haiti and Somalia, to major operations as *Desert Storm*, *Enduring Freedom* and *Iraqi Freedom*, with our continuing presence on many continents in peace keeping and humanitarian missions, from tsunamis to tornados to hurricanes.

The branch has proven second to none and taken its place proudly above and beside our brothers-in-arms of all other branches and services on the land, sea and in the air.

Celebrating a Milestone

We recently celebrated the 50th Anniversary of AAAA during our 2007 National Convention in Atlanta, the biggest and best ever.

We’re now preparing for our 2008 National meeting in Washington, D.C., with a series of reflective articles in this magazine providing the insights and perspectives of those who lived the history of the branch decision and implementation.

Two key members of the pivotal TROAA study that led to the 1984 decision, retired aviators COL Frank Estes and MG Ben Harrison, will follow in the January and February issues detailing the actions as they lived them.

The March/April issue will feature retired GEN E.C. Meyer, former Army Chief of Staff from 1979-83, reflecting on the staffing and dialogue leading to his decision. As you would suspect, it was not agreed to by all, painful to some, difficult for others, but one which history bears out has strengthened our Army as the premier fighting force on the planet.

We look forward to COL Frank Estes as he picks up in January with the straight story and unabridged account of the historical Army Aviation Branch study and its staffing.

Mark your calendars early for April 6-9, 2008, as the AAAA National Convention returns to Washington, D.C. for the first time since 1984.



Retired MG Carl H. McNair, Jr., is the first Chief of the Army Aviation Branch, a past AAAA National President, an Army Aviation Hall of Fame member, and the chairman of the planning committee for the 2008 AAAA National Convention.

Taking Care of Wounded Warriors

By Judy Konitzer

I felt privileged to attend the Association of the United States Army's *Military Family* forums during their annual meeting in October, followed later that month by attendance at the Armed Forces Command's *Retired General Officer Conference*, for a series of very informative briefings and discussions.

I came away with my head swimming with initiatives, and commitments from our senior leadership about taking care of Soldiers and their families. There was passion and excitement about the energy and financial commitment being expended on numerous initiatives. Secretary of the Army Pete Geren said, "The strength of our Soldiers comes from the strength of their families."

Together with Army Chief of Staff GEN George Casey, they have initiated the Army Family Covenant with one of the commitments being "providing Soldiers and families a quality of life that is commensurate with their service" and improving family readiness by "improving accessibility and quality of health care." Within this framework Casey said, "Taking care of wounded Warriors is the most important thing we can do."

Improving Soldier Care

We are all too familiar with the revelations about the problems at Walter Reed Army Medical Center. BG Michael Tucker, newly appointed WRAMC Deputy Commanding General, described Walter Reed as "the perfect storm" with a patient population of 8 million plus, and treating 6,600 service members (as of Aug. 31) from Operations Iraqi Freedom and Enduring Freedom, with 2,330 with battle injuries.

The hospital is the hub for medical care for a 21 state region plus the District of Columbia, and provides support for over 200 reserve units, 40 Army hospitals and clinics, and 25 percent of the Army's patient load. At



Radio personality Kelly Galore (seventh from right in white shorts) led a 106 kilometer walk to raise awareness of and funds for the Wounded Warrior Project. Here she is joined by many Fort Rucker supporters and walkers Sept. 21.

the same time it is undergoing Base Realignment and Closure Act (BRAC) requirements and has deployed 345 staff to OIF and 290 to OEF thru the professional officer filler information system. Thankfully some storms are followed by rainbows, and what we are seeing is a call to remedy the problems of a bureaucracy that many wounded Soldiers and their families in the past have faced.

President George Bush said, "We have a moral obligation to provide the best possible care and treatment to the men and women who have served our country. They deserve it, and they're going to get it." The President, Congress and the Secretary of Defense appointed an Independent Review Group, to study the care of our nation's war-wounded. The panel returned with their findings and with bold recommendations, including the creation of a national cadre of case-workers and a complete overhaul of the military's disability system that compensates wounded Soldiers.

The Army, through the Army Medical Action Plan initiated on Feb. 21, has accomplished or is presently

addressing 24 of the 26 findings and is dedicated to working with the Defense Department and the Department of Veterans Affairs (VA) to implement the remainder.

The Army has made significant improvements in infrastructure, leadership, and process where the Soldier is better supported by a caring and energized chain of command, a primary care physician, and a registered nurse case manager. For updates visit www.armymedicine.army.mil/amap/amap.html.

Army Wounded Warrior Program

Through the Army's *Wounded Warrior Program* (AW2), soldier management specialists are located at every major Army installation and VA hospital with roles as career and education guides, benefits advisors, military transition specialists, local resource experts, family assistants and life coaches.

The AW2 has also established partnerships with veteran service organizations and non-profits like the *Wounded Warrior Project* (WWP) whereby assistance is provided to Soldiers and families in accessing

benefits that may not be available from the government. For more AW2 information visit: <https://www.aw2.army.mil>.

Wounded Warrior Project

WWP Founder and Executive Director John Melia suffered burns and other injuries while riding in a Marine Corps helicopter that exploded and crashed in the seas off Somalia in 1992, which ultimately resulted in his medical retirement from active duty in 1995.

Seven years later he, his wife and two daughters began the "backpack" program at WRAMC delivering 12 backpacks filled with toiletries, clothing items, CDs and other comfort items to wounded troops returning from Afghanistan. Melia remembered coming home injured with nothing but a hospital gown on his back and wanted to make a difference for others in this same plight.

The program continues with recovering "wounded Soldiers carrying another Soldier" and personally delivering more than 12,000 *wounded warrior packs* to service members in military and VA hospitals.

Smaller versions are sent to Iraq and Afghanistan to provide immediate comfort during a warrior's relocation to a U.S. military trauma center.

The wounded, many medically retired, understand the support that is needed and have joined the ranks of the organization as veteran advocates.

Together through a partnership with the Veterans of Foreign Wars, the WWP provides hospital counseling, peer mentoring, family assistance and claims filing.

WWP has also partnered with Disabled Sports USA to form the *Wounded Warrior Disabled Sports Project* to provide a variety of opportunities for service members and their families to experience everything life has to offer through sports and recreation.

Other projects and opportunities are available through www.woundedwarriorproject.org.

Supporting WWP

Alabama-based radio host Kelly Galore with WKMX's morning show "Squirrel and Kelly in the A.M." is a firm believer and supporter of the WWP. Galore helped organize the three-day *KMX Wounded Warrior*

Walk Sept. 20-22 across 106 kilometers of the Wiregrass area, from Dothan to Enterprise, to Fort Rucker, to Ozark and back to Dothan.

"As a military spouse of a retired CW3 Chinook pilot, I have listened to my husband's heartbreak as friends he went to flight school with died or suffered severe injury due to helicopters either crashing or being shot down," Galore said. "As a friend I have shared many tears with friends as they said good-bye to their husbands hoping and praying they could make it through the next 15 months. As a military dependent, I have had to wade through the stacks of confusing military paperwork," she explained.

"As a mother, my biggest fear is the loss or the severe injury to my children," she said, "I can't imagine having to do that all alone in a city I've never been to without any help or support. The Wounded Warrior Project is something that really makes a difference; it is a physical, touchable, reachable hope to Soldiers and their families. I am doing this walk because I want to make a difference," she said.

"I want more people to appreciate what it is like to be a military family member- the sacrifices we make, the pride that we feel, the struggles we endure all because our husband, wife, son, daughter decided that they had a duty to serve our country. And when our Soldiers come home we have a duty to serve them," she said, "So this walk represents 'the long road ahead' the time it takes for them to come home, the time it takes to heal from a severe wound, and the time it takes to make a difference."

Among the many walkers, Galore was joined by Ululani Packett; JoAnn Golden, wife of promotable COL Walter M. Golden; and Teresa Dolan, wife of COL Terrance Dolan. "I wanted to do my part to support the wounded warriors, and I feel that it's so important for wounded Soldiers when they come home to know they have our backing and support. It is easy enough to write a check, but not as easy to get out and walk," said Packett, wife of MG Virgil L. Packett II. Packett's husband and dog, Jaeger, a miniature Schnauzer, accompanied her during the Fort Rucker portion of the walk.

"This is Ululani's initiative and it grew clearly out of concern for our wounded warriors and out of her rou-



AWP PHOTO BY JAMES BILLINGER

In step to support the Wounded Warrior Project walk Sept. 20 are (l to r): Ululani Packett, Jo Ann Golden and Sherri Senn, strolling down U.S. Highway 84 from Dothan to Enterprise, Ala.

tine to support the community," said Packett, commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker. "The Wiregrass raised the flag for our warriors that we'll never forget them on this very significant national recognition day for POWs (prisoners of war) and MIAs (missing in action troops)."

The walk raised \$37,142 for the WWP, a non-profit organization which increases awareness and enlists the public's aid to assist the needs of severely injured men and women, to help severely injured service members to help each other, and to provide unique, direct programs and services to meet their needs.

Summary

More information about organizations supporting wounded warriors can be found through *America Supports You*, the official DOD program which encourages and spotlights what Americans are doing to support our troops. Visit www.americasupportsyu.com.

As always, AAAA stands tall to support our Soldiers and their families.



Judy Konitzer is a contributing editor and resides with her husband, retired BG Thomas Konitzer, AAAA's immediate past president, in Augusta, Ga. Questions and suggestions can be directed to judy@quad-a.org.

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

Warfighter FOCUS Starts

The Army's Program Executive Office for Simulation, Training and Instrumentation, Orlando, Fla., announced Nov. 19 that performance will begin on the *Warfighter Field Operations Customer Support* contract. The Warrior Training Alliance team of **Raytheon Technical Services Company**, **Computer Sciences Corp.** and 64 additional companies will support the Army's modernization plan to bring a state-of-the-art, high-fidelity and immersive training environment to the force. It consolidates the operations, maintenance, systems integration and engineering support services for the Army's live, virtual and constructive training systems at combat training centers, home stations and in theater. Warfighter FOCUS is a contract worth up to \$11.2 billion over the next 10 years.

Army and Partner AFS Win Shingo Prize

The U.S. Army Aviation Center Logistics Command (ALCLC) and its partner



COURTESY AFS PHOTO

Army Fleet Support at Fort Rucker, Ala., are the winners of the 2007 Shingo Bronze Medallion award for excellence in maintenance repair and overhaul. The government-owned, contractor-operated relationship between ACLC and AFS consists of 100 government personnel and 3,300 AFS employees providing aircraft maintenance, repair and overhaul, and supply support operations for 436 helicopters assigned to Fort Rucker. COL Alan M. Stull leads the ACLC, a subcommand of the Army Aviation and Missile Life Cycle Management Command. John Hamlin leads AFS, a subsidiary of the Vertex Aerospace division of the L-3 Communications Integrated Systems Group. Above, civilian and military personnel with ACLC and AFS pose with their Shingo award during a Nov. 14 ceremony in the U.S. Army Aviation Museum.

National Guard Selects Rescue Hoist for Black Hawks

The **Goodrich Corporation**, Charlotte, N.C., received a National Guard Bureau contract Nov. 7 to supply rescue hoist systems for the Guard's UH-60A/L Black Hawk helicopter fleet. The internally-mounted hoists will be retrofitted into current UH-60A/L aircraft now through 2010. The modular and mobile design of the internal rescue hoist allows it to be attached to the helicopter through quick disconnects and easily moved between aircraft. The hoist can lift up to 600 pounds with 250 feet of usable cable.



COURTESY GOODRICH PHOTO

Army Selects Raytheon for Common Sensor Payload

The Army awarded the **Raytheon Company** of McKinney, Texas, an \$11 million contract Nov. 6 to provide a common sensor payload for manned and unmanned aircraft for reconnaissance, surveillance and target acquisition missions. The initial order is part of a contract award that includes options for as many as 875 units valued at up to \$1.2 billion. The program calls for design, development, testing and air vehicle integration of a variant of electro-optical/infrared (EO/IR) sensor payloads for the ARH-70A armed reconnaissance helicopter and the extended range, multi-purpose unmanned aerial vehicle.

A160T Hummingbird Logs 12-hour Flight

The Boeing Company, St.

Louis, Mo., successfully completed a 12-hour test flight of its A160T Hummingbird unmanned rotorcraft on Oct. 12, recording the aircraft's longest flight to date. The A160T took off from near Victorville, Calif., at 6:27 a.m. (Pacific time) and landed 12.1 hours later at 6:32 p.m. It carried a 500-pound payload at an altitude of 5,000 feet, simulating a multi-sensor operational mission and used less than 60 percent of its fuel load. This flight follows an 8-hour flight on Sept. 27 during which the A160T carried a 1,000-pound payload module. Ultimately, Boeing plans to fly the aircraft for 18 consecutive hours with a 300-pound payload.



BOEING PHOTO BY KEITH SKELTON

20,000 HELLFIRE Missiles Later

The Army and **Lockheed Martin** recently highlighted the production and delivery of the 20,000th HELLFIRE II modular missile system to aviation warfighters in early November. BG Genaro Dellarocco, executive officer for the Army's Missiles and Space program, and COL Michael Cantor, project manager for Joint Attack Munition Systems, recognized Lockheed Martin's workforce at ceremonies in Troy, Ala., and in Ocala and Orlando Fla. CW3 Douglas Sanders, having recently returned from Iraq, attested personally to the effectiveness of the weapon, which has met the military's defining moments since it was first delivered in 1995. More than 6,800 HELLFIRE missiles have been successfully fired in Operations Enduring and Iraqi Freedom to date.

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

Intelligent Automation Corp.*, Poway, Calif., was awarded Nov. 2 a \$5.6M contract for hardware to be installed on the AH-64 Apache helicopters under the modernization and recapitalization effort. Work will be performed in Poway, Calif. (50 percent) and Columbia, S.C. (50 percent), and is to be completed by Nov. 1, 2012.

AAI Corp.*, Hunt Valley, Md., was awarded two contracts on Oct. 31. The first is a \$75.1M contract for full-rate production buy of SHADOW unmanned aircraft systems and associated support equipment with a completion date of March 15, 2010. A second contract for \$25.9M is for SHADOW UAS special unit training in support of Operations Iraqi and Enduring Freedom. Work will be in Hunt Valley and ends Oct. 31, 2008.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Oct. 31 a \$91.1M contract for UH-60L aircraft with associated training, spare parts, manuals and publications, integrated logistic and delivery support, and aircraft warranty. Aircraft delivery is expected by April 30, 2011.



photo contest

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Twelve cash prizes will be awarded for **1st place (\$500)**, **2nd (\$300)**, **3rd (\$200)**, **4th (\$100)**, and **eight honorable mentions of \$50** each for the best shots that reflect an Army Aviation subject or theme. Winners to be published in the magazine and in an Army Aviation calendar to be distributed at the AAAA Annual Convention. Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA.

Photographs must have been taken during calendar year 2007. Entries must be received by **January 15, 2008**.

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



Northrop Grumman Systems Corp., Sierra Vista, Ariz., was awarded Oct. 31 a one-year \$14.6M contract for contractor logistics support for the Hunter unmanned aircraft system-unique equipment used to support deployment and contingency operations. Contract ends by Oct. 30, 2008.

General Atomics Aeronautical Systems, San Diego, Calif., was awarded Oct. 18 a \$20.8M contract for system development and demonstration for the extended range / multi-purpose unmanned aircraft system

including integration of the Hellfire missile. Contract is to be completed by Aug. 31, 2009.

International Development and Resources, Inc., Fairfax, Va., was awarded in October a \$150M contract for technical, engineering, logistics and program management services in support of U.S. Special Operations Command, Special Operations Aviation Training Company, Technology Applications Program Office and Systems Integration and Maintenance Office at Fort Campbell, Ky., and concludes by Dec. 31, 2011.

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POTM

PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

The Office of the Army Chief of Staff announced Nov. 8 the assignment of **COL Rhonda L. S. Cornum**, who is nominated for promotion to brigadier general and is the chief of the Department of Surgery at Ireland Army Community Hospital, Fort Knox, Ky., to assistant surgeon general for Force Projection, Office of the Surgeon General, Falls Church, Va.

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. AAAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

Class 08-01, 56 Officers, Graduated November 1

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 WO1 Adam J. Fletcher * CLG
 WO1 Cole G. Gould * CLG
 WO1 Aaron L. Johnson * CLG
 WO1 Jonathan M. Adams
 WO1 Jason S. Armstrong

Continued on Page 76

AWARDS



Combat Action Badge

CPT Matthew Warren, commander of Co. B, 5th Bn., 158th Avn. Regt., pins the Combat Action Badge on **SSG Nicholas Sheffield** during an Oct. 31 award ceremony at Logistical Support Area Anaconda, Iraq. Sheffield, a flight engineer, was just one of several Soldiers presented the CAB during the ceremony.

TRANSFER OF AUTHORITY



ARMY PHOTO BY SGT BRANDON LITTLE

COL Alan K. Soldan, left, commander of the 1st Bn., 108th Avn. Regt., Kansas Army National Guard, carefully rolls the unit's colors before casing them during a Sept. 3 transfer of authority ceremony at Logistic Support Area Anaconda, Iraq. The battalion was the last remaining unit from the redeploying 36th Cbt. Avn. Bde. to pass on its mission to arriving units from V Corps' 12th Cbt. Avn. Bde. The 1-108th Avn. turned over its area of operations to the 2nd Bn., 147th Avn. Regt., a Minnesota ARNG unit from St. Paul.

RETIREMENTS



ARMY PHOTO BY JAMES BULLINGER

The Office of the Army Chief of Staff announced the retirement of **BG Doyle D. Broome Jr.** effective Nov. 1. Broome and his wife **Donna** were honored earlier during a retirement ceremony Oct. 19 at Fort Rucker, Ala. Broome was presented with the Distinguished Service Medal for his more than 32 years of service to the nation, serving last as the deputy commanding general of the U.S. Army Cadet Command, Fort Monroe, Va. During his career, Broome served in the Infantry and Special Forces before rebranching to Aviation. He has commanded the 4th Sqdn., 2nd Armored Cav. Regt., and the 25th Avn. Bde.; served as the Army Aviation Center chief of staff, the 82nd Airborne Div.'s assistant division commander for support, and the deputy commanding general for the Multinational Division-West in Iraq. For her service and support, Donna was awarded the Secretary of the Army's Public Service Award and inducted into the Honorable Order of Our Lady of Loreto. The Broomes now reside in Huntsville, Ala. Pictured above (l to r) Ululani and MG Virgil L. Packett II, and the Broomes.

AWARDS



ARMY PHOTO BY LT CARRIE KENNEDY

Purple Heart Soldier Recovers in Iraq

The haunting sound of "Incoming!" is forever ingrained in **SGT Cindy Flores'** psyche. Flores, from Co. D, 4th "Guns" Bn., 227th Avn. Regt., 1st Air Cav. Bde., was wounded in the leg by shrapnel from a rocket attack a

few months ago at Camp Taji, Iraq. Flores, who hails from Los Angeles, is an AH-64D aircraft armament and electrical systems repair specialist. She was taking a break from repairing an Apache helicopter when the rockets impacted. She quickly moved to a bunker before she knew she was hit. SSG Sean Harris, a fellow Soldier, provided first aid that day. "She pretty much just turned to me calmly and said, 'I think I have a hole in my leg,'" Harris said. Flores' wound required air medical evacuation to Balad for two surgeries. She made the difficult decision to forego rehabilitation and treatment for her wound back in the United States and instead returned to her unit. Her projected six-month recovery began on return to Camp Taji on crutches, barely able to walk. On Oct. 30, she was able to walk across an outdoor stage to receive a Purple Heart from COL Daniel Shanahan, above left, 1st ACB commander. "It was the people I work with," Flores said. "They gave me the strength that I needed."

AWARDS



ARMY PHOTO BY SPC NATHAN HOSKINS

Crew Chief Receives Purple Heart

COL Dan Shanahan, 1st Air Cav. Bde. commander, presented the Army Achievement Medal and a Purple Heart for wounds sustained in action to **SPC Benjamin Full** during an awards ceremony Nov. 16 in

Baghdad, Iraq. Full, a UH-60 Black Hawk helicopter crew chief for Co. A, 3rd Bn., 227th Avn. Regt., was wounded April 5 when his helicopter was forced down by enemy fire. Full, a native of Wichita, Kan., not only helped evacuate the passengers that day, but also treated those wounded in the incident. "Of all the crew members that day, I'm most proud of Specialist Full," said CPT Kenneth Doleac, logistics officers for 3-227th Avn. and one of the pilots that day.

AWARDS



ARMY PHOTO BY SGT BRANDON LITTLE

Sherpa Pilot Presented DFC

CW5 Terrance Lee was awarded the Distinguished Flying Cross at Logistical Support Area Anaconda, Iraq on Oct. 25 for his actions landing his damaged C-23 Sherpa after an enemy attack on the aircraft Jan. 4, 2007 wounded Lee and his pilot-in-command. Lee is a Guardsman with the Missouri Army National Guard and assigned to an Alaska based ARNG unit attached to Task Force XII, led by the 12th Cbt. Avn. Bde. See the October issue of ARMY AVIATION for the full story.

AWARDS



ARMY PHOTO BY PFC MONICA K. SMITH

Apache Recovery Earns Pilots Air Medals

Two AH-64D pilots were awarded the Air Medal by COL Daniel Ball, 3rd Cbt. Avn. Bde. commander, Nov. 12 in Baghdad, Iraq. **CW4 Curtis M. Harcus** with Co. B, 603rd Avn. Spt. Bn., and **CW4 Martin A. Calkins** with Co. D, 1st Bn., 3rd Avn. Regt., for the safe recovery of a damaged Apache helicopter.

The award was given for their actions Sept 26-29 to restore and return the aircraft after it received enemy fire on Sept. 26, resulting in a hard landing near Contingency Operating Base Cahill southwest of Baghdad. Harcus, a 603rd ASB maintenance test pilot, and Calkins were sent to assess the damage and decided to repair and fly it back to Baghdad International Airport. With the help of maintenance Soldiers, the gun turret was removed and three landing struts and one damaged main rotor blade were replaced. By choosing to fly the Apache back to BIAP, the officers saved Soldiers from having to retrieve the aircraft through a convoy on dangerous roads, Ball said. The Soldiers who worked on the aircraft were given Army Commendation Medals for their part in the aircraft recovery. Above, Ball pins the Air Medal on Calkins.

PATM

PEOPLE ON THE MOVE



Flight School Grad List

Continued from page 74

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 WO1 Jake T. Wiegand *
 WO1 James B. Winchester

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

PROMOTIONS

COL Jessie Farrington, 1st Cbt. Avn. Bde. commander, promoted his son **Christopher**, an infantryman with 2nd Bn., 504th Inf. Regt. (Abn.), to the rank of SGT during an Oct. 17 pinning ceremony in Al Asad, Iraq. "We're in a war now where a lot of sons, fathers, daughters and moms are out here participating in this fight. When you get an opportunity like this, it just makes it even better," said the elder Farrington. "On paper, I've been an E-5 since the beginning of the month (Oct.), but we've been waiting for this to do the whole pinning-on ceremony," Chris said. Chris actually delayed putting on his new chevrons just so his father could be the one to pin them on. Two years ago when Chris was deployed to Iraq and Jessie was deployed to Afghanistan, they met up in Kuwait so they could go on leave together. Father and son spent the day together, eating lunch and just catching up on what they had missed.



OO PHOTO BY CPL ZACHARY DIBEK, USMC



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SPOTLIGHT



ARMY PHOTO BY SGM PHIL PRATER

GI Jill Shoots for Miss America

SGT Jill K. Stevens will trade in her Army uniform for a designer dress when she participates in the illustrious 2008 Miss America pageant Jan. 26 in Las Vegas, Nev. Stevens, 24, is a medic with the 1st Bn., 211th Avn. Regt., Utah Army National Guard and also represents her state as Miss Utah. To boost publicity of "GI Jill," the Army recently launched a web site devoted to chronicling her preparation for the event, which airs live on the TLC cable network. Stevens, of Kaysville, joined the Guard six months before 9/11 in 2001. Two years later, she deployed to Afghanistan, where she cared for 10 to 40 Soldiers a day at the Bagram Air Base medical aid station. She started nursing school at Southern Utah University in the fall of 2005, when the school's pageant director recruited her to run for Miss SUU. That year, she won Miss SUU and went on to become second runner-up in the 2006 Miss Utah pageant. Her rise through the ranks – both military and pageant – will be the subject of a feature article in the December issue of *Soldiers* magazine. For more, visit www.army.mil/gijill.

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AAAA Hosts 2007 ASE Symposium

Continued from page 54

the Apache Common Missile Warning System Team Lead in Tennessee, is the recipient of the ASE award, sponsored by BAE Systems.

The symposium ended with a half-day of classified sessions held in Air National Guard facilities at the Nashville International Airport.

These meetings included an informal sensing session hosted by COL Tim Crosby, the deputy program executive officer for Aviation, and COL Kennedy Jenkins, the project director for Aircraft Survivability Equipment, representing his boss Eddie Bair, the PEO for Intelligence Electronic Warfare & Sensors.



Joe Pisano is the deputy to the AAAA Executive Director and a contributing author.

Pictured Right: AAAA President, MG(R) Jim Snider, presents Certificates of Appreciation to (from left to right) COL(R) Ellis Golson, Director of Capability Development and Integration Directorate, COL Rick Stockhausen, Director of Combat Developments and CW3 Perry Bowden, TACOPS/Aircraft Survivability, CDC all with the US Army Aviation Warfighting Center, Fort Rucker, AL, for their outstanding efforts in orchestrating the symposium technical program.



Participants (l to r) COL Randy Rotte, COL Rick Stockhausen, MG Virgil Packett and AAAA President Jim Snider listen to a presentation.



SSG Jorge Cobo - 2007 Avionics award recipient.



LTC Larry Dunavant, Ret., - 2007 ASE award recipient.

NEW MEMBERS

MEMBERS WITHOUT CHAPTER AFFILIATION

Traci Barrows
Kent G. Caldwell
Sheila Croff
Jill Gliko
CW4 Kathryn G. Lindberg
Michael R. Maas
Chris McFarland
CW2 Shane P. McKenna
CW2 Edward J. Naines
1LT Nathan S. Patrick
Fred Picco
Bill Rutherford
CW4 Shawn P. Schloesser
Katie Schumacher
Carol Spika
Tom Spika
Maureen Strong
CW4 Kevin H. Wankerl
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FORT CAMPBELL, KY
CW2 Stuart F. Bennett
CW3 Lewis W. Blase
2LT Graham F. Inman
CW2 Jenny L. McCarthy
CW2 Chad J. Stuart
CW4 Richard R. Wilson
Hildegard W. Wyne-Smith
ARIZONA CHAPTER
MESA, AZ
John C. Fuller
Stephen Hatley
ARMADILLO CHAPTER
CONROE, TX
Gregg Owens
Denise Worley
AVIATION CENTER CHAPTER, FORT RUCKER, AL
WO1 Robert H. Abrams
WO1 Thomas R. Adame II
WO1 Henry O. Arana
CPT Jason D. Billington
WO1 Willie K. Billups
2LT Joseph A. Burke
WO1 Gabriel R. Caraveo
WO1 Jared C. Clack
LTC Andrew Cole, Jr.
2LT Kody B. Comans
WO1 John W. Cornelius
1LT Keith A. Cremeens
WO1 Michael J. Deveau
Andrew Downes
2LT Charles A. Eslinger
1LT Harold Flecha
2LT Christopher W. Foley
WO1 Eric C. Fowler
2LT Philip J. Friend
Jennifer R. Galvan
WO1 Michael J. Guerra
2LT James M. Hanover
WO1 Bryan A. Harris
WO1 Harry F.H. Haskins
WO1 Corey M. Horan
WO1 Chad E. Jackson
2LT Kevin Ryan Jenkins
CW3 Mike A. Johns
2LT Thomas J. Johnson
WO1 Heath A. Johnston
WO1 Chad L. Kibert

WO1 Taylor L. Kiel
WO1 Todd D. Kirkland
WO1 Caleb S. Kittrell
2LT Christopher K. Lackey
WO1 Ryan S. LaPlante
CW4 Jon D. Larue
2LT Jason T. Lehr
WO1 Todd J. Libby
WO1 Dallas M. Margritz
2LT Penny J. Matthews
Mr. Rory J. McCarthy
WO1 Teddy L. Mitchell
1LT Randall E. Munsinger
2LT Jonathan V. Nober
1LT Jose A. Ortiz-Alvelo
WO1 Brad A. Panneton
2LT Rhyann E. Paquette
2LT John R. Pollard
WO1 David R. Powell
WO1 Kyle T. Prosoki
CPT Jon Richardson
WO1 Jonathan S. Robertson
WO1 Emil E. Schaffroth
1LT Peter Taylor Scott
WO1 Tim J. Shaner
CW3 Lois E. Sharpe
WO1 Jesse L. Sheninger
Zachary P. Shimon
WO1 Clayton A. Shropshire
WO1 Christopher R. Soder
WO1 Rafael J. Solis
WO1 Matthew S. Swann
2LT Michael K. Todd
WO1 Brian D. VanHowling
WO1 Benjamin H. VanMeter
WO1 Don C. Viray
WO1 Marcus A. Wieth
WO1 Daniel I. Wilson
WO1 Shawn B. Witt
2LT Carl Wydrzynski Jr.
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SGT Timothy A. Fowler
BLUEGRASS CHAPTER
FRANKFORT, KY
SGT Joel F. Bowling
CW4 William H. Canon, Ret.
CW3 Nancy L. Cristiano
WO1 Tony R. Dorris
LTC James F. Humphrey, Ret.
CW5 Kenneth D. Masters, Ret.
SGT Jason L. Mike
2LT Zachary T. Northington
CW4 James D. Pope
SPC Peter E. Santiamagro
James M. Saveg
WO1 Ryan C. Turner
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M. Brigid Carpanzano
SSG Robert E. Denmon
Thomas P. Fransson
Carl Hodges
SFC Daniel R. Hollsten
CW2 Penn H. Holsapple
Dan Sammons
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SGT Michael A. Archer

SSG Jose G. Aresotero
MSG Marion E. Arnett
SFC John E. Ball
SSG Jason L. Ballou
SSG Ian P. Bell
SGT Randy W. Bermudez
SFC Christian R. Bilvais
SSG Caleb A. Binford
SGM John B. Boehmer, Ret.
SSG Adam R. Bowlby
SSG Robert B. Browder
SGT Cody D. Callaway
SSG Scott P. Campbell
SSG Albert Carbajal
SGT John A. Chervinski II
SGT Bradley C. Dalton
SGT James D. Davis
SGT Kenneth P. Descoteaux
SGT Ernest L. Evans
SGT Blair R. Foreman
SFC Marlon D. Gordon
SGT Luke L. Hawes
SGT Gregory C. Henley
SGT Michael D. Holmes
SGT Juan C. Hurtado
Steve B. Husak
SSG Daniel C. Johnson
SGT Lula E. Jones
SSG John J. Kelleher
SSG Paul A. Krampe
SSG Christopher M. Larsen
SSG Dylan J. LeMasters
SGT Vincent W. Mazzalette
SSG Andrea N. Morrison
SFC Anthony Nieves, Ret.
CW4 Kimberly R. Noe
SSG Kenneth R. Parker
SSG Aliba J. Raymond
SSG Chad M. Reeves
SSG Garry R. Ridgley Jr.
SGT Dennis L. Robertson
SSG Kris L. Sampson
SSG Anthony Scott
SGT Boyd D. Smith
SSG Adam K. Stalvey
SSG Steven D. Truett
SGT Christopher G. Ward
SGT James W. Whitaker
SFC Keith A. Williams
SSG Jose J. Zavala
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Federico F.C. Flores
Jahna D. Fulton
Jeffery T. Kinney
Shana L. Ray
George Robles
Deborah J. Uhlenhaker
EMBRY RIDDLE EAGLE CHAPTER
DAYTONA BEACH, FL
CDT Daniel R. Drake
CDT Andrew J. Klutz
CDT Brian K. Kurtz
CDT Shannon B. McDonnell
CDT Matthew A. McLain
CDT Audie E. Meyer

CDT Matthew J. Murray
CDT Chad M. Shepard
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CW2 Timothy A. Dailey
LTC Troy D. Kirk
CW5 Vincent D. Kubisch
1LT Bradley B. Sandona
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Matthew J. Smith-Meck
HIGH DESERT CHAPTER
FORT IRWIN, CA
LTC Gary M. Brito
IRON MIKE CHAPTER
FORT BRAGG, NC
CW2 Beau S. Axton
CW3 John S. DiPaolo
Phil Pierce
CW4 Charles C. Wilson, Ret.
JIMMY DOOLITTLE CHAPTER, COLUMBIA, SC
WOC Charles T. Hamlett
KEYSTONE CHAPTER
INDIANTOWN GAP, PA
SSG David C. Boyle
MAGNOLIA CHAPTER
JACKSON, MS
CW2 William J. Freeman
MONMOUTH CHAPTER
FORT MONMOUTH, NJ
Michael J. Brennan
Terence J. Eng
Eric J. Lee
Nicholas A. Perna
Matthew J. Schiller
MORNING CALM CHAPTER
SEOUL, KOREA
LTC Berrien T. McCutchen
MOUNT RAINIER CHAPTER
FORT LEWIS, WA
1LT Hector Rodriguez
NARRAGANSETT BAY CHAPTER
N. KINGSTOWN, RI
CW3 Robert F. Ward
NORTH COUNTRY CHAPTER, FORT DRUM, NY
SFC Jose E. Acevedo-Castillo
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ST. PAUL, MN
1LT Shannon D. Gregory
NORTHERN LIGHTS CHAPTER, FORT WAINWRIGHT/FAIRBANKS AK
CW3 James A. Arend
CW2 James A. Henderson
CW4 Darwin G. Johnson
MAJ Christopher A. Payeur
OLD TUCSON CHAPTER
MARANA, AZ
CSM Danny G. Thurecht
PHANTOM CORPS CHAPTER, FORT HOOD, TX
MAJ Donald E. Jacobson, Ret.
PIKES PEAK CHAPTER
FORT CARSON, CO
CW3 Robert N. Smith
RAGIN' CAJUN CHAPTER

FORT POLK, LA
MAJ Todd A. Welsh
SOUTHERN CALIFORNIA CHAPTER, LOS ANGELES, CA
Jason Childs
Joe Chuong
Hixson Eldridge
Bruce Gray
Peter Jakubowski
Mary Leonard
Michelle McCann
Tim Reilly
Dan Sugg
James Yeh
STONEWALL JACKSON CHAPTER, SANDSTON, VA
SPC Darlene Collins
SPC Matthew J. Hust
TENNESSEE VALLEY CHAPTER, HUNTSVILLE, AL
Elton D. Akins
Philip D. Anglin
Douglas H. Barclay II
Mike A. Bressler
James A. Burkman
Janet Curns
Jason Curns
Rick Curns
LTC Phillip G. Deaton
Ricky Dillon
Charles D. Hinds
David L. Little
Ramona L. Love
Doris Low
CW5 Donald E. Ridings
Eric Rodriguez
Yolanda T. Samuelli
THUNDER MOUNTAIN CHAPTER, SIERRA VISTA, AZ
CPT Nathan M. Colvin
Walter C. Hill
Anthony Morbeck
VOODOO CHAPTER
NEW ORLEANS, LA
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SPC Tiffany A. Brinston
SGT Anthony L. Henry Jr.
SGT Lanny H. Higgins Jr.
SPC Walter J. Miller
SGT William J. Millet
SFC Todd F. Stremiau
SPC Ron J. Tagliaterri
SGT John P. Valentine
SPC Grant C. Winand
WASH.-POTOMAC CHAPTER, WASHINGTON, DC
Pete Sioma
WESTERN NEW YORK CHAPTER, ROCHESTER, NY
LTC Mark A. Stryker
WRIGHT BROTHERS CHAPTER, COLUMBUS, OHIO
COL Richard J. Dreiman, Ret.
CPT Walter J. Kohls
ZIA CHAPTER, SANTA FE, NM
1SG Robert J. Farris Jr.

FALLEN HEROES

AAA 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



SPC Brown

SPC Micheal Dean Brown, 20, of Williamsburg, Kan. died Oct. 16 in Landstuhl Regional Medical Center, of a non-combat related illness after being transported from Tikrit, Iraq on Oct. 15. He was an aviation operations specialist assigned to Headquarters Co., 1st Bn., 1st Avn. Regt., 1st Cbt. Avn. Bde., 1st Inf. Div., Fort Riley, Kan. His death is under investigation by officials.

U.S. European Command



CPT Skoglund

A UH-60 Black Hawk helicopter crashed Nov. 8 around noon in northern Italy with 11 U.S. service members aboard, resulting in the death of four Airmen and two Soldiers. The aircraft, attached to the 1st Bn., 214th Avn. Regt. at Aviano Air Base, had departed at 11:30 a.m. on a training flight when it crashed in open ground about 22 miles southwest of the base near the town of Santa Lucia di Piave, north of Treviso. Italian fire and emergency services responded within minutes, extinguishing fires and evacuating casualties at the site. Three Airman and two other Soldiers survived the crash with varying injuries.

The Soldiers killed were:

CPT Christian Philip Skoglund, 31, of Racine, Wis.

CW2 Davidangelo Francis Alvarez, 31, of Manteca, Calif.

Both pilots were assigned to Co. G, 52nd Avn. Regt., Germany.

The U.S. Army Combat Readiness/Safety Center is investigating the cause of the accident.

Operation Enduring Freedom



2LT Liles

2LT Stuart Forrest Liles, 26, of Hot Springs, Ark., died Nov. 13 in Bagram, Afghanistan, of a fatal injury suffered in a non-combat related incident. He was an adjutant general officer assigned to the 122nd Avn. Spt. Bn., 82nd Cbt. Avn. Bde., 82nd Airborne Div., Fort Bragg, N.C. The incident is under investigation by Army law enforcement officials.

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

NEW AAAA

ORDER OF ST. MICHAEL RECIPIENTS

SILVER

COL Frank G. Atkins
Dr. Richard W. Amos

BRONZE

1SG Melvin L. Barry
1SG Ruben L. Albert
SFC Julio Martinez Jr.
William Dodson
SGM Wayne A. Fausz
CW5 Tracy J. Gray
LTC Patrick H. O'Hara
MAJ Peter Derouin
SFC Saul Arce
CW5 Carl Anderson
CW4 Jon Landstrom
CW3 Mark Rivas
SGM Wayne M. Ward
MAJ Peter F. Godfrin
CW3 Brian Yoder
CW4 Ron D. Erkie
1SG James R. Durbin
CW3 Dwayne A. McQuade
CW3 Russ K. Stegemoller
CW4 Timothy S. O'Sullivan
Roger D. Sigmon
COL John C. Burns
COL John A. Thomas
COL Kenneth T. Gareau
CW4 Paul J. Tilley
CSM Billy D. Batson
SFC Jose O. Rodriguez
SFC Rich Botsford
SFC Will Behrens
Mr. Brandon Barta
CW5 Paul Eishen
1SG James Combs
CW4 Gregory Lewis
Carl M. Tafoya
MSG Joe Randall Mitchell, Ret.
CW4 David S. Behm
CW3 Russell S. White
CW3 Eric W. Manchon
MAJ Gregg Clark
SFC Scott Laudenslager
LTC Robert L. Sobey, Ret.
Frederick A. Bergner
John M. Coyle

NEW CHAPTER OFFICERS

CPT Ricky A. Thomas,
Treasurer
Mount Rainier Chapter

ACES

MSG Adam T. Cheek
Colonial Virginia
Chapter
SSG Ernest L. Evans
Colonial Virginia
Chapter
SSG Chad M. Reeves
Colonial Virginia
Chapter
Mr. Oscar Recio
Corpus Christi Chapter
SGM Joseph R. Kenney Jr.
Flying Tigers Chapter
SFC Devon O. John
Voodoo Chapter

SOLDIER OF THE MONTH

SGT Joe L. Welch
August 2007
Jimmy Doolittle Chapter

SSG David C. Boyle
October 2007
Keystone Chapter

NEW LIFETIME MEMBERS

CW4 Harold A. Coghlan, Ret.
CPT Jordan M. Francis
CW4 Bobby L. Holtzclaw, Ret.
COL Karl E. Koett Sr., Ret.
Mr. Paul Martin
2LT Kathryn J. Melcher
MAJ Marshall P. Tway

NEW INDUSTRY PARTNERS

Applied Industrial
Technologies
Flitelite
Laser Shot
MicroStrain, Inc.
NAMMI, Inc.
OPDEC, Inc.
Shade Digital
Spika Welding &
Manufacturing, Inc.
StacoSwitch, Inc.

IN MEMORIAM

LTC William E. Legerwood
Ret.

DEFENSE AUTHORIZATION BILL

On Nov. 13, President Bush signed the \$459 billion Department of Defense Appropriation Act, a 9.5 percent increase that approved DOD funding at account levels less the amounts needed for the Iraq and Afghanistan wars. The President said that although the DOD appropriation bill included unnecessary spending, it is important to deliver money to the military in the time of war.

He also signed the continuing resolution authority so the government can continue operating until Dec. 14 at last year's spending rate.

Congress dithered prior to their 2-week Thanksgiving break and did not send the essential second part of the DOD funding legislation, the National Defense Authorization Bill, to the president for approval.

The authorization bill, reported to have been approved by both houses, contains the detailed program implementation information needed to use the funding provided by the Defense Appropriation Act.

The authorization bill appears to have been held up by Congress because it still contains a hate crimes provision that the president promised to veto.

The majority party will be busy in December and the New Year gaining presidential approval of the remaining 11 late appropriation bills.

Five have yet to be voted on by the Senate, 6 have made it through both houses and 2 have been approved by the joint House and Senate conference committee.

The President is expected to sign the Military Construction/Veterans Affairs Bill that is reported to be ready.

WAR SUPPLEMENTAL REQUESTS

The \$183.9 billion 2008 supplemental budget request, mostly for DOD for the Iraq and Afghanistan wars, was decoupled from the Defense Appropriation Bill and is expected to be delayed into 2008.

On Nov. 14, the House voted 218-203 for a \$50 billion bridge bill to fund the war for the next four-months and would require the president to start bringing troops home on Dec. 15 with a goal of ending combat by Dec. 2008.

On Nov. 16 the Senate failed in two votes to provide war funding.

The Democrats failed 53-47 to overcome the 60 vote cloture rule in support of the House bill and the Republican bill failed 43-53 to provide \$70 billion without strings.

Senate and House majority party leaders said the president will not receive any war funds this year unless he agrees to Democratic Party terms.

Meanwhile, on Nov.15 Defense Secretary Robert Gates said that by December he will be forced to cut DOD civilian jobs and programs to pay for operations in Iraq and Afghanistan.



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

AVIATION HARDWARE IN AUTHORIZATION ACT

Army aviation has related hardware in the 2008 Defense Authorization Act, including four C-27J joint cargo aircraft, 12 ARH-70A Arapaho, 52 UH-60 Black Hawk, 44 UH-72A Lakota and 29 CH-47 Chinook helicopters, and \$80 million for aircraft survivability equipment.

U.S. SEEKS MORE NATO TROOPS FOR AFGHANISTAN

Defense Secretary Robert Gates received commitments to improve participation and cooperation in Afghanistan from several countries during a November NATO conference in Brussels, Belgium. Gates also asked European defense ministers to remove caveats that prohibit their troops from entering the most dangerous regions and, in some cases, participating in specified activities.

NATO Secretary General Jaap de Hoop Scheffer did get a commitment from all countries that in an emergency situation their forces could go where they are needed.

Concerns remain that some countries may withdraw their contingents and adversely affect the others.

PEAKE NOMINATED TO DIRECT VA

President Bush has nominated retired LTG James Peake to be the secretary of the Department of Veterans Affairs. Peake comes with wide health management experience and 40 years of Army medical duty after earning a Silver Star and two Purple Hearts in Vietnam as a rifle platoon leader. The Senate is expected to quiz him intently concerning his role as the Army's surgeon general from 2000 to 2004, the period prior to the recent scandal of poor administrative management of wounded Soldiers at Walter Reed Army Medical Center. If confirmed, he will be the first physician and first general to lead the VA.

2008 COLA ADJUSTMENT

The 2008 Cost of Living Adjustment for social security recipients and military retirees and their survivors increase by 2.3 percent on Dec. 1 and will be reflected in the Jan. 2008 paychecks.

COLAs are set by comparing the change in the Consumer Price Index for urban wage earners and clerical workers from the third quarter of one year to the third quarter of the next.

This change, the lowest since 2004, is due to the drop in energy costs in August and September.

EMPLOYER USE OF TRICARE AS A HEALTH OPTION ENDS

The provision in the 2007 Defense Act prohibiting employers from offering inducements for employees to use TRICARE supplements instead of the company group health plan goes into effect on Jan. 1, 2008. This legislation, which is similar to the same prohibition that currently applies to Medicare, is to prevent employers with 20 or more employees from transferring their firm's health costs to the government.

The many TRICARE beneficiaries who are receiving healthcare options from their employers should closely review those options and may choose to enroll in TRICARE on their own without taking employer incentives.

TMC SUPPORTS 4 PERCENT OF GDP DEFENSE BUDGET

In late October, AAAA joined with the 33 organizations of the Military Coalition to send a letter to Rep. Trent Franks (D-AZ) supporting the recruiting of co-sponsors for his bill to commit a minimum of 4 percent of our gross national product (GDP) to the base Defense Budget to meet the national security requirements of the United States. Presently, the Heritage Foundation estimates that DOD's budget will drop from 3.8 percent to 3.2 percent of GDP by 2012.

Since 1940, the DOD budget has fallen as low as the 3 percent level of GDP during 1999-2001, with peaks of 14.2 percent during the Korean War, 9.5 percent during the Vietnam War, and 6.2 percent during President Reagan's re-armament of the military in 1986.

ARMY MEETS 2007 RECRUITING GOALS

The Army met all active, National Guard and Reserve recruiting goals for fiscal year 2007 and the October goals as well.

GEN Richard Cody, Army Vice Chief of Staff, mentioned that only 35 percent of American males between 18 and 34 years meets the Army's minimum mental, physical and moral qualifications.

Army Secretary Peter Geren is proceeding with Defense Secretary Robert Gates's support to obtain the 5-year authorized increase of 35,000 Soldiers in four years.



PHOTO BY CHS MARK W. GRAPIN

Bluegrass Chapter

On Oct. 21, **PFC Franklin "Frank" L. Noyes III**, a supply specialist with Headquarters Co., 63rd Theater Avn. Bde., was honored as the BGC Soldier of the Month for October at Wellman Armory, Frankfort, Ky. CPT Dana Fitzpatrick, HHC commander, and MSG Jerry Cavanaugh, acting HHC 1st Sgt., assisted by CSM Mark Newby, 63rd TAB CSM, presented Noyes with the award on behalf of the Bluegrass chapter. Noyes excelled during recent preparation for a major command readiness evaluation, working long hours, and making immediate contributions to his unit in readiness and records management. Pictured here are (l to r): Fitzpatrick, Cavanaugh and Noyes.



PHOTO BY SGT CHRISTIAN DENNIS



Stonewall Jackson Chapter

SJC President LTC Robert Tamplet was joined by Mrs. Jeannie Booker to help present a scholarship named in honor of her deceased husband, the "SSG Darryl D. Booker Scholarship" to **Jennifer M. Huebner** on Sept. 28 at the Army Aviation Support Facility in Sandston, Va.

Huebner, the first recipient of this new \$1000 for one year AAAA matching scholarship, and is the daughter of retired LTC Stephen J. Huebner of Richmond, is an undergraduate student concentrating in Education at the College of William and Mary. SSG Booker (insert) was among the 12 Guardsmen who died when their UH-60 Black Hawk helicopter was shot down near Baghdad Jan. 20, 2007 in Iraq. He had worked as a full-time employee at the AASF with the Virginia Army National Guard.



PHOTO BY WO1 JARROD MILLER

Zia Chapter

ZC President MAJ John Fishburn inducted two New Mexico Army Guardsmen into the Honorable Order of St. Michael Oct. 18 in Albuquerque, presenting the Bronze award to retiring **CW5 Carl P. Anderson**, left, and retired **CW4 Jon Landstrom**. Anderson, the state standardization instructor pilot, completes 39 years of service, having served 25 years as an IP and mission pilot for the NMARNG with over 13,000 accident free flight hours, including over 1,000 combat hours in Vietnam and Afghanistan. He is retiring to Philadelphia, Pa. Landstrom is the Operational Support Airlift safety officer and a C-12 Pilot with over 30 years as a rotary and fixed wing instructor pilot. He also has over 1,000 combat hours as a UH-1 pilot in Vietnam and a C-12 pilot in Iraq, and has accumulated over 12,000 accident free flight hours.



PHOTO BY NICHOLAS C. DENNEY

Bluegrass Chapter

SFC Micah B. Mason was inducted into the Honorable Order of St. Michael during an Oct. 18 chapter officer's meeting at Bluegrass Station in Lexington, Ky. BGC President COL Benjamin F. Adams III, above left, assisted by COL Ricky W. Branscum, the BGC senior vice president, presented Mason with the Bronze award. Mason, a rated UH-60 crew chief with over 2,000 flight hours and a fast rope insertion and extraction system master instructor, distinguished himself through exceptionally meritorious service over the past 10 years with the Kentucky Army National Guard.

Show Me Chapter

Janille E. Rehkop was inducted into the Honorable Order of Our Lady of Loreto during her husband's retirement ceremony Sept. 28 in the Warrensburg Army National Guard Armory in Warrensburg, Mo. Rehkop is the spouse of retiring MSG Ricky A. Rehkop, the senior supply sergeant for the 20th Cbt. Avn. Bde. MAJ John P. Martin, the 20th CAB logistics officer, presented Rehkop with the OLL lapel pin for her continuous untiring support, sacrifices and contributions she provided during her husband's service with the Missouri Army National Guard.

The National Guard family expresses its sincere appreciation for all her strength and service while assisting her Soldier in accomplishing the mission at hand. The Rehkops are enjoying retirement in Warrensburg.

Show Me Chapter

Missouri Guardsman **MSG Ricky A. Rehkop** was inducted into the Honorable Order of St. Michael on Sept. 28 during his retirement ceremony in Warrensburg. MAJ John P. Martin, the 20th Cbt. Avn. Bde. logistics officer, presented Rehkop with the Bronze award for 25 years of distinguished service with the Army and the Missouri ARNG. During Rehkop's career, he served with the 935th Avn. Spt. Bn.; the 1st Bn., 135th Avn. Regt.; and finished as the senior supply sergeant for the 20th CAB based in Sedalia,

Mo. Rehkop's commitment to excellence in all his activities made the Missouri Guard a better organization and has set him far above his peers. He and his family are living in Warrensburg.

16th Annual Chili 5K by Michelle Owens

The Aviation Center Chapter's 16th Annual Chili 5K and cook-off competition at Fort Rucker, Ala., once again welcomed runners and chili cooks to the annual fundraiser for the chapter's scholarship fund. Almost 350 runners battled the chilly Nov. 3 weather during this year's 5K event. Overall men and women's winners were Jesse Blanton with a total time of 17 minutes and Penny Proctor with a final time of 19 minutes, 6 seconds. More than 25 chili vendors set up their booths on Howze Field to allow anxious chili-tasters a chance to sample cups of their "top secret" recipes. The chili teams were not only showing their culinary talents, they were competing for trophies for *Best in Show*, *People's Choice*, *Best Overall* and *Worst* chili.

Top chili winners for 2007 were:

Best in Show (booth theme and presentation):

- 1st Place: 1st Bn., 11th Avn. Regt. – Squared Away Chili
- 2nd Place: Reserve Officers Association – Rucker's Revenge
- 3rd Place: Flight School XXI Lear Siegler Services, Inc.

People's Choice (most sales tickets):

- 1st Place: 2nd Bn., 210th Avn. Regt. – Hillbilly Chili
- 2nd Place: Reserve Officers Association – Rucker's Revenge
- 3rd Place: Basic Warfighting Skills Lear Siegler Services, Inc.

Best Tasting Chili:

- 1st Place: Becky Hancock Realty
- 2nd Place: Warrant Officers Association – M.A.S.H.
- 3rd Place: Aero Realty

Worst Tasting Chili:

- 1st Place: March of Dimes – Chicken Chili
- 2nd Place: Reserve Officers Association – Rucker's Revenge
- 3rd Place: 110th Avn. Bde. – Parrotheads



"Squared Away" Chili, 1st Bn., 11th Avn. Regt., took home 1st place in the *Best in Show* category.



The Reserve Officers Association's booth "Rucker's Revenge" swept the competition with three awards with 2nd place trophies in *Best in Show*, *People's Choice* and *Worst* tasting chili.



Warrant Officer Association cooks CW3 Cheryl Kent, left, and CW2 Niky Frazier stand outside their "M.A.S.H." booth, which took 2nd place in the *Best Chili* category.



Members of the "Hillbilly Chili" booth, 2nd Bn., 210th Avn. Regt., took home 1st place in the *People's Choice* category.



Reserve Officers Association cooks serve up some of their infamous "IED Chili," which won 2nd place in both the *People's Choice* and *Worst* chili.



ARMY PHOTO BY RICARDO REINON, JR.

Corpus Christi Chapter

Retired Department of the Army Civilian **Juan de la Cruz** was inducted into the Honorable Order of St. Michael June 28 in conjunction with a ceremony at the Corpus Christi Naval Air Station's Officer's Club in Texas. COL Timothy A. Sassenrath, commander of the Corpus Christi Army Depot, presented Cruz with the Bronze award in recognition of his years of service and dedication to Army aviation.



PHOTO BY SFC JAMES ACEVIA

Colonial Virginia Chapter

The Silver award of the Order of St. Michael was presented Nov. 6 to retired **SGM Joseph W. Shabbott** during the CVC's quarterly meeting at Fort Eustis, Va. Promotable COL William T. Crosby, deputy Program Executive Officer for Aviation and the guest speaker, conducted the honors. Shabbott retired from the Army in June after more than 30 years of outstanding service, culminating as the Department Sergeant Major of the Department of Aviation Trades Training (DATT), with the U.S. Army Aviation Logistics School at Fort Eustis. Today Shabbott is a training specialist with the DATT. Above is Crosby, Shabbott and Mrs. Vicki Shabbott.



PHOTO BY CIVIL ERIC KESSER

Volunteer Chapter

LTC Kris Durham, state aviation officer for the Tennessee Army National Guard, presented the Bronze award of the Order of St. Michael to **SGM Billy D. Batson** on Oct. 6 in Louisville. Batson was honored for his 34 years of service and support to the active Army and ARNG aviation, including duty as the state aviation SGM. He is currently serving as the assistant maintenance officer at the Army Aviation Support Facility # 2 in Louisville and had recently returned from a deployment in support of Operation Jump Start on the southwest Texas and Mexican border in support of the U.S. Border Patrol mission.



PHOTO BY 2LT TERRY HORN

Bluegrass Chapter

BGC President COL Benjamin F. Adams III presented the Silver award of the Order of St. Michael on Nov. 4 to **CW5 Dean E. Stoops** at the Boone National Guard Center in Frankfort, Ky. Stoops, who is the standardization officer for both the state and the 63rd Theater Avn. Bde. in Frankfort, was recognized for his years of service and significant contributions during his deployment in support of Operations Iraqi Freedom and Enduring Freedom. Stoops also serves as the BGC's V.P. for Legislative Affairs. Pictured here are Stoops' wife Cindy, Stoops and Adams.



ARMY PHOTO BY DOROTHY MOORE

Tennessee Valley Chapter

LTC Michael R. Switzer, product manager for the Scout-Attack Helicopters Product Office, inducted **Ricky A. Brock** into the Honorable Order of St. Michael during his Oct. 2 retirement ceremony at the Fraternal Order of Eagles facility in Huntsville, Ala. Brock served over 35 years with the Army as a Soldier and civilian, and most recently as the chief of the Logistic Branch and the deputy PM for the SAHPO with the Program Executive Office for Aviation. A dedicated professional, Brock provided the acquisition leadership necessary for the evolution of OH-58A helicopter to the OH-58D Army helicopter improvement program (AHIP), to the OH-58D armed Kiowa Warrior, and to the Safety Enhanced Armed Kiowa Warrior found on the battlefield today and into the future. Brock also provided critical management of the Pre-Set/Reset Site Review Program for scout-attack helicopters, which has resulted in an improved ability to meet deployment needs. Brock has accepted employment with Westar in Huntsville. Pictured left (l to r) are Mrs. Susie Brock, Brock and Switzer.



Iron Mike Chapter (Deployed)

LTC Jayson A Altieri, right, Task Force Corsair commander, inducted **MAJ Michael F. Burns III** into the Honorable Order of St. Michael and presented him with the Bronze award on Sept. 13 at Kandahar Airfield in Afghanistan. Burns served as the S-3 operations officer and executive officer with TF Corsair while deployed in support of Operation Enduring Freedom VIII. Burns planned, coordinated and briefed numerous combat operations that included coalition ground and rotary wing aviation units from coalition partners in the war on terrorism, and on many occasions served as the air mission commander for TF Corsair aviation missions.



Tennessee Valley Chapter

On the occasion of his retirement, **MAJ Robert D. Blanchette** was inducted into the Order of St. Michael and presented with the Bronze award by TVC President Robert Birmingham on Oct. 5 at Redstone Arsenal, Ala. Blanchette served as the assistant product manager for Ground Maneuver with the Unmanned Aircraft Systems Project Office. He was honored for service and recognized for his expertise and devotion to the mission. He often deployed to personally ensure that Soldiers on the ground and in the air had enhanced operational capabilities to efficiently integrate manned and unmanned aircraft, intelligence and communications into their daily operations. Blanchette plans to continue to work for the Army as a civilian.



Corpus Christi Chapter

COL Timothy A. Sassenrath, commander of the Corpus Christi Army Depot, inducted retired **CW2 Lawrence J. Simone** into the Honorable Order of St. Michael June 28 during a ceremony at the Corpus Christi Naval Air Station's Officer's Club in Texas. Simone, a Department of the Army Civilian and the director of Aircraft Production at the depot, was presented with the Bronze award in recognized for his length of service and dedication to Army Aviation. Simone will continue in his



Tennessee Valley Chapter

TVC President Robert Birmingham inducted **Jodi Blanchette** into the Honorable Order of Our Lady of Loreto Oct. 5 at the Redstone Arsenal, Ala. Blanchette is the wife of retiring MAJ Robert D. Blanchette, the assistant product manager for Ground Maneuver with the Unmanned Aircraft Systems Project Office. She was honored for her support over the past 13 years to her husband and to Army aviation. Blanchette was active in family readiness groups, selflessly giving countless hours and much more to ensure Soldiers and their families had what they needed during deployments and rotations. She was often the first to volunteer for the dirty jobs and the last one to leave late at night. The Blanchettes will stay in Huntsville and she will continue to teach in the Army school system.



Corpus Christi Chapter

On June 28, Department of the Army Civilian **Tammy H. Tuttle** was inducted into the Honorable Order of St. Michael during a ceremony at the Corpus Christi Naval Air Station's Officer's Club in Texas. COL Timothy Sassenrath, commander of the Corpus Christi Army Depot, presented Tuttle with the Bronze award in recognition of her years of service and dedication to Army aviation. Tuttle continues to serve as the chief of the Aircraft Program Management Division with the Army depot.



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- Jan 22-25 **Aviation Senior Leaders Conference**
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- Jan 24 **AAAA National Functional Awards**
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
- Feb 27-29 **AUSA Winter Symposium**
Fort Lauderdale, FL

APRIL 2008

- April 6-9 **AAAA Annual Convention**
Gaylord National, Landover, MD
- April 29 - May 1 **AHS Annual Forum & Technology Display**
Montreal, Quebec



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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.

*Nominations are currently being requested for the 2009 induction.
The deadline for receipt of nominations is May 1, 2008.*

Contact the AAAA National Office for details at (203) 268-2450.

JOHN L. SHIPLEY

ARMY AVIATION HALL OF FAME 2004 INDUCTION

John L. Shipley has been a driving force behind the tremendous success of Army Special Operations Aviation (ARSOA).

His leadership as director of Special Programs (Aviation) with the U.S. Army Aviation and Missile Command has been instrumental in bringing new, strategic capability to the Army to provide unprecedented capabilities for military operations around the world.

Shipley is recognized by senior government leaders as one of the Army's finest acquisition executives, as well as being widely considered to be the founding father of ARSOA acquisition.

Over more than 30 years, Shipley's efforts have resulted in the rapid development, procurement and fielding of such programs as the armed OH-58D Kiowa Warrior; the MH-60 Direct Action Penetrator, a weaponized variant of the ARSOA Black Hawk helicopter; the adverse weather capable MH-47D Chinook, and the mission enhanced MH-6M Little Bird or "Street Fighter."

Under Shipley's steady direction, investment resources to support ARSOA had increased by more than \$2 billion.

Shipley's numerous classified efforts—which must remain secret—are revolutionary for Army aviation. He is a true national asset.

Editor's Note: *John Shipley continues to serve today as the director of Special Programs (Aviation) with the Army's Aviation and Missile Command at Fort Eustis, Va.*





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