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## ON THE COVER

1400 1st Lt. [Name] [Rank] [Branch] [Unit] [Location] [Action] [Result] [Quote] [Signature] [Date]

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## 2009 Hall of Fame Nominations Open

Suspense MAY 1, 2008



Now is the time to submit your nominations for the 2009 induction into the Army Aviation Hall of Fame. Official nomination forms along with a list of the current Army Aviation Hall of Fame members can be found on the AAAA website at [www.quad-a.org](http://www.quad-a.org).

Nominations must be received in the AAAA National Office on or before May 1, 2008.

## Army Acquisition Chief Steps Down

The Honorable **Claude M. Bolton Jr.**, assistant secretary of the Army for Acquisition, Logistics and Technology stepped down Jan. 2 after six years of service as the Army's top acquisition official. Secretary of the Army Pete Geren received Bolton's resignation Nov. 30 and granted approval on the January termination date. Bolton, a retired Air Force major general, was the Army's longest serving acquisition executive, spearheading modernization efforts, including the restructuring of Army aviation acquisition after the cancellation of the Comanche program. Dean G. Popp, the principal deputy assistant secretary of the Army for ALT, is the acting ASA-ALT as an additional duty while the Army works to fill the vacancy.



## Tenn. Guard Honors Fallen Pilot

The Tennessee Army National Guard has memorialized an Apache pilot by naming Army Aviation Support Facility #3 at McKellar-Sipes Field in Jackson as the "CW3 Tim Flanigan Building." **CW3 William T. Flanigan**, 37, a member of Troop R, 4th Sqdn., 278th Armored Cav. Regt., died July 2, 2006, when his AH-64 helicopter crashed after departing from Kandahar Airbase, Afghanistan, when responding to a reported enemy rocket attack against the base. MG Gus Hargett, state adjutant general, presided over the Dec. 1 ceremony in which Flanigan's widow Cassie and her children Brodie and Meghan unveiled the memorial plaque. "We're all humbled by his service and his sacrifice. Nothing can take the place of this brave warrior," Hargett said. An Army investigation found that an equipment malfunction caused the crash.

## MEDEVAC Crew Recovers Crashed UND Plane



A Minnesota National Guard HH-60 medical evacuation helicopter crew from the 34th Cbt. Avn. Bde. assisted state and federal officials Oct. 25 to recover a missing Univ. of North Dakota crew and plane submerged in 10 feet of water. Instructor pilot Annette Klosterman, 22, of Seattle, and student Adam Ostapenko, 20, of Duluth, Minn. died Oct. 23 when their twin-engine Piper Seminole crashed in a boggy swamp in Todd County northwest of Little Falls. The two were on a routine night training flight from St. Paul back to Grand Forks, N.D. The aircraft was discovered late on Oct. 24 and the Guard crew helped to lift the wreckage to a nearby airfield hangar.



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## Strategic Communications Initiative

**A**s we enter the new year we are also entering a new phase of explaining better what AAAA does to live up to our purpose statement of "Supporting the U.S. Army Aviation Soldier and Family."

The AAAA strategic communications committee is spearheading this effort under the leadership of retired MG Carl H. McNair Jr.

This committee includes NCOs, warrant and commissioned officers from all components.

We held a meeting in December and first established that we have to update and disseminate better internal documentation to our chapters.

This is in the form of the "AAAA INFO FILE," which is a fairly substantial three-ring binder full of all the documents our chapter officers need to run their chapters, explain programs and build membership.

We are going over the Info File line-by-line to make sure we are relevant to you and your families.



The new AAAA Info File: the 2008 updated reference guide for AAAA Chapter Officers.

Every chapter president and secretary will receive a new binder over the next few months.

Key to this effort is the re-examination of our decades-old "10 Reasons to Join AAAA."

This will emerge as our primary marketing tool as we bring them into line with the purpose statement that past President Tom Konitzer established over the last two years for us.

I would be most interested to hear from you directly on what you think are some of the top reasons for joining the AAAA.

Please email me at [jim.snider@quad-a.org](mailto:jim.snider@quad-a.org) or our Executive Director Bill Harris at [bill@quad-a.org](mailto:bill@quad-a.org).

You will see a number of other initiatives in strategic communications over the next year to include more congressional liaison particularly in the areas of Aviation Career Incentive Pay for our reserve component and Enlisted Career Incentive Pays for our crew chiefs.

Don't forget the AAAA Convention registration is now open. The links for event and housing registration are on our web site at [www.quad-a.org](http://www.quad-a.org).

In addition, the AAAA Tennessee Valley Chapter Joseph P. Cribbins Aviation Product Symposium in Huntsville, Ala., is fast approaching February 13-14.

You may register on line through the AAAA web site or register onsite at the Von Braun Center. See you there!

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

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AAAA President  
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## Persistent Threat Thinking About the Future

By MG Virgil L. Packett II



ARMY PHOTO BY GUY LAWRENCE

**A**rmey Aviation continues to provide 24-hour, adverse weather, full spectrum and capabilities-based decisive combat power.

Our comprehensive reorganization and modernization has created a modular force that is more responsive to commanders' needs and more lethal, versatile and flexible than ever before. This is critical as we simultaneously adapt to a persistent threat and plan for the future.

Army Aviation nowadays enables the greatest level of tactical intelligence collection on the battlefield and its combined effects with aerial weapons teams are the most efficient enemy killers on the battlefield today.

But, we must be ready for a full spectrum future. The contemporary

A pair of AH-64D Apaches from 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., return to Camp Taji after completing a Nov. 19 reconnaissance mission over Baghdad. Manned and unmanned teaming efforts in Iraq have redefined how aviation units find, fix, finish, follow and facilitate to defeat enemy forces.

operational environment (COE) is the overall operational environment that exists now and in the near future – out to the year 2020.

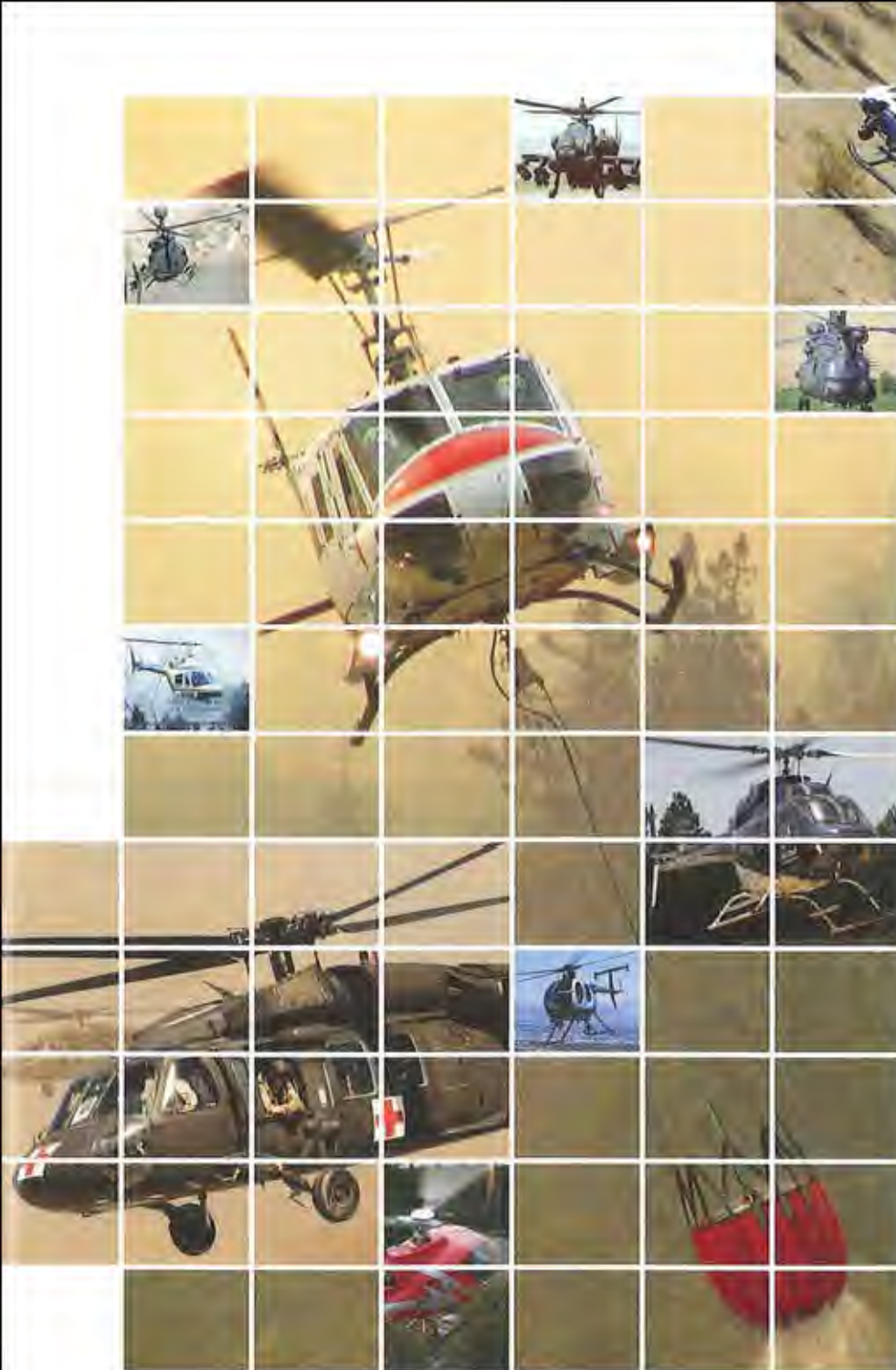
The range of threats during this period extends from smaller, lower-technology opponents using more adaptive, asymmetric methods to larger, modernized forces able to engage deployed U.S. forces in more conventional, symmetrical ways.

In some possible conflicts – or in multiple, concurrent conflicts – a combination of these types of threats could be especially problematic.

Basic to understanding the nature of this COE are the following premises:

- The United States will have no single peer or near-peer competitor until 2020 or beyond.
- Nation-states will remain principal actors in the global political arena, but non-state actors (including transnational actors) will increasingly take prominent positions in world affairs.
- Such non-state actors will play important roles in any conflict – as combatants or noncombatants.
- Nations will continue to field armed forces and use them as tools to pursue





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A CH-47D Chinook from "Big Windy" Co. B, 5th Bn., 158th Avn., 12th Cbt. Avn. Bde., prepares for a late-night mission Nov. 20 as part of Task Force Storm, loaded with Soldiers preparing to capture insurgents in Iraq. Refining capabilities to conduct reconnaissance, surveillance and target acquisition operations helps to rapidly fuse information from multiple platforms, dynamically re-task to support "boots on the ground," and defeat enemy forces.

national interests.

- Entities other than nations will also pursue their own interests (which may be ethnic, religious, economic or political) through force or by other means, either independently or in conjunction with other non-state or nation-state actors.
- As nation-state or non-state actors pursue their own interests, their actions may demand U.S. intervention, either unilaterally or as a coalition partner, with or without United Nations mandate.
- Nations that believe the U.S. will act counter to their national interests will develop diplomatic and military plans for managing U.S. intervention.
- Nations will modernize their armed forces within the constraints of their economies, but based on an investment strategy of upgrading their conventional forces for possible use against regional foes and developing adaptive, niche technologies for possible use against extra regional foes such as the United States.

The COE drives us to field a capa-

ble, lethal and adaptive force to contend with its complex combat situations.

Soldiers, leaders and units must be extremely capable in counter-insurgency operations without sacrificing their ability to prevail in conventional combat.

While the likelihood of encountering powerful, well-commanded ground forces has diminished, it has not disappeared.

The cost and infrastructure necessary to challenge the United States at sea, in the air, or in space are far greater than those required to field land forces.

Thus, when and if other nations challenge U.S. interests, the challenge will likely come on land.

Therefore, Army forces must be capable of defeating regional military powers with modernized and capable ground forces for the foreseeable future.

Army Aviation is a critical component of that ground effort and our Soldiers are demonstrating daily that we are innovative, adaptive, and

increasingly more effective.

The Army will continue to dominate the tactical fight for the foreseeable future.

Aviation's role will continue to demand more operational influence to optimize capabilities and ensure the success of the tactical forces.

We are locked in a war against a global extremist network that is fixed on defeating the United States and destroying our way of life. This foe will not go away nor will they give up easily, and the next decade will likely be one of persistent conflict. We are engaged in a long war.

Aviation's strength is our ability to deploy quickly, maneuver rapidly, and focus tremendous combat power to achieve surprise and positional advantage.

Our inherent mobility, flexibility, agility, lethality and versatility are instrumental in enabling the air-ground task force commander to conduct decisive joint operations.

Current conditions require us to be prepared for full spectrum operations and place a premium on reconnaissance to help us develop situational awareness and understanding.

We must know where to strike and what to strike faster than the enemy can react to or counter. With that in mind, we are building and refining our capability to do reconnaissance, surveillance and target acquisition (RSTA) operations.

Manned and unmanned (MUM) teaming efforts in theater have redefined how we find, fix, finish, follow and facilitate – the five "Fs" – to defeat enemy forces.

This unique approach enables us to integrate and rapidly fuse information from multiple platforms, dynamically re-task to support "boots on the ground," maintain contact with the enemy, and provides the opportunity to deliver lethal, discriminate fires.

Deliberate steps must be taken to ensure an appropriate level of synergy is created by linking our various platforms as they fly their mission sets throughout the battle space.

With multiple competing priorities for target decks and missions from battalion to corps, complementary and deliberate interoperability is difficult to achieve.

We must harness the speed, flexibility and lethality which are traditional hallmarks of Army aviation



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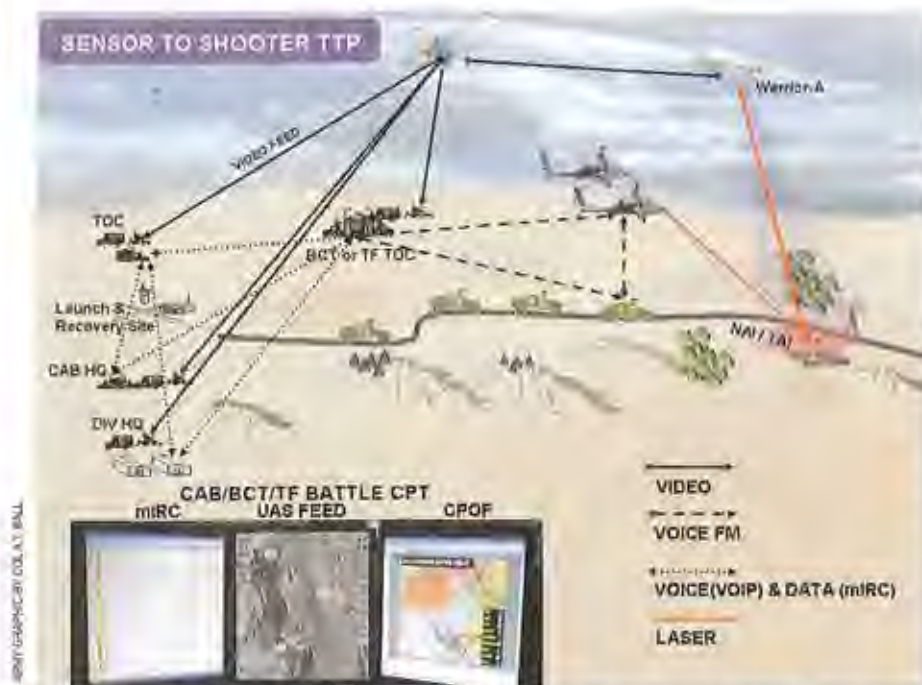
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An example of the synergy created by linking our platforms throughout the battle space.

through innovations in battle command.

We have established tremendous momentum in changing and adapting our branch.

A critical adaptive RSTA solution to deal with the complexity of the asymmetric threat was the creation of Task Force ODIN (observe, detect, identify and neutralize).

TF ODIN is among the Army's newest aviation battalions, chartered in August 2006 specifically for the conduct of RSTA operations in support of the counter-improvised explosive device (C-IED) fight in Operation Iraqi Freedom.

Rapidly organized, manned and then deployed from Fort Hood, Texas in October 2007, TF ODIN is a critical requirement to "win back the roads" using aviation assets to maintain a persistent stare over demonstrated at-risk areas for IEDs.

This unique aviation task force brings together several new technologies and non-standard airframes to create synergy in the C-IED fight throughout the OIF battle space.

TF ODIN was placed under the control of the 25th Combat Aviation Brigade in Iraq.

At that time, work ensued to develop the tactics, techniques and procedures (TTP) for both manned and unmanned RSTA assets to team with

the CAB's rotary wing platforms across the battle space to detect, illuminate, designate and engage valid targets with the weapon systems on board air weapons teams, scout weapons teams, and joint platforms.

Tremendous synergy was created by this manned-unmanned teaming of Army aviation assets in the C-IED fight, increasing the kinetic effects of the 25th CAB, while allowing our rotary wing aircraft to engage from standoff ranges and thereby improving aircraft survivability and reducing the threat to the man in the loop.

These sensor-to-shooter TTPs will pave the way for additional aviation organizations, systems and platforms to maintain a preeminent role in not only counter-insurgency campaigns like the one being fought in Iraq today, but across the full spectrum of operations.

The 25th CAB's manned assets, along with TF ODIN, continued to refine sensor-to-shooter fusion and dynamic retasking of manned and unmanned assets to address emerging targets as they were presented in their battle space.

TF ODIN's unique ability to provide intelligence while conducting operations with their manned and unmanned RSTA platforms gave commanders a persistent stare capability facilitating ground maneuver forces to

successfully action against targets even while their intelligence sections conduct detailed pattern analysis based on the feeds from these platforms.

Sensor-to-shooter teaming is another extremely effective TTP in the evolving COE that reduces risk and increases survivability, provides persistent surveillance allowing development of hostile intent over time, positive identification and allows for maximum stand-off distance for engagements.

This approach also puts the decider in the loop. It is imperative that the element in contact has control of the sensors and airspace necessary to dominate and win the fight.

As we plan for the future, it is clear that Aviation is postured to respond to whatever the nation requires of the ground force.

As we gather observations, insights and lessons learned from our deployed units, we are making the necessary adjustments to our individual and collective training.

We are also adjusting our use of simulation to overcome national airspace challenges and our ability to replicate the threat.

Additionally, we are making modifications to our force structure, leader development, training and doctrine development.

There are still many challenges ahead and our efforts continue to result in a more responsive, lethal and flexible aviation capability that will effectively support combat commanders at all levels.

We will continue to capture the synergy of the entire aviation community and will develop, train and field these new capabilities for one purpose, to ensure our aviation warfighters have the tools and training 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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# It Takes Leader Engagement

By BG William H. Forrester

**T**he Global War on Terrorism continues and with it the demands on our Army. Post 9/11, our Army's engagement exceeds six years of continuous war. Multiple deployments and gained experiences developed our Soldiers into seasoned warfighters, but needless accidents are equally the enemy.

To preclude tragedy, the common requirement remains our Soldiers' vigilance in guarding against accidents while simultaneously fighting a relentless enemy.

At the request of a forward-deployed commander, the U.S. Army Combat Readiness/Safety Center deployed a specialized safety team to theater to look closely at specific factors in an environment where high OPTEMPO leaves little room for error. Allow me to share with you some of the findings.

Our Soldiers remain affected by OPTEMPO and external sources, including, but not limited to, multiple or extended tours, family issues, leader involvement, limited resources, training, enlistment waivers or deployment preparation.

These sources lead directly to Soldier behaviors such as fatigue, frustration, overconfidence, distraction, complacency and indiscipline.

The intensity of the source can increase the intensity or severity of the reaction, such as the fire under a pressure cooker influences the pressure inside the container.

Here are some examples:

**Multiple or Extended Tours:** Deployed Soldiers are working long, hard days in a challenging and dangerous environment. Fatigue during extended rotations has a detrimental effect on daily operations. A few signs leaders need to watch for in combat fatigue and battle stress include inattentiveness, distraction, complacency, illness and lapses in memory.

**Training:** Training programs and



opportunities such as HEAT, weapons handling skills and Army safe driver training increase skills and knowledge, preparing Soldiers to safely handle the environments in which they operate. Leadership must continue to develop and ensure their Soldiers are able to participate in and maintain pre-deployment training, striving for consistency in operations within theater.

**Leader involvement:** As engaged leaders, it is your responsibility to set and enforce the standard – providing a consistent message in all areas of safety. You cannot allow subordinates to pick and choose adherence to safety standards such as wearing seat belts or proper weapons handling techniques. Leader engagement is the overarching control mechanism between Soldier reactions and possible outcomes. This type of engagement requires leaders to select the harder right versus the easy wrong. Leading requires tough decisions and effective communication to get Soldiers to wholeheartedly commit to the plan. Leader engagement in the safety arena will decrease accidents.

Given the persistent OPTEMPO, it is crucial we continue to educate our

young leaders on the importance of doing the right thing *all* the time.

Here are some applicable tactics, techniques and procedures:

- Address leadership gaps.
- Mentor and develop junior leaders in the safety culture.
- Recognize risks when modifying vehicles.
- Include risk management at every opportunity.
- Hold people accountable for their decisions/actions.
- Continue leader engagement.

In the face of combat or during daily operations in garrison, our Soldiers remain dedicated and highly motivated to successfully complete any and all missions.

These Soldiers continue to show resilient commitment, steadfastness in operations to liberate the oppressed and staunchness to secure our way of life against those who mean us harm.

Thank you for all you do to keep our Soldiers safe.



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





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## AVIATION'S TRANSFORMATION LEADER



ARMY PHOTO BY SFC NEWMAN



# Aviation Systems Project Management Office

By Brian Sabourin

### SPECIAL FOCUS AVIATION PRODUCT SUPPORT

**A**rmy Aviation is in the middle of an extensive transformation that will ensure continued worldwide battlefield dominance.

This transformation is wide-ranging and incorporates force structure changes, interoperability advancements, navigation improvements, legacy equipment modernization, product upgrades, and process improvements.

Aviation is also taking advantage of an explosion in commercial technologies that have driven technological advancements over the past several years—it is these advancements that are now driving the transformation to an information-based fighting force.

These technological advancements

have been incorporated into military systems and are currently being used by aviation's "Future Force" technologies to provide aviators with state-of-the-art avionics and waveforms for secure communications and improved battlefield situational awareness, thus enabling superior maneuverability and lethality on the battlefield.

The Project Manager for Aviation Systems (PM-AS) is involved in each of these initiatives and it is their mission to lead Army Aviation's transformation into the net-centric future force of tomorrow.

The PM-AS consists of 50-plus acquisition category I and III systems spread across its Aviation Ground Support Equipment, Aviation Mission Equipment, Air Traffic Control and Fixed Wing product offices; and its Aviation Interoperability and Commonality, AMF-SA and Joint Cargo Aircraft product director offices.

PM-Aviation Systems is working an upgraded common transponder to provide a Mode-S surveillance signal for aircraft such as the Airborne Reconnaissance Low to operate in civilian controlled airspace.

### Supporting Warfighters

PM-AS is transforming existing avionics products like the *aviation mission planning system* (AMPS) and the *common transponder* to provide unit commanders better air and ground information.

The AMPS upgrade includes new hardware and significant software upgrades to improve functionality and user interface. A high-fidelity mission planning visualization and rehearsal software tool has been added to AMPS and allows pre-flight rehearsal of the mission in a high-resolution, computerized environment.

In 2007, PM-AS also began fielding the newly-developed *centralized aviation flight records system*





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PM-AS continues to field the AN/ARC-231 radio as a multi-waveform communications system the fielding of the joint tactical radio system.

achieve a vision of ground-air interoperability for the Army's future force.

#### Accident Reduction

The Army selected PM-AS to manage the Military Flight Operations Quality Assurance (MFOQA) program for aviation.

MFOQA — a DOD-wide process initiative which mandates a 75 percent reduction in class "A" aviation accidents—has its roots in the civilian

world as FOQA, a long standing safety initiative endorsed by the FAA and adopted by a number of airlines.

In simple terms, MFOQA is a knowledge management process that will provide aviation commanders and the project managers of the Program Executive Office for Aviation with quantitative information regarding aircrew and aircraft performance in the environment in which they are operating.



Soldiers are receiving new and refurbished tool sets as part of tool box RESET program.

A dedication to improving maintenance, operations, safety and training processes is a basic tenet of MFOQA.


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The service life extension program for the aviation ground power unit is helping to refurbish and return near to new equipment back to units.

The Army's program is already integrating systems and improving processes to convert mission planning, crew management and aircraft maintenance into knowledge-based tools for commanders.

Digital source collectors are being installed on aircraft and *integrated electronic technical manuals* are being developed with the Army's Logistics Support Activity support.

### Next Cargo Aircraft

PM-AS product offices are especially challenged to simultaneously modernize their existing systems while keeping up with the very high world-wide operational tempo.

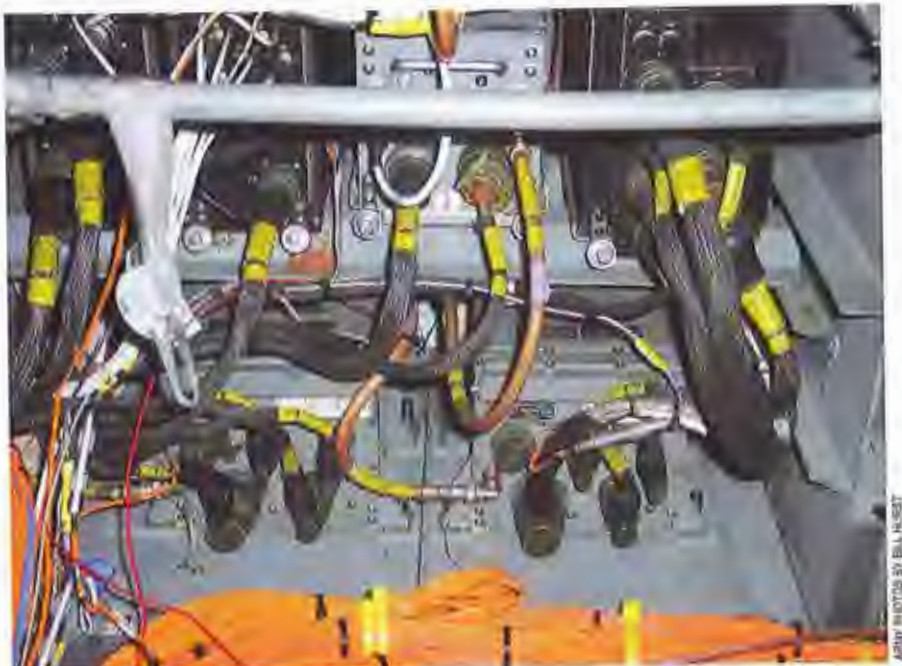
The tactical cargo aircraft are flying extensively in support of widely-dispersed Army ground units in the U.S. Central Command and U.S. Africa Command.

The aging C-23, C-12 and C-26 aircraft are receiving survivability and avionics upgrades, as well as undergoing reset, all of which must happen around Global War on Terrorism deployments.

The mission demands on these aircraft are expected to be very high until they are replaced by the much more capable C-27J joint cargo aircraft (JCA).

The JCA, a commercially available aircraft, is urgently required to fill an identified capability requirement in the Army's focused logistics area.

This aircraft, with its cargo space, speed, range and survivability, will



The new Improved Data Modem (far upper right) is fielded in the new CH-47F model Chinook.

provide uninterrupted transport of time-sensitive and mission-critical supplies and key personnel to support forward deployed units in austere locations. It has a robust short-field, unimproved, hot-high takeoff and landing capability.

The contract was competitively awarded June 13 to L-3 Communications Integrated Systems for its C-27J aircraft. The Defense Department will accept delivery of the first two C-27J aircraft by the end of this fiscal year commence a joint Army and Air Force testing program.

Both services have recognized the need for such a platform to meet the key requirements of performing time-critical missions.

The C-27J will be assigned to Army and Air National Guard units and to the Army Reserve.

### Going Forward

Transformations of aviation systems equipment must be carried out around deployments in support of operations Iraqi Freedom and Enduring Freedom.

Urgent capabilities requirements for such systems as aircraft washing and towing systems have been addressed.

Tool repair and distribution are worked in concert with the Tank and Automotive Command.

And, simultaneously, as part of the

aviation force structure transformation requirements, increased quantities of tool kits and shop sets have been fielded to appropriate combat aviation brigades.

These product office teams are also working with the Aviation and Missile Research, Development and Engineering Center, along with industry to incorporate critical sustainment technologies.

One example is the *corrosion prevention control program* or CPCP. It is an important asset in keeping aviation equipment operating properly in demanding environmental conditions where we are deployed.

This program helps identify and repair corrosion problems and implements corrosion prevention initiatives to protect aircraft structures.

Army Aviation must and will be interoperable with the net-centric future force of tomorrow.

We must also, however, continue to meet the OPTEMPO and interoperability requirements of the current force of today.

The Project Manager for Aviation Systems will continue to support Army Aviation in all its world-wide missions.



*Brian Sabourin is the deputy project manager for Aviation Systems with the Program Executive Office for Aviation, Huntsville, Ala.*



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# WORKING Outside the Box

By SFC Thomas Mills

**C**ommonly called "black boxes," many electronic components in the newest versions of the CH-47 Chinook and UH-60 Black Hawk helicopters are compartmentalized, making it easier to pull a broken component from the aircraft, put it on a bench and fix it, then reinstall the component.

In this precision world of electronic components, there is still a need for the old-fashioned process of troubleshooting and hands-on repair of electrical parts. For that kind of work the 3rd Cbt. Avn. Bde., 3rd Inf. Div., turns to the aircraft electricians.

"Any time we get any write-ups, faults, on the aircraft we troubleshoot it, then fix it," said SPC Michael Overman, an aircraft electrician with Co. B, 603rd Avn. Spt. Bn., at Camp Striker in Iraq.

Overman, from Mesa, Ariz., is with the flight line section of the avionics shop and works out of a small trailer-mounted conex in the 3rd CAB maintenance hangar.

The electricians in the section spend most of their time outside on aircraft rather than in the conex doing "bench work," testing and repairing the components. "We do a little work in our shop, but not too much bench work," Overman said.

The electricians work on the helicopters in phase maintenance, where the aircraft are inspected on a periodic basis and parts that are past their shelf life or in disrepair are replaced, said SGT Matthew Light, a Co. B aircraft electrician and a team leader.

They also take care of work orders for any kind of electrical problems on the Chinooks and Black Hawks. The flight line electricians will pull the part off the aircraft and take it in for repairs.

"We'll take it to the bench guys," said Light, from Waldoboro, Maine. "They'll fix it, then we'll put it back in the aircraft and make sure it works." Making sure it works consists of powering up the aircraft, checking all the lights and ensuring the part does what it's supposed to do. If it doesn't, the electricians have to find out why, which is one of the reasons they enjoy their job, Overman said.

Both Overman and Light got into aircraft electronics because of the future possibilities.

Light came from a long line of electricians in his family, and he knows from his father's experience as an electrician that it pays well on the outside. He joined the Army, though, not to be just any average electrician. "I wanted the challenge and I wanted to be in aviation," Light said.

Overman, on the other hand, was given a choice – join the field artillery or be an aircraft electrician. The choice was easy for him to make, he said. "It sounded like it had a future to it."

Both Soldiers said working on the aircraft, troubleshooting problems and figuring out how to make things work correctly, is more challenging than sitting in a shop slaving over a bench. Just being outside is a bonus.

Rain or shine, heat or cold, Overman said he preferred working outside on the birds. "Any time of year for me I'd rather be on the aircraft, personally," he said. "It's more of a group thing out on the bird, too. I like that."



*SFC Thomas Mills is the public affairs officer for the 3rd Combat Aviation Brigade deployed to Camp Striker, Iraq.*



Aircraft electrician and a team leader, SGT Matthew Light checks the radios in a UH-60 Black Hawk Nov. 29 at Camp Striker, Iraq.

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# Pilots' Valor for Killing Ambush Gun Trucks Honored with DFC

By SFC Rick Emert



ARMY PHOTO BY SFC RICK EMERT

Above: LTG Raymond Odierno, commanding general of the Multinational Corps-Iraq, speaks at Camp Taji, Iraq, Oct. 28 about the actions of four Apache pilots on May 31 that earned them the Distinguished Flying Cross. The pilots (left to right) are: 1LT Brian Haas, CW4 William Ham, CW4 Steven Kilgore and CW2 John Moughon with the 1st Air Cavalry Brigade.

Left: A pair of AH-64D Apache helicopters from 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., taxi back to parking at Camp Taji, Iraq, after completing an Aug. 27 mission. A two aircraft team from the unit flew similar aircraft on a May 31 mission which defeated five gun trucks and earned the aircrews the Distinguished Flying Cross.



ARMY PHOTO BY CWO DANIEL MCCARTHY

Set up in five trucks with heavy machine guns, enemy forces sat in wait for a helicopter to fly over their location west of Baghdad on May 31. It appeared their plan was to strike a blow to Multinational Division-Baghdad by taking down a U.S. Army helicopter.

The enemy forces were trained and prepared with personnel to drive the trucks, man the guns and keep a lookout for any of the U.S. aircraft that patrol the skies of Baghdad in search of combatants emplacing roadside bombs or insurgent mortar teams.

The 1st Air Cavalry Brigade's Apache crews had become a thorn in the insurgency's side by regularly disrupting terrorist attacks on coalition forces and Iraqi civilians.

As they waited, four "Attack" pilots from the 1st Bn., 227th Avn. Regt., were getting an intelligence briefing at Camp Taji before heading out on their mission. The intelligence

indicated that there were up to 30 gun trucks in a specific area, and the pilots' mission was to check it out.

With determination and caution, CW4 William E. Ham and CW2 John C. Moughon in lead and 1LT Brian L. Haas and CW4 Steven E. Kilgore trailing, took to the skies to validate the report.

All four said they thought from the onset that some sort of engagement was imminent. They expected to find at least several trucks with gun mounts that could easily be modified to attack air and ground assets.

The two AH-64D Apache crews, each with a pilot-in-command and copilot-gunner, came up on a truck and sedan that stopped suddenly; the occupants quickly exited the vehicles and low crawled toward a ditch.

The crews did not know if this meant the people were being cautious, preparing for a possible engagement by taking cover, or if they knew that

an engagement was imminent.

"That instantly heightened our awareness; something is going on out here," said Kilgore, from Portage, Ind. "These people aren't just scared of us. They may be a little bit, to an extent, but there's something going on out here. We started keeping an eye open."

It didn't take long for their suspicions to be confirmed. "I remember...thinking this is weird; something's up," said Moughon, from Gray, Ga.

"We heard (Kilgore) make the call over the radio - 'Hey, I'm taking fire at my rear,'" Moughon said, "We heard (Haas) say there was a big gun. I looked over to my right, and I was about to say, 'Oh, I got it' - I just got out 'oh' - I could see the flash from the muzzle. I saw a stitch of dirt in the road coming up towards us."

It was even worse than the intelligence report had predicted; the trucks



had more than just weapon mounts.

"We were looking for trucks with mounts — not trucks with heavy machine guns looking to kill us," Moughon said. "At that point, it was pretty scary, because I knew — back in February, we lost an aircraft to heavy machine gun fire — we knew what the deal was right away. We knew that we were in something pretty dangerous."

Kilgore spotted a gun truck about 1.5 kilometers away shooting at the helicopters, but there was a more ominous threat. "We started taking fire from my right side about 1,500 meters away," Kilgore said.

"What I didn't know is there was another gun about 300 meters away in the same line that started shooting at the same time. That rattled the aircraft. It didn't hit ... but rattled the aircraft." A seasoned pilot with multiple deployments under his belt, Kilgore initially thought his Apache had been hit.

"We were so close to the gun that when the aircraft started to rattle, I thought I was taking hits," Kilgore said. "I actually saw muzzle flashes from it. It was about 250 to 300 meters out my right door."

Within a couple of minutes, the air

crews had gone from searching for the gun trucks to becoming the targets of a planned ambush by enemy forces.

"I was definitely at a position of a disadvantage, and I needed to gain an advantage," Kilgore said. "That meant ... moving out away from that (gun truck) to get out of his ability to track me. I was able to put a salvo of (rockets) on that gun truck and clear that gun truck. We came back later and destroyed the gun truck."

Both crews broke contact safely, and then came back in to engage the trucks and insurgents. The trail aircraft disabled one of the trucks, and Moughon and Ham took out another one on the second pass.

"They broke off that truck, and we followed them out and then came back in," said Haas, from Ashley, N.D. "(Ham) called and said he had trucks fleeing to the north. They came around and engaged there. We came in behind them and just kind of suppressed again as they were breaking. They shot another missile. I think we made two more passes."

With nearly half of the gun trucks already disabled, the aircrews were not about to let some of them get away to launch an ambush on another

aircraft. "I saw three trucks with machine guns in the back in kind of like a straight trail formation hauling... down the road," Moughon said.

"As soon as I got the sight on them, I launched the missile. I saw the guy swing his gun around and just a bright flash of the gun firing. The (driver) braked. The missile hit right in front of the truck and didn't do anything. We broke, I think (the trail aircraft) suppressed, then we came back around and fired another missile.

"(It was) the same thing; the guy knew what he was doing. He slammed on the brakes, but this time it killed the driver. That caused him to careen into his buddy and pushed him off the road. We further engaged with the (30mm) gun and got several guys that were running away. We just started (destroying the weapon systems) from there."

The seemingly determined enemy forces had blinked and tried, without success, to flee. "Once they knew that we weren't going to run away from them, that's when we got the advantage and just got real aggressive," Haas said. "I think that helped us, because we got noise and rockets flying off the helicopter, and they saw that and they

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knew they were in for it."

A couple of days later, with plenty of time to reflect on the engagement, the pilots realized there were some things they could have done differently. "In this situation, you're going to make mistakes," Moughon said. "It's not like (training) back at Fort Hood where we've got time. Everything was heat of the moment. You had to get rounds out. It was all a matter of who made fewer mistakes – whether or not you were going to be going home. Obviously, we made fewer mistakes than the enemy."

While that may have been true about their actions during the intense 15 minute engagement, the Apache crews were simply more prepared, thanks to a whole team of 1st ACB Soldiers who provided support back at home base, Kilgore said.

He explained that the information on the gun trucks from the intelligence report, the mission briefing from the brigade operations staff, and the maintenance and armament personnel all contributed to the mission's success.

"Yes, we were the executors – the four of us – but, there is a big picture here that goes into everything we do,"

Kilgore said. "It's really the Army aviation team that led to this win, this success. I think we can all take pride in that. We did it pretty much by ourselves as aviation. We didn't have ground forces with us. We didn't use artillery."

For their quick and heroic actions on May 31, the pilots were awarded Distinguished Flying Crosses – the highest aviation-specific combat award. The awards were presented Oct. 28 by LTG Raymond Odierno, the Multinational Corps-Iraq commanding general, in a ceremony at Camp Taji. "For me to be included in that group that has received the Distinguished Flying Cross – it feels a little humbling," Kilgore said.

For Moughon, it still hasn't sunk in that he earned the prestigious medal.

"When I got to the unit, my commander (for Co. B, 1-227th Avn. Regt.) had gotten a DFC for acts in Operation Iraqi Freedom II. I got to looking at it, because I wanted to know what it was," Moughon said.

"Receiving the award was a very humbling experience and almost embarrassing," he said. "There are guys out here that do just as much every day – sacrifice every day to go

out there and find the enemy and kill them. They don't get recognized for it."

While the pilots couldn't pin down what made their actions heroic, perhaps how they approached the engagement itself is telling as to why they received the award.

In the initial moments of the engagement, with bullets and tracers flying past their aircraft like something out of "Star Wars" – as Moughon recalled – and with the Apaches outnumbered nearly 3 to 1 by gun trucks on the ground, the pilots never even considered high-tailing it to safety.

"The initial contact was scary, and you thought about – yeah, this was a big deal," Moughon said. "If we had just flown away, they probably would have been there to take somebody else down. We're a gunship – that's what we do. We don't get low and suppress and run. We stay and fight. Our job is to go out, find the enemy and kill them. That's what we do."



*SFC Rick Emert is the public affairs officer for the 1st Air Cavalry Brigade deployed in support of the 1st Cav. Div., Camp Taji, Iraq.*

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# Controlling Air Traffic Safely in Iraq

By PFC Monica K. Smith

There can never be too many eyes ensuring the safety of Soldiers. This is particularly true for pilots and their crews who must continually be aware of what is ahead of them, behind them, to the right, to the left, in addition to what may be flying above or below them.

The sole purpose of Co. F, 2nd Bn., 3rd Avn. Regt., is air traffic control. Their mission is to control the routes of aircraft coming in and out of airspace and on the flight line to ensure safety.

"Falcon Ground," located at the 3rd Cbt. Avn. Bde.'s flight line, monitors aircraft leaving and returning from flights and missions.

As the helicopters taxi toward the departure and landing pads, pilots need to know what vehicles may be coming or what other aircraft may be landing.

"We control the patterns of the aircraft," said SPC Robert Smith, who works at Falcon Ground. "Because of the walls they can't see each other so we tell them where to go. We move them in and out."

The control towers have a 360-degree view of space around them. This allows the air traffic controllers to see any air or ground traffic or obstacles that an aircraft may encounter.

The controllers are then able to reroute the aircraft to prevent potential injuries to Soldiers or damage to aircraft and to cut down on wasted time.

At the Liberty Tower on Camp Liberty, members of Co. F provide safe, orderly, expeditious flow of traffic for the eight landing pads they are responsible for, said SPC Melvin Kizzee.

"We separate aircraft to prevent midair collisions," Kizzee said. "We report traffic, reroute aircraft to avoid traffic, issue advisories, issue clearances for take-off and landing, advise them on closed zones - which is airspace they can't fly through because of different operations, we advise them on known airport conditions - it's a lot of things."



UH-60 Black Hawks air taxi Dec. 1 at Forward Operating Base Kalsu after receiving instructions from the Kalsu Tower.

The pilots contact the tower prior to entering that tower's airspace, usually two to three miles out, said Kizzee. Then the controllers ensure the airspace is clear.

If the airspace is not clear, the controllers radio the pilots to advise them on how to safely enter the airspace and land the aircraft.

Pilots could depend on their own eyesight or try and talk to other aircraft as they fly; however, with so many landing pads and the numerous units who use helicopters, clear communication is lost, said SPC David Burress, also with Co. F.

"You get eight helicopters flying with all of them trying to talk to one another - it makes a lot of ruckus," Burress said. "It gets hectic so instead of trying to talk to each other, they use our frequency and talk to us."

At Forward Operating Base Kalsu, the air traffic controllers have additional safety precautions they take to ensure the safety of the pilots and the crews of incoming and outgoing aircraft.

"We de-conflict traffic, let pilots know about weather changes, about fire missions...we monitor the (unmanned aircraft) and handle (medical evacuations)," said SPC Jennifer Hicks, Co. F. "We make sure the MEDEVACS get priority and let the other aircraft know when they're going."

Because of the amount of incoming fire FOB Kalsu receives, the base is on blackout at night.

Whereas other military complexes have street lights or lights on the flight line, the entire FOB is dark at



Air traffic controller SPC David Burress in the Camp Liberty ATC Tower advises a pair of UH-60 helicopters on other air traffic and weather for their Nov. 29 departure from Camp Liberty near Baghdad.

night, which poses an additional challenge for the air traffic controllers.

"The blackout makes it more difficult to see the aircraft," SPC Christina Martinez said. "We have NVGs (night vision goggles) and we have everyone looking for the aircraft and are always getting position reports. Every few minutes we'll check back with the aircraft if we still don't see them and ask, 'hey, where are you at?'"

The combined efforts of various towers act to further protect the Soldiers who fly during the day and night, Smith said. "They tell us what they want to do and we tell them how to do it safely."



PFC Monica K. Smith is a photojournalist with the 3rd Combat Aviation Brigade Public Affairs Office deployed to Camp Striker, Iraq.





ARMY PHOTO BY TAD TRANE

Above: BG Rickey L. Rife presents the Distinguished Service Cross to Kelly Yoakum, widow of CW4 Keith Yoakum, in Hemet, Calif.

Left: CW4 Keith Yoakum with his AH-64D Apache helicopter.

## Aviator's Family Presented Nation's Second Highest Combat Award Posthumously

Edited From a Story by  
CPL Nathan Hoskins

Without regard for  
his own safety...  
Yoakum chose to  
remain with his  
wingman to  
destroy the enemy.

**V**eteran's Day is a time to remember and also recognize those who have served their country. For the family of CW4 Keith Yoakum, a native of Hemet, Calif., November 11 was even more special.

Their Soldier was posthumously awarded the Distinguished Service Cross, the military's second highest combat award – second only to the Medal of Honor.

Yoakum – an AH-64D Apache helicopter pilot with Co. A, 1st Bn. "Attack," 227th Avn. Regt., 1st Air Cav. Bde., 1st Cav. Div. – made the ultimate sacrifice in Iraq.

On Feb. 2, 2007, he and his co-pilot CW2 Jason G. Defrenn, while out on a combat patrol along the Tigris River near Taji, received enemy fire from the ground.

Their wingmen, in another aircraft, were getting hit as well.

But instead of heading to safety, Yoakum and Defrenn stayed in the fight to help protect their wingmen.

Yoakum and Defrenn gave their lives for their comrades and, ulti-

mately, for their country on that fateful day.

Ten months later, the city of Hemet and the Army honored Yoakum, along with others who have laid down their lives in the war on terror, with a ceremony at the Veteran's Memorial in Gibbel Park in Yoakum's hometown.

"The city of Hemet does honor our fallen Soldiers and their families. We are truly shaken as a community every time we have the news of their loss," said Lori Van Arsdale, Hemet's vice-mayor. "We stand ready to support them and honor their sacrifice."

The keynote speaker for the ceremony was CPT Lee Robinson, former commander for Co. A, 1-227th Avn., who recently returned from his tour in Iraq.

BG Rickey L. Rife, director of Program Analysis and Evaluation, Office of the Deputy Chief of Staff, G-8, represented the Army in the presentation of the Distinguished Service Cross to family members.

Rife presented DSC medals to Yoakum's widow Kelly on behalf of





BG Rickey Rife presents the DSC medal to Phoebe and G.A. Yoakum, parents of CW4 Keith Yoakum, during a Nov. 11 ceremony.

her late husband, and to his parents Phoebe and G.A. Yoakum, while his twin brother, Kevin, stood by for support.

Kelly and her two daughters traveled from their home in Coffee Springs, Ala., to attend the ceremony.

The DSC citation read in part, "Yoakum's aircraft was seriously damaged by heavy machine-gun fire, which required him to land immediately.

Without regard for his own safety... Yoakum chose to remain with his wingman to destroy the enemy.

With his main gun inoperable, his only option was to climb in altitude and then dive while firing his Apache's rockets. Ultimately, the aircraft succumbed to its battle damage and crashed."

Yoakum is the eighth Soldier to be awarded the DSC since the Global War on Terrorism began.

The family of CW2 Defrenn was presented with his posthumously awarded medals: the Distinguished Flying Cross, a Bronze Star for Service, and the Purple Heart.

"I am very happy to see Keith recognized. It feels good knowing that people are going to hear how Keith and Jason fought to the end," Kevin said. "Although the tears that the Yoakums have shed are too many to count, they know that he died doing what he loved to do."

"I know on Feb. 2, 2007, when he took flight in that Apache there is nowhere in the world that he would have rather been," Kevin continued, "I guess if you were to look at a list of

possible ways to die: fighting for your country, risking your life for your friends and flying would probably be (his) top three choices."

Kevin hopes his brother's life and ultimate sacrifice resound loud enough to be heard for generations to come. "I hope Soldiers will look at Keith and be inspired to never give up. I know he inspired a lot of guys with his work ethic. He would always take the time to teach and train anyone that wanted to learn, maybe that caring will live on as well," he said.

LTC Christopher Walach, 1-227th Avn. commander - who is still deployed to Iraq - said he is proud that his Soldier received such an honor.

"I am very happy that (one of) the nation's highest (awards) for heroism and valor was presented to the family of Yoakum," Walach said. "Both Keith and Jason Defrenn gave their life for their country. Keith and Jason are America's heroes."



*CPL Nathan Hoskins is a photojournalist with 1st Air Cavalry Brigade Public Affairs Office deployed to Iraq.*

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# LOCKING TOOLS

## Does Army Aviation Have a Need?

By BG (Ret.) James M. Hesson

**Editor note:** The following article is an opinion editorial submitted to ARMY AVIATION and the information provided is from the author:

In the last 100-plus years we have progressed from first flight to manned space exploration. But what has not significantly changed until recently was the technology associated with common hand tools used by our Soldier-maintainers.

Most current-inventory hand tools that provide torque action (i.e. ratchets, extensions, universal joints and sockets) are generally retained as an

assembly by late 1800s technology—a spring and ball assembly. For most assembly tasks—they are pushed together, and to disassemble—pulled apart.

Unfortunately, protuberances in the work area can cause a spring and ball tool assembly to be pulled apart while working or extracting the tool assembly; and as all mechanics have experienced, the time consuming and potentially dangerous problem of dropped sockets or tool extensions inside an enclosed space.

What follows is a discussion about a multi-service study conducted on the use of "locking tools" and these types of tools for our Army aviation maintainers.

For purposes of the study, locking

tools are defined as a complete tool system that automatically locks each separate component of the system together, and requires a manual unlocking operation to release any individual component from the system. The key words being "automatically locks" and "manual unlocking."

The tools used for the evaluation were assembled by pushing them together, but required the user to perform a simple manual "slide release" to unlock the tool combination.

Tool kits containing locking type ratchets, extensions and universal joints were provided to random Army, Navy and Air Force organizations.

A ten question survey form was provided to the units and valid responses were obtained from 289 individual tool users, of which approximately half were Army users.

Previous anecdotal data and testing by independent testing entities had indicated improvements in safety, productivity, and body strain reductions using locking tools.

This test concentrated on safety and productivity and sought empirical answers to questions related to the users' experience and usage of locking tools.

The key experience question asked of the users was: "I perform maintenance tasks where the loss of a socket or extension could adversely affect safety or increase task-time."

Eighty-seven percent of the responses ranged from "agree" to "strongly agree"; and of those respondents, 60 percent checked "strongly agree."

In response to the statement, "I have personally experienced loss of time and/or unsafe conditions because of loss of a socket or an extension while performing tasks"—most of this same group responded "strongly agree."

When addressing the locking tools used in the study, the group respond-

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ed with either "agree" to "strongly agree" that the tools:

- were easy to use,
- provided an increased margin of safety,
- would save task-time.

We now had data to confirm what every Soldier-maintainer has known, that when tools come apart at the work-site it either creates an unsafe condition or requires additional time to complete the task at hand.

There are accident reports where the loss of a socket or extension was a factor in the chain of events for the incident.

The National Institute for Occupational Safety and Health, the government agency responsible for conducting research and making recommendations for the prevention of work-related injury and illness, noted that two persons died last year after involuntarily reaching to catch a disconnected socket and being caught in moving equipment.

It is reported that over half of the firms operating nuclear power plants are using locking tools in their maintenance and repair operations.

The Navy uses locking tools for interior maintenance of their D-5 Trident missiles to ensure that sockets or extensions do not drop inside the missile.

The loss of tools can result in damage to mechanical or electronic components and the loss of time while the dropped tool is recovered.

Senior NCO instructors who used the locking tools were collectively positive in their assessment of the tools regarding safety and productivity.

It was best summarized by a sergeant first class NCO with over 16 years aviation experience when he said, "This type of positive locking tool is what we need."

The bottom line based on this study is there is now empirical data to support the use of locking tools in Army aircraft maintenance operations.

The Soldier-maintainer would be the winner.



*Retired BG James M. Hesson is a former PM Chinook and a past president of the AAAA and the AAAA Scholarship Foundation. He is now an independent consultant for Government and Industry including tool manufacturers.*



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<sup>1</sup>Encarta Dictionary, English No. America



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Members of the Task Force Corsair air ambulance detachment stand ready to provide coalition forces with aeromedical evacuation support from their base in Kandahar.

ABOVE PHOTO

## Task Force Corsair Implementing Coalition MEDEVAC Operations

By CPT F. Sascha Gerber and CW3 Richard J. Drake

In April 2006, the 1st Bn., 159th Avn. Regt. from the 18th Avn. Bde. was re-flagged as the 3rd Bn., 82nd Avn. Regt., a general support aviation battalion under the 82nd Cbt. Avn. Bde.

During the ceremony, three companies were re-flagged and a new unit, Co. C (Air Ambulance), was born; the first ever organic medical evacuation (MEDEVAC) company of the 82nd Airborne Division.

In anticipation of deploying to Afghanistan, Task Force Corsair was augmented with this new MEDEVAC unit and trained with it during its Joint Readiness Training Center training exercise at Fort Polk, La.

The battle captains and tactical operations center staff learned valu-

able lessons at JRTC on how to respond to MEDEVAC requests efficiently, developing procedures to quickly approve nine-line requests and rapidly launch urgent air ambulance missions.

Once deployed to Kandahar, TF Corsair was comprised of the 2nd Bn. of the 82nd CAB and elements of the 3-82nd Avn., 122nd Avn. Support Bn., the Arizona National Guard, the U.S. Air Force and a task group from the Australian army.

In January 2007, a detachment from the new Co. C accompanied TF Corsair as its MEDEVAC unit, and conducted its relief in place and transfer of authority with the outgoing 159th Med. Evac. Detachment in less than ten days and was fully mission

capable.

Less than a year from its conception, Co. C Soldiers were on duty saving the lives of not only American forces, but also coalition forces, the Afghan National Army and National Police, and local civilians.

The new detachment in Kandahar may have been from a newly formed company, but most of its crewmembers weren't new to flying in a combat zone.

Four of the detachment's five pilots-in-command had previous tours with several hundred hours each of combat flight time. Many of the enlisted crewmembers also had previous combat experience as well.

Co. C had sent some of its best to support the coalition forces in



Regional Command-South. "We started out with ten officers/pilots, nine enlisted guys, and three MEDEVAC aircraft," said 1LT Chris Carney, detachment executive officer. "With three first-up requirements, our limiting factor has been the fact that we only had three medics."

"We recently just got another trained flight medic from Bagram, but up until now we have had a lot of assistance from our other coalition medical personnel here in Kandahar to get our medics a break and allow them to take leave."

We have flown with Aussies, Canadians and Dutch medics as assistants and sometimes even primary medical support on board our aircraft," Carney said.

There are many positives that come from flying with coalition medical assistants aboard U.S. Army MED-EVAC aircraft.

The most notable being an extra set of medical hands in a busy aircraft, which more often than not has multiple patients aboard.

"The help we got from those guys was great," said SGT Joshua Sands, a flight medic. "Those guys really know their stuff."

The assistance has also been invaluable during mass casualty situations. MEDEVAC crews now have the capability to send the additional medic to an escorting UH-60 in order to provide in-flight patient care when the patient load exceeds the capacity of a single aircraft.

The added medic may also be left at the point of injury(s) to serve as an on-scene medic for multiple turns or multiple aircraft missions. This procedure has proven valuable on several occasions.

So far the detachment has flown with three flight surgeons, a nurse and medic from Australia, two Dutch nurses, and several Canadian nurses and medics.

Two of the Australian surgeons were also pilots with numerous flight hours.

Col. Jeff Brock, an Aussie flight surgeon, pointed out that this was the first time since Vietnam that Australian medical personnel had operated aboard U.S. MEDEVAC aircraft.

Since a vast number of missions involve coalition military patients, the presence of medical personnel

from their own country provides an additional comfort factor.

In addition, the extra coalition medical augmentees offer an international perspective on medical training techniques and patient care – invaluable to all nations involved.

Before a coalition flight medic can fly with TF Corsair, they must first undergo an assessment from the task force flight surgeon.

This involves a written test based on emergency medical technician-basic skills, an oral evaluation, hands-on skill assessment, and an aircraft familiarization flight evaluation.

This ensures the augmentee meets or exceeds the same standards for U.S. flight medics.

"The coalition flight personnel have brought a wealth of experience to the mission," said CPT Gary Means, TF Corsair flight surgeon. "Some of the augmentees have over 30 years of flight medical experience."

The TF commander's vision and the efforts of the Soldiers of TF Corsair have created a quick and effective MEDEVAC team for the International Security Assistance Force in southern Afghanistan.

Through the approval of effective new medical evacuation policies, to include use of highly experienced coalition partners, the MEDEVAC Detachment is well on its way to a successful year in Afghanistan.



*CPT E. Sascha Gerber is the detachment commander and CW3 Richard J. Drake is an instructor pilot with 1st Platoon, Co. C (Air Ambulance), 3rd Bn., 82nd Avn. Regt., deployed to support Operation Enduring Freedom VIII in Kandahar, Afghanistan.*



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**Editor's note:** The following is the second in a series of 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 COL Ernest F. Estes was a key member of the study group which conducted the analysis for the recommendation leading to the Army's decision to form the Aviation branch and provides this article on the events leading to that conclusion.

## Dealing with the Branch Issue – Forming Aviation as a Combat Arm of the Army

By COL (Ret.) Ernest F. Estes

In a few months, we will celebrate the 25th anniversary of the formation of the Aviation branch on April 12, 1983.

While this might be a time to celebrate, there surely wasn't much celebration during the years leading up to the Secretary of the Army's decision to approve the Aviation branch.

Imagine you are back in 1982.

If you were in the Army at that time, you might recall the turmoil existing over whether or not to form a branch to support aviation forces.

For the younger Soldiers born well after that time, you might consider researching the files available at Fort Rucker to see just what occurred during the critical decisions that resulted in the formation of our branch.

For many, it was a happy time – they were glad to see the branch issue getting the visibility it deserved, and many firmly believed it would be a proper decision. For others, it was most unhappy – forming an Aviation branch would cause them to lose their piece of the aviation pie.

This article captures the essence of the major events immediately preceding the Training and Doctrine Command's (TRADOC) Review of



GEN John A. Wickham Jr., Army chief of staff, holds a plaque of the Aviation Branch insignia during ceremonies held at DA on Feb. 15, 1984 for the signing of the general order implementing the new career branch for Army aviators, effective April 12, 1983.

Army Aviation, referred to as TROAA; discusses the study methodology and the results of key interviews and briefings with senior Army leaders, the evolving results and what drove the need to address the fundamental issue – whether to form an Aviation branch and consolidate all aviation propensity and training at Fort Rucker, Ala.

### The Branch Question

The TROAA probably would not have occurred had it not been for thorny issues creeping into the Army Aviation Mission Area Analysis, completed in January 1982, and the resultant Army Aviation Systems Program

Review (AASPR), completed in March 1982 and briefed to the general officer review board (GORB) March 24-25, 1982.

The AASPR GORB was co-chaired by GEN John W. Vessey, the Army's vice chief of staff, and GEN Glenn K. Otis, TRADOC commanding general.

These issues were directly related to fundamental elements of any Army branch: *concepts, doctrine, literature, training, personnel management, equipment and organizational structure.*

At that time, aviation was decentralized to a multitude of other Army branches.

The Armor branch owned scout and attack aviation, the Infantry



owned utility aviation; the Transportation Corps owned transport and cargo aviation, and aviation maintenance; Military Intelligence owned intelligence gathering aviation; the Signal Corps owned the radio and electronics repairers, Field Artillery owned aerial observation and so on.

All these issues culminated during the AASPR, when then-MG John R. Galvin, the 24th Inf. Div. commanding general, presented his infamous "Training Panel" report to the assembled GORB.

His panel had been given five issues to resolve, none of which related directly to the Aviation branch question. He attacked the issues directly and fundamentally, relating them to a much larger picture and issue.

Two key excerpts from his presentation highlight the intellectual nature of his presentation: "While addressing the training issues, it became clear that the deficiencies are, at least in part, the result of a much larger issue and more all-encompassing training problem within Army Aviation."

And later, "The problems in aviation training are connected directly to the lack of an institutional base or a 'heart.' The recommended solutions proposed are based on the long-term assumption that the Army should establish an aviation training institution, with Aviation Basic and Advanced Courses for its commissioned officers."

The essence of his entire presentation centered on the emerging complexity of aviation, with all its related personnel, training, doctrine and material impacts.

The need for a "heart" for Army Aviation was no different than the "heart" that existed for all the other Army combat arms branches.

The "heart" GEN Galvin referred to was a branch, with a home where its subject matter experts taught the basic and advanced courses.

There, the issue was now squarely on the table before generals Vessey and Otis, and 30 other general officers attending the AASPR GORB.

Vessey made one of his typical comments, "Well, that horse just dropped a bunch of road apples in the road. You either sweep them off the road and go on, or you pick them up



MG Bobby J. Maddox, left, commanding general of the Army Aviation Center, presented LTG Carl E. Vuono with a mint set of branch insignia provided by AAAA during a ceremony on Jan. 16, 1984 at Fort Rucker, Ala. Vuono, then deputy CG of the Training and Doctrine Command and the CG of the Combined Arms Center, was recognized for his support of the Aviation branch initiative and of the AAAA.

and use them for fertilizer. We need to wrestle this question to the ground."

He then asked what Otis planned to do. Without hesitation, Otis accepted the mission to deal with the branch question.

### The Study Group

Little time would pass before a series of general officer level meetings and briefings occurred that dealt with how to address the issue and the timing for a final solution.

Simultaneously, quiet meetings were occurring at the branch schools with aviation proponenty on how to react to the evolving events.

Some general officers were quietly pressuring their subordinates not to support any effort to form an Aviation branch.

Others were working in the opposite direction.

Regardless of their efforts, GEN Otis directed MG Carl H. McNair Jr., then the commanding general of the Army Aviation Center, to provide a draft study directive that would deal with various Aviation branch issues, including a compressed 90-day schedule to document recommendations for the Army's senior leadership.

This draft study directive's methodology would include:

- A literature search of 22 key documents, including the Army Aviation Mission Area Analysis and the AASPR reports.
- Field visits to operational units and installations.
- Individual interviews and questionnaires.
- Field trips specifically to 11 corps and division level organizations.
- Field trips to five TRADOC centers and to three Army Material Command organizations.
- Briefings to and meetings with five Army Staff elements.
- Questionnaire data analysis.
- And a general officer advisory board's (GOAB) review of the study results and recommendations prior to submission for an Army level decision.

In June 1982, Otis approved the draft study directive and the TROAA Study Group was formed.

The study group consisted of retired LTG Richard L. West, a non-aviator engineer officer and a former comptroller of the Army; retired MG Benjamin L. Harrison, an infantryman and aviator who commanded ground and aviation units up through





brigade-level and an installation; CW4 John P. Valaer, an aviator experienced in all facets of aviation; and myself, then an artillery officer who had commanded an aviation company and battalion, as well as served as a Field Artillery battery and battalion executive officer.

From June to August 1982, our group conducted 28 meetings, numerous individual interviews, analyzed 603 questionnaires, and visited multiple commands and organizations.

We met with aviation and non-aviation Soldiers from sergeant up to lieutenant general.

### The Findings

Two emotionally charged issues emerged.

First, a need for a central proponent for aviation doctrine, training, organization and material at Fort Rucker – versus the current decentralized system that divided aviation between many other branches.

The second was a lack of a “heart” – a full-fledged Aviation branch – not unlike the Infantry, Armor, Field Artillery and Air Defense branches.

The interviews were very telling, with many of the more senior officers articulating the need to resolve the issue now in favor of a branch.

Yet, others remained unconvinced that aviation was deserving of anything more than to be “controlled” by the other branches with some aviation related proponent.

There continued to be an unreasoned, parochial fear that an Aviation branch would “fly away and go it on their own” much the same as many perceived with the Army Air Forces in 1947 and the formation of the U.S. Air Force.

However, this fear had already been put to rest with the approval of the Army’s Division ‘86 force structure that placed an aviation brigade in each division and corps, directly under the control of the commanding generals.

This “for or against an Aviation branch” resembled what we face each fall in the South – you’re either for *Auburn* or *Alabama*, or for *Florida State* or *Florida*.

There was no “in-between,” but interestingly, the edge emerging from the interviews and questionnaires seemed to be going toward centralizing proponent at Fort Rucker and forming a branch.

My perception was that the true “visionary” general officers we interviewed subscribed to this same reasoning and were more concerned for the greater good of the Army.

The more parochial general officers and colonels viewed Army Aviation much the same way as the horse cavalrymen of the 1920s and 1930s viewed the newly emerging Armor corps. They seemed more interested in protecting their own turf than the greater good for the Army overall.

With the information and data in hand, the TROAA Study Group assembled the final draft report and briefed it in mid-August to the GOAB at Fort Gordon, Ga.

### Going Forward

The GOAB briefing, chaired by GEN Otis, lasted for just over three hours and amazingly not one general officer interrupted the presentation.

At the end, Otis took charge and asked for a response from each attendee. They all spoke, with the courage of their convictions, and a few still doubted the need to change.



GEN John R. Galvin, an infantryman who rose to serve as the Supreme Allied Commander Europe (NATO) from 1987 to 1992, helped define the need for an Aviation branch in his infamous “Training Panel” report during the 1982 Army Aviation Systems Program Review.

However, the majority agreed that the TROAA Study’s findings should be approved and forwarded to the Army Chief of Staff for a decision with the fundamental recommendations: form an Aviation branch as a combat arm of the Army and centralize all aviation proponent at Fort Rucker.

Otis then directed that the draft study be finalized along with a cover letter for his approval and signature, reflecting his approval of the findings and recommendations, and forwarding the report to the Army chief of staff for a decision.

The TROAA Study Report was the culmination of a long history of struggles through disjointed and decentralized efforts to make the emerging, highly technical aviation community work best for the good of the entire Army.

What may not be understood, and much less appreciated, is the degree to which many individual Soldiers, inside and outside Army Aviation, put their reputations on the line just to openly comment on the need for a branch.

Many general officers were quietly driving the issue from the top down, while other generals were suppressing their vocal subordinates and protecting their branch’s turf anytime the issue arose.

The TROAA Study Group’s efforts found that the branch issue was actually both a grass roots effort and top-down driven by others in senior Army leadership positions.



## Summary

1982 was a good year. The timing was just right.

The right general officers – the visionaries and the “young-guns” – were in the right places to force the issue to the table.

Aviation was becoming too complex, highly technical, and more importantly – too pivotal to the execution of the air-land battle – to continue following the old pathways, where officer aviators were required to rotate in-and-out of aviation just to satisfy a perceived need to be “dual qualified” in a basic branch (for promotion) and in aviation.

One key officer, MG John R. Galvin (a non-aviator by the way), was in the right place at the right time with the right rationale to force the branch issue to the forefront.

And most of all, two key generals had the guts to make the hard decision: TRADOC's GEN Glenn Otis and Army Chief of Staff GEN Edward C. Meyer.

On April 12, 1983, the Secretary of the Army approved the formation of the Aviation Branch as a new combat arm of the Army.



*Retired COL Ernest F. Estes has commanded aviation units from platoon to group level and served as a key member of the 1982 Training and Doctrine Command's Review of Army Aviation Study Group. A member of AAAA for more than 32 years, he resides in Ozark, Ala.*



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# AAAA Hosts 2007 UAS Symposium

By Joseph Pisano



MG Virgil L. Packett II, left, GEN Richard Cody, center, and AAAA President Jim Snider, right, congratulate CPT Raymond Fields and 1SG Franklin Rodriguez, UAS Unit of the Year recipients.

**M**ore than 300 people attended the third annual AAAA Unmanned Aircraft Systems Symposium held Nov. 28 to 30 at the Crystal Gateway Marriott in Arlington, Va.

With a theme of "Joint UAS Interoperability: Current - Future," AAAA President retired MG James Snider kicked-off the event by welcoming the attendees from the military, government and industry sectors; and introduced the keynote speaker MG Virgil L. Packett II, Aviation branch chief and commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

The one and a half day-long event included a joint services flag officer panel chaired by the Director of Army Aviation BG Stephen D. Mundt; and a Defense Department perspectives panel with Dyke Weatherington, chief of DOD's UAS Task Force; a session with Kevin Meiners, Undersecretary of Defense for Military Intelligence Programs; and a presentation by Navy Capt. Jeffrey Trumbore with the Joint Improvised Explosive Device Defeat Organization.

The highlight of the symposium was the presentation of the annual AAAA National Functional awards for the UAS Soldier of the Year and the UAS Unit of the Year.

The UAS Soldier of the Year is SGT Ian David Smith, a



The family of the UAS Soldier of the Year, SGT Ian Smith, join him for a photo. Left to right, are: Toni Stransky (aunt), Steve Fischer (stepfather), Sabrina Stransky (cousin), Kathleen Fischer (mother); Smith, center; Kristie Burgess (girlfriend), Jonathan Smith (brother), GEN Richard Cody, and Dan Smith (father).



This year's event also included attendance by Fire Chief Kenneth Jones, right, and Assistant Fire Chief David Layman from Newport News, Va., who were investigating how to best integrate UAS technology into their operations.

Raven tactical UAS operator with Hqs. and Hqs. Co., 1st Bn., 502nd Inf. Regt., 101st Abn. Div. (Air Assault), Fort Campbell, Ky. General Atomics Aeronautical Systems sponsors the UAS Soldier award.

The UAS Unit of the Year is the 25th Unmanned Aircraft Systems Co., a combined Shadow and Hunter UAS unit with the 25th Cbt. Avn. Bde., 25th Inf. Div., Schofield Barracks, Hawaii. CPT Raymond J. Fields Jr., company commander, and 1SG Franklin Rodriguez, senior noncommissioned officer, accepted the award sponsored by the AAI Corporation.

GEN Richard A. Cody, Army vice chief of staff and dinner speaker, participated with the presentations and praised the outstanding contributions of the winners to the overall success of the Army's efforts to improve survivability on the battlefield.



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

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# New Initiatives for Military Spouses

By Judy Konitzer

**M**oving with the military poses inevitable challenges, however with the following programs the military leadership is trying to minimize the stress for spouses.

## Military Spouse Career Advancement Initiative

Defense Secretary Robert M. Gates and Labor Secretary Elaine L. Chao announced the new Military Spouse Career Advancement Initiative during a Nov. 14 kick-off ceremony at the Pentagon with plans to jointly provide military spouses the opportunity to pursue their education and develop the skills needed to successfully enter, navigate, and advance in the workforce.

This two year \$35 million demonstration project began in January and will be offered at 18 military installations in eight states: California, Colorado, Florida, Georgia, Hawaii, Maine, North Carolina and Washington. The Army sites are Fort Benning, Ga., Fort Bragg, N.C., Fort Carson, Colo.; Fort Lewis, Wash., and Schofield Barracks, Hawaii.

"The Department of Defense has long been committed to helping military spouses pursue rewarding careers and removing barriers to employment," Gates said. "Spouses are called on to pack up and relocate the family often at the cost of their own careers. This makes it difficult to navigate the career licensure and certification requirements that go with most professions."

The career advancement accounts will target nationally identified high-growth, portable occupations such as education, health care, information technology, financial services and construction trades. It will include costs for tuition, fees, books, equipment, and credentialing and licensing fees required for careers for eligible spouses.

The program will also cover the cost of renewing existing credentials and licenses due to a military move (for example: nursing and teaching certificates). Spouses of active-duty service members grades E1 through E5 and O1 to O3 are eligible to participate; however, they must have a high school or general education diploma.

"The program will give the 77 percent of military spouses who report wanting or needing to work an opportunity to forge careers in fields that provide the most opportunity now and in the future. Workers in these high-demand occupations will be able to pick up and move with their loved ones' assignments, but still continue building their own careers," Chao said.

Chao notes the trend is towards a knowledge-based economy, and two-thirds of the new careers will require some post-secondary education or training. At the ceremony, Chao told spouses, "Our military could not do its job without your support. You are mission essential. And that's what this initiative is all about."

"We owe it to our brave men and women in uniform to assist their families as they do their job, often thousands of miles from their homes and families and under extremely hazardous conditions," Gates said. This is another step in fulfilling the Defense Department's commitment to its ser-



Seated (l to r): Defense Secretary Robert Gates; Gwen Bates, a military spouse; and Labor Secretary Elaine Chao pose with other military spouses after signing a proclamation for the Military Spouse Career Advancement Initiative to fund career education opportunities for military spouses, Nov. 14, 2007.

vice members and their families.

Military spouses may apply and obtain additional information – including eligibility determination, career and education counseling, and skills assessment available at the state one stop-career centers at the participating installations' Voluntary Education Centers and on-line at [www.MilSpouse.org](http://www.MilSpouse.org).

## Army Spouse Employment Partnership

Bright Horizons Family Solutions, Kelly Services, RGIS; The TJX Companies, Inc.; and Toys "R" Us, Inc., joined 25 other corporations providing employment opportunities and job stability to military spouses.

The Army Spouse Employment Partnership (ASEP), a mutually beneficial partnership between the Army and corporate America, provides Army spouses the opportunity to continue careers as they move with their active duty service members, and gives employers access to a talented and diverse workforce. ASEP currently serves 95 installations around the world. The Army will continue to support Soldiers and their families, with a goal of expanding ASEP partnerships to 50 companies.

With the launch of the Military Spouse Job Search database, spouses can now search for jobs and submit resumes to the site, and employers can post job vacancies. ASEP partners can mine the resumes and offer employment directly to spouses. By tapping into a diverse and talented labor pool, ASEP partners save on recruitment, training and retention costs, and fulfill a civic duty.

Spouses can view job opportunities and submit their resume at one of two Web sites [www.myarmylifetoo.com](http://www.myarmylifetoo.com) or [www.msjs.org](http://www.msjs.org). The National Military Family Association (NMFA) also provides extensive links to education and job opportunities at [www.nmfa.org](http://www.nmfa.org).

Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed to her at [judy@quad-a.org](mailto:judy@quad-a.org).



# Industry News

And Announcements Related to Army Aviation Matters

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

## Army/Navy Signs 5-Year UH-60 Contract

The Army Aviation and Missile Command signed a five-year contract Dec. 12 with **Sikorsky Aircraft Corp.** of Stratford, Conn., for 537 Black Hawk helicopter variants for the Army and Navy. The "Multi-Year VII" contract provides UH-60M, HH-60M MEDEVAC, MH-60S and MH-60R SEAHAWK aircraft. The contract is valued at approximately \$7.4 billion and includes options for an additional 263 aircraft, spares and kits, for a potential total value of \$11.6 billion. Actual production quantities will be determined year-by-year over the life of the program based on funding allocations set by Congress and Pentagon acquisition priorities. Deliveries are scheduled from now to 2012.

## Army Selects AAR for CH-47 Cargo Systems

**AAR Corp.**, Wood Dale, Ill., announced Dec. 6 that the Army is buying 75 additional cargo handling systems for CH-47 Chinook helicopters. The systems will be manufactured by AAR's Cargo Systems division in Goldsboro, N.C. Delivery is scheduled to begin in October 2008 and be completed by April 2010. The contract includes two option years, during which the Army can order another 75 cargo handling systems each year. This is AAR's second order for CH-47 cargo systems from the Army; the first was in August 2007 for 25 cargo systems – scheduled for delivery by October 2008.

## Black Hawks to See New All-Composite Tailcone

**GKN Aerospace** of Tallahassee, Ala. and **Sikorsky Aircraft**, Stratford, Conn., teamed with the Army's ManTech Program Office, completed in early December the design, development and manufacture of the six UH-60 Common Composite Tail Cone (CTC) test units for Black Hawk helicopters. The new all-composite tail cone met critical goals in reduced weight, parts count, and tooling and manufacturing costs. The CTC uses the advanced, lightweight material X-Cor that replaces traditional honeycomb-in-sandwich structures and incorporates a paint-less high quality, durable finish that integrates the color into the skin laminate at the lay-up stage. As a result of this program, the long-term production potential is for up to 1,000 tail cones over the next 20 years.

## Army and Bell Agree to Develop CBM Technologies

The Army's Aviation Applied Technology Directorate and **Bell Helicopter** of Fort Worth, Texas, signed a cooperative agreement Nov. 30 to develop and mature state-of-the-art condition based maintenance technologies. The purpose of the 50/50 cost sharing three-year technology investment agreement is to develop and demonstrate an integrated set of diagnostic, prognostic and system health assessment technologies to support the Army's Operations Support and Sustainment Technology objectives and enable transition to a CBM program.

## Hamlin Now GM for AFS

L-3 Vertex Aerospace President Ed Boyington announced Nov. 27 the appointment of **John Hamlin** as general manager of **Army Fleet Support, LLC**, at Fort Rucker, Ala. Hamlin is a retired Army aviator with over 20 years experience in aviation operations and logistics, retiring from active duty in

1995. He commanded two battalions: the 308th Atk. Hel. Bn., 3rd Armored Division; and the 2nd Sqdn., 17th Cav. Regt., 101st Abn. Div., during Operation Desert Storm. Prior to accepting his new leadership position, Hamlin served as the director of Operations and Administration, overseeing the Human Resources, Information Technology Support, and Communications departments and was responsible for all AFS staff integration. AFS supports the Army and Air Force aviation training programs with logistical maintenance support to over 500 aircraft at Fort Rucker.



John Hamlin

## GE Awarded Army Advanced Turbine Engine Contract

**General Electric**, Lynn, Mass., was awarded Nov. 21 a multi-million dollar contract by the Army for the next phase of the Advanced Affordable Turbine Engine (AATE) program. GE will continue to collaborate and invest in state-of-the-art engineering and design proficiencies that help develop the next-generation of attack and utility helicopter engines. The AATE objective is to develop a 3,000-shaft-horsepower engine to demonstrate advanced gas turbine technology which improves power performance and fuel consumption characteristics and also enhances part durability and reliability. These attributes are needed to meet the emerging endurance and cruise requirements associated with future Army platforms.

## MX-20 Selected for Army's Aerostat Systems

**L-3 WESCAM**, of Burlington, Canada, a subsidiary of L-3 Communications, announced Nov. 20 the delivery of their MX-20 electro-optical and infrared (EO/IR) imaging turrets to **Lockheed Martin** in Akron, Ohio, for the Army's tethered Aerostat Systems program. LM's Aerostat systems are equipped with MX-20 imaging sensors to provide continuous surveillance, detection, identification and communications capabilities for U.S. forces world-



wide. The Aerostats are assembled and its integrated sensors, ground stations and mooring systems tested at LM's Defense and Surveillance Systems business in Akron. LM delivered its first tethered aerostat system containing an MX-20 turret to the Army in 2004.

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

**EADS North American Defense**, Arlington, Va., was awarded Dec. 12 a \$213.7M contract for Army's UH-72A Lakota light utility helicopter. Work should be completed by Sept. 30.

**The Boeing Co.**, Ridley Park, Pa., was awarded Dec. 12 a \$5.5M contract for CH-47 Chinook landing gear. Work should be completed by March 30, 2016.



# POTM

## PEOPLE ON THE MOVE

### PROMOTION SELECTIONS

The fiscal year 2007 Colonel Army competitive category selection board results were released Nov. 27. AAAA congratulates the following 38 aviation branch related officers.

### OPERATIONAL AVIATION

148	Baer, Robert A. *
166	Biland, Kenneth J. *
121	Brown, Robert S. *
103	Choi, Fredrick S.
158	Devito, Timothy P.
215	Gayler, William K. *
70	Gentzyel, Ray D. *
110	Giles, Carl L. *
195	Hinsdale, Adam R.
99	Kilroy, Patrick J.
137	Koenig, Steven T. *
161	Laganelli, John F. *
90	Larsen, James E. *
95	Manzo, Fred V. *
98	McFadden, Brian S. *
82	McHugh, John M. *
115	Muth, Frank M. *
136	Myers, Deborah A. *
120	Popovich, Michael L.
*232	Pyott, Michael D. *
71	Reap, Vincent M. *
170	Reist, Paul K. *
39	Rice, Terry L. *
17	Singer, Laura L.
194	Stinger, Russell *

### OTHER CAREER FIELDS

113	Banks, Bernard B. *
*146	Bassett, David G.

47  
AC

43	Busch, Steven R. *	AC
46	Davison, William J. *	43
49	Korycinski, Donna K.	47
128	Marion, Robert L. *	AC
116	Mason, Patrick H.	AC
71	Murray, Charles S.	45
12	Pacello, Francis S. *	AC
*137	Pippin, Bradley W.	49
2	Purvis, James W. *	59
105	Seltz, Stephen S. *	57
66	Switzer, Michael R. *	AC

\* Below the Zone

\* = AAAA Member

\* = Life Member

### Career Fields

43	= Human Resources
45	= Comptroller
47	= Academy Professor
49	= Opns, Research & System Analysis
57	= Simulation Operations
59	= Strategic Plans & Policy
AC	= Acquisition Corps

### PROMOTIONS

The Human Resources Command released Nov. 20 the fiscal year 2008 Army active component Master Sgt. selection board results. AAAA congratulates the following 117 senior aviation NCOs.

SEQ #	NAME	PMOS	RMOS
32	Allen, Gregory T.	15S4	15Z5
9	Anderson, Charles R.	15P4	15P5
3	Bailey, Christopher	15R4	15Z5
55	Barrett, David E.	15S4	15Z5
24	Bauer, Horst K.	15T4	15Z5

86	Berry, Drew M.	15T4	15Z5
4	Birgenheier, Jeffrey	15K4	15Z5
101	Blessing, Jay M.	15U4	15Z5
80	Botsford, Richard H.	15T4	15Z5
29	Bouie, Necolius Jr.	15K4	15Z5
77	Brooks, Bernard Jr.	15K4	15Z5
85	Brown, Harold D.	15Y4	15Z5
14	Brown, Kimberly A.	15Q4	15P5
93	Bryan, Joshua M.	15R4	15Z5
7	Bunch, Ben Jay	15T4	15Z5
75	Byer, Michael A.	15K4	15Z5
102	Carithers, Shannon	15K4	15Z5
58	Carlston, John A.	15S4	15Z5
62	Cook, Ricky A.	15T4	15Z5
20	Cruz, Javier	15T4	15Z5
63	Davis, Hassan S.	15T4	15Z5
46	Decipulo, Julius C.	15R4	15Z5
20	Deeds, Bailey A.	15P4	15P5
18	Digeorgio, Steven	15T4	15Z5
96	Evans, Timothy J.	15J4	15Z5
1	Foster, Scott H.	15K4	15Z5
6	Frasier, Joseph R.	15Q4	15P5
13	Freeman, Marlon G.	15P4	15P5
56	Frey, Harold J.	15S4	15Z5
2	Gilbert, Brian K.	15R4	15Z5
45	Godaire, Roger A.	15R4	15Z5
59	Goin, James W.	15S4	15Z5
3	Gonzales, Alisa M.	15P4	15P5
64	Gonzalez, Gerardo	15S4	15Z5
8	Grainger, Anthony D.	15Q4	15P5
88	Grantham, Brian N.	15T4	15Z5
84	Harper, Kennick I.	15T4	15Z5
97	Harrington, William	15K4	15Z5
11	Hatfield, Ruben W.	15R4	15Z5
67	Hemp, Jeffrey L.	15U4	15Z5
70	Hendrix, Michael S. *	15T4	15Z5
19	Hill, Robert L. *	15J4	15Z5
79	Horn, Michael J.	15T4	15Z5
27	Howe, Kenneth E.	15R4	15Z5
33	Hull, Barry W.	15U4	15Z5
25	Inman, James T.	15R4	15Z5
100	Jones, Casey A.	15J4	15Z5
26	Jones, Hiram L.	15Q4	15P5
21	Kruszynski, Kurt D.	15U4	15Z5
4	Lamm, Beale	15Q4	15P5

Promotion List continued on page 44

Lockheed Martin Electronics and Fire Control, Orlando, Fla., was awarded Dec. 11 an \$80.6M contract for logistical support for the AH-64 Apache modernized and legacy target acquisition designation sight assembly and pilot night vision sensor assembly system. Work should be completed by Dec. 31, 2008.

L3 Communications Corp., Arlington, Texas, was awarded Nov. 30 a \$9.9M mixed-line-item contract from the Program Executive Office for Simulation, Training and Instrumentation for upgrades to the Aviation Combined Arms Tactical Trainer. Work should be completed by April 30, 2009.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded a \$38M contract for H-60 Black Hawk supplies and technical, engineering and logistical support. Work will be performed in Corpus Christi, Texas, and should be completed by April 30.

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Eagle Tugs	6	USATCO	26
Fastening Systems International	19	Westwind Technologies	25
Hillcomb	33	VT Militec Corporation	1
L-3 WESCAM	5		



# POTM

## PEOPLE ON THE MOVE

### AVIATION GENERAL OFFICERS

The Army chief of staff announced Dec. 21 the Senate has confirmed the promotion of **MG John A. Macdonald** to major general and his assignment to commanding general of the Family and Morale, Welfare and Recreation Command and deputy commanding general of the Installation Management Command, Arlington, Va. Macdonald was promoted Jan. 11 and is now the CG of FMWRC and the DCG of the IMCOM.

### TRANSFERS OF AUTHORITY



**Task Force XII Hands Control to TF 49**  
COL Timothy J. Edens, facing, the commander of Task Force XII, with the help of CSM H. Lee Kennedy, carefully furled the colors of the 12th Cbt. Avn. Bde. during a Dec. 3 transfer of authority ceremony held at Logistics Support Area Anaconda, Iraq. TF XII passed responsibility for support of the Multinational Corps-Iraq to Task Force 49 from Alaska. Instead of going home, the TF XII headquarters element moved to Camp Taji to assume command of the Multinational Division-Baghdad aviation task force. TF XII is comprised of the 4th Sqdn., 3rd Armored Cav. Regt. from Fort Hood Texas; the 3rd Bn., 158th Avn. Regt.; and a logistics element from the 412th Avn. Spt. Bn., both from Katterbach, Germany. Task Force 49, led by Chandler C. Sherrell, and CSM Richard Mitchell, is from Fort Wainwright, Alaska, and assumed command of 2-159th Avn. Regt., 5-158th Avn. Regt., 2-147th Avn. Regt., 412th ASB, TF Hawk and Co. B, 3-158th Avn. Regt.



**Mission Complete for "1st Attack"**  
CSM Ismael Medina Jr., the senior non-commissioned officer for 1st Bn., 227th Avn. Regt., 1st Air Cav. Bde., assisted by LTC Christopher Walach, left, commander, cased their unit colors Dec. 4 during an end of mission ceremony at Camp Taji, Iraq. "1st Attack," an AH-64D Apache helicopter battalion, ended 15 months of mission support and conducting 24-hour operations for ground troops in Iraq. The 4th Sqdn., 3rd Armored Cav. Regt. is now responsible for 1-227th Avn.'s area of responsibility under Task Force XII.



**"Spearhead" Battalion Heads Home**  
LTC Michael Shenk, left, and CSM Christopher Amagliani, the command team from 3rd Bn. "Spearhead," 227th Avn. Regt., 1st Air Cav. Bde., case their unit colors following a Dec. 24 transfer of authority ceremony at Camp Taji, Iraq. The transfer ceremony passes the authority for the assault helicopter mission within Multinational Division-Baghdad from the 3-227th Avn. to the "Storm Riders" of the 3rd Bn., 158th Avn. Regt., 12th Cbt. Avn. Bde., now a part of Task Force XII. LTC Jay Macklin and CSM Chad Cuomo lead the 3-158th Avn., the primary element of Task Force Storm, taking over the air assault mission in MND-B area after five months of serving with Multinational Corps-Iraq at Logistics Support Area Anaconda. The "Spearhead" Soldiers returned to Fort Hood, Texas in mid-January.

### NEW UNIT ACTIVATION



### Night Stalkers Add Battalion

COL Kevin Mangum, commander of the 160th Special Operations Aviation Regiment (Airborne), unveiled the colors of the new 4th Battalion for the first time during the unit's Dec. 6 activation ceremony at Fort Lewis, Wash. Nearly two years ago to the day, the regiment held a ceremony at Fort Campbell, Ky., to recognize the beginning of a provisional fourth battalion. From 2005 to today, the unit has grown from 137 Soldiers to about 400 and grown to five companies: two MH-47G Chinook heavy assault companies, one MH-60 Black Hawk medium assault company, a maintenance company and a headquarters company. LTC James Dugan, 4th Bn. commander, lead the unit through initial stand up, moving it to Fort Lewis, testing the regiment's new MH-47G helicopters and executing the battalion's first combat deployment to Afghanistan earlier in 2007. The 4-160th establishes a presence on the West Coast, focused on the Pacific Command area of responsibility, and builds capacity for support to more special operations forces more often. The MH-60 aircraft for Co. B should arrive later this summer.

### COMBAT AWARDS



### Air Medals and CABs

**SPC Robert Knudsen** with Co. A, 2nd Bn., 3rd Avn. Regt., received an Air Medal and the Combat Action Badge from LTC Alex Covert, 2-3rd Avn. commander, Dec. 15 at Camp Striker, Iraq. Knudsen was among 29 members of alpha company who earned the Air Medal and was one of 15 Soldiers to receive the CAB. The CAB was awarded for an incident in November when aircrews were delivering passengers to Combat Outpost Cahill and the outpost received incoming fire.





ARMY PHOTO BY JACQUE NELLE

#### Rucker Soldier Awarded Purple Heart

MG Virgil L. Packett II, commanding general of the Army Aviation Warfighting Center, presented the Purple Heart to **CW3 James Williamson** during a Dec. 5 ceremony at Fort Rucker, Ala. Williamson was deployed to Iraq with 1st Sqdn., 17th Cav. Regt., 82nd Cbt. Avn. Bde., from Fort Bragg, N.C. On Sept. 16, Williamson made a refuel stop with his co-pilot CW2 Scott Chachere at a forward operating base, when it was hit with mortar rounds. Since they were the closest reconnaissance aircraft available, they accepted a request to find out who was responsible for the attack. After a short search, Williamson spotted two men running from a mortar tube in an open field. While Williamson was descending and explaining the enemies' location to his co-pilot, he was struck on the left side of his helmet and slumped over the controls. Chachere regained control of the descending aircraft and transported Williamson back to the FOB where they had refueled just minutes before. Doctors removed Williamson's helmet and bullet fragments from his face and around his eye. "It actually went through my clear visor, went through my hairline, out my helmet" Williamson said. The first request for Williamson's Purple Heart was denied due to missing paperwork, but his wife, CPT Jennifer Williamson, a Staff Judge Advocate trial defense attorney, was determined to see the medal pinned on her husband's chest. After two years, Williamson, who is a standardization instructor-pilot with Training and Doctrine Command Systems Manager for Armed Reconnaissance Helicopter, received the medal.

From a Field Report by Michelle Owens, Fort Rucker Public Affairs Office



ARMY PHOTO BY CPT. MICHAEL HOSKINS

#### Bronze Star Awarded

MG Joseph F. Fil Jr., left, the 1st Cav. Div. commanding general and Multinational Division-Baghdad commander, awarded the Bronze Star medal Nov. 29 to **CW2 Rafael Rodriguez**, a UH-60 Black Hawk maintenance test pilot with Co. A, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Bde., during a ceremony at Camp Taji, Iraq.

#### RE-ENLISTMENTS



ARMY PHOTO BY SPC JACQUAN HIGGINS

#### Band of Brothers

Specialists **Chris**, center, and **Nick Duncan**, twin brothers from Bothell, Wash., and both AH-64D Apache helicopter mechanics with Co. B, 615th Avn. Spt. Bn., 1st Air Cav. Bde., took the oath of enlistment Nov. 19 from MAJ Shawn Czechowski, Co. B commander, at Camp Taji, Iraq. The brothers have served alongside each other since basic and advanced individual training, at their first duty station, then a deployment to Afghanistan and now together in Iraq.



ARMY PHOTO BY SPC RICK BLUM

#### Brooks Meets Brooks

BG Vincent Brooks, left, the Multinational Division-Baghdad deputy commanding general for Support, speaks with **SPC Chelsea Brooks** from Co. E, 3rd Bn., 227th Avn. Regt., 1st Air Cav. Bde., after her Dec.

12 re-up ceremony during a visit to Taji, Iraq. Following the reenlistment, the senior Brooks switched nametapes with the younger Brooks as he said he does whenever he comes across a Soldier that shares his last name to show them that he is thinking about them. The general visited Taji during a relief-in-place ceremony between the 1st ACB and Task Force XII, led by the 12th Cbt. Avn. Bde.

#### SPOTLIGHT



ARMY PHOTO

#### Aviation Soldier Helps Celebrate Guard's Birthday

A young Guard aviation Soldier with Co. E, 3rd Bn., 142nd Avn. Regt., had the honor of cutting a ceremonial cake during a birthday celebration for the New York National Guard on Dec. 13 in the Department of Military and Naval Affairs auditorium in Latham. **PV2 Ashley Corsi** joined with MG Joseph J. Taluto, N.Y. State Adjutant General, CSM Robert Van Pelt, N.Y. ARNG command sergeant major, and Command Chief Master Sgt. Hardy Pierce, senior non-commissioned officer of the N.Y. Air Guard. The difference in general to private rank symbolizes the current and future leadership in the National Guard. Above: Van Pelt, left, and Pierce, right, help to steady the cake while Taluto and Corsi cut it with a sword.



ARMY PHOTO BY SGT MICHAEL LITTLE

#### Aviation Troops Sing at Vikings Game

Three National Guard Soldiers deployed with Task Force XII had the honor of singing the national anthem during a Minnesota Vikings game from Iraq. Above (l to r) **SGT Willard Barnett**, **SPC Jennifer Stiglet** and **SGT Frank Degele** sang "The Star-Spangled Banner" Nov. 18, via satellite from Logistical Support Area Anaconda, before nearly 63,000 fans attending the Vikings versus the Oakland Raiders game in the Minneapolis Metrodome. Soldiers and families from their unit, 2nd Bn., 147th Avn. Regt. ARNG, were honorary guests at the game. The Vikings won 29 to 22.



# POTM

## PEOPLE ON THE MOVE

Promotion List continued from page 41

6	Leonard, Mark E. *	15T4	15Z5
34	Lizama, Peter N.	15R4	15Z5
91	Lopez, Rodolfo	15Y4	15Z5
54	Maloney, William M.	15K4	15Z5
37	Manuel, Andrew P.	15U4	15Z5
12	Marker, Christopher *	15R4	15Z5
73	Martin, Terrance J.	15U4	15Z5
30	McClamb, Michael A.	15K4	15Z5
18	McCormick, Edward A.	15P4	15P5
42	McEwan, Lance H.	15K4	15Z5
43	McQueen, Timothy J.	15S4	15Z5
69	Meeks, Marvin J.	15T4	15Z5
15	Meyer, Jovana E.	15Q4	15P5
99	Minardi, Angelo T.	15U4	15Z5
19	Minus, Benjamin I.	15Q4	15P5
40	Moesch, Daniel D.	15T4	15Z5
74	Nixon, Alfonso II	15K4	15Z5
16	Olson, Carl D.	15T4	15Z5
95	Opron, Steven M.	15K4	15Z5
82	Orr, Stacy E. *	15T4	15Z5
98	Ortiz-Figueroa, Ivan	15U4	15Z5
92	Overbey, Timothy V.	15T4	15Z5
25	Penia, Juan M.	15P4	15P5
13	Perkins, Randal K.	15U4	15Z5
15	Ponton, Michael A.	15R4	15Z5
11	Porter, David M.	15Q4	15P5
5	Pritchett, Steven R.	15U4	15Z5
65	Quichocho, Roque R.	15S4	15Z5
68	Ralston, Gregory P.	15T4	15Z5
17	Razey, Elwyn R.	15P4	15P5
5	Reeves, James A.	15P4	15P5
23	Rickert, David P.	15T4	15Z5
41	Riddell, Eric A.	15S4	15Z5
36	Robertson, Phillip	15K4	15Z5
47	Sanchez, Juan J.	15R4	15Z5
76	Sanderlin, Russell	15K4	15Z5
7	Shafer, Steven K.	15Q4	15P5
66	Sigmund, Anthony K.	15K4	15Z5
14	Simpson, Kirk A.	15R4	15Z5
72	Snyder, Daniel L.	15U4	15Z5
17	Spies, Thomas A.	15T4	15Z5
51	Stahl, Nathan D.	15T4	15Z5
26	Stubblefield, Benni	15S4	15Z5
61	Tarras, Timothy R. *	15T4	15Z5
81	Telesco, Michael V.	15U4	15Z5
57	Thacker, William A.	15Y4	15Z5
2	Tindal, Joseph M.	15Q4	15P5
48	Trawick, Jon L.	15R4	15Z5
50	Trent, Bradley E. *	15T4	15Z5
52	Utter, Karl E.	15K4	15Z5
21	Valentine, Antwoine	15P4	15P5
10	Vallieria, Steven P.	15T4	15Z5
8	Varvactor, John L.	15T4	15Z5
22	Varna, Richard G. *	15T4	15Z5
94	Varvais, James C.	15K4	15Z5
39	Wagner, Robert L.	15U4	15Z5
22	Walker, Wayne M.	15P4	15P5

83	Washington, Chandar	15T4	15Z5
10	Webber, David L. Jr.	15P4	15P5
38	Weber, Todd G.	15K4	15Z5
89	White, Erica L.	15T4	15Z5
53	White, Willie E.	15R4	15Z5
24	Whitman, Brandi N.	15P4	15P5
9	Winkler, Patrick G.	15T4	15Z5
1	Witmer, Sandy J.	15Q4	15P5
87	Wood, Christopher W.	15T4	15Z5
44	Wood, Grace E.	15K4	15Z5

\* Below the Zone  
= AAAA Member  
\* = Life Member

### FLIGHT SCHOOL GRADUATES

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

#### Class 08-03, 28 Officers, Graduated November 30

##### ABOLC

LT Daniel A. Sears *	DG
LT Alexander N. Chung *	HG
LT Roscoe D. Brunson III *	
LT Larry D. Combs *	
CPT James N. Magee *	
LT Jonathan A. Uran *	
LT Curtis M. Williams Jr.	
LT Nicholas W. Young *	

##### AWOBC

WO1 Mathew C. Heffelfinger *	DG
WO1 Jorge M. Madrid	HG
WO1 Robert A. Weber *	HG
WO1 Jared R. Clift *	HG
CW2 Joseph B. Ankrom	
WO1 Mark L. Baranowsky *	
WO1 Kenneth R. Bochat *	
WO1 David H. Christman *	
WO1 Thomas E. East II *	
WO1 Christopher K. Fyffe	
WO1 Zachary S. Hartmann *	
WO1 William T. Missiewicz *	
WO1 Scott A. Murray *	
WO1 Ryan L. Otto	
WO1 Kristopher A. Paulson	
WO1 William B. Price	
WO1 Fernando Rico Jr. *	
WO1 Brian M. Shiles *	

WO1 John L. Taylor \*

WO1 Luke T. Teel \*

#### Class 08-04, 50 Officers, Graduated December 13

##### ABOLC

LT Jill M. Rahon *DG	
LT Gregory C. Fisher *	HG
LT Ryan C. McQuarrie *	HG
LT Samuel J. Fjellanger *	HG
LT Christian A. Abney	
LT Marcus R. Alford Sr.	
LT Christopher J. Aviles *	
LT Eric R. Burgan *	
LT Sean T. Cattanauch *	
LT Katty A. Dillbeck	
LT Patrick T. Dowd	
LT Joshua W. Dowdy *	
LT Scott W. Fixmer II *	
LT Robert J. Heightman *	
LT Joel A. Lewis *	
LT Taylor G. Markward *	
LT Rulon P. McVay	
LT Jerome A. Reitano III *	
LT Samuel J. Russo	
LT Thomas C. Simpson *	
LT Kevin P. Stramara	

##### AWOBC

WO1 James N. Bueby	DG
WO1 Stephen L. Cory *	HG
WO1 Matthew T. Clevenger	HG
WO1 Phillip E. Hebson	HG
WO1 John D. Martin *	HG
WO1 Michael J. Lopez	CLG
WO1 Peter P. Bjorkman	
WO1 Doug W. Canapy	
WO1 Ryan S. Carroll	
WO1 Andrew M. Condon *	
WO1 Stephen H. Craws *	
WO1 Trevor J. Gardner	
WO1 Nicholas A. Garmon *	
WO1 Brandy L. Gaynor-Matoriello *	
WO1 William J. Haynes	
WO1 Robert W. Herlt Jr.	
WO1 Justin R. Laenen	
WO1 Wayne S. Loeser	
WO1 Jedidiah E. Mathis	
WO1 Michael J. McDonald	
WO1 Jose L. Mendez *	
WO1 Chad A. Murphy	
WO1 David Nieves *	
WO1 Brad M. Posey	
WO1 Gregory J. Schulte *	
WO1 Neil J. Soulsby *	
WO1 Nicholas D. Tabler *	
WO1 Michael J. Walsh *	
WO1 David A. Weidenhamer *	

DG = DG

HG = HG

CLG = Commandant's List Graduate

\* = AAAA Member

\* = Life Member



# RECOGNIZE EXCELLENCE



## NOMINATIONS ARE NOW BEING ACCEPTED FOR THE 2009 ARMY AVIATION HALL OF FAME

MAY 1, 2008 DEADLINE

Now is the time to submit your nominations for the 2009 induction  
into the Army Aviation Hall of Fame.

Official nomination forms along with a list of the current  
Army Aviation Hall of Fame members can be found on the  
AAAA website at [www.quad-a.org](http://www.quad-a.org).

Nominations must be received in the  
AAAA National Office on or before May 1, 2008

AAAA National Office - 755 Main Street, Suite 4D, Monroe, CT 06468-2830  
Tel (203) 268-2450 Fax (203) 268-5870



## IN MEMORIAM

### LTC William A. Howell



LTC Howell

Retired LTC William "Bill" A. Howell II, 88, of Ozark, Ala., died Dec. 14 at Ozark Health and Rehab following an extended illness. Howell was an AAAA Charter and Life member, a 2001 Army Aviation Hall of Fame inductee, a Cub Club member, and an Order of St. Michael Silver award recipient.

Born Nov. 2, 1919 in Climax, Ga., Howell went on to have a distinguished Army career. He enlisted in the Field Artillery in 1938 and went on to earn an Infantry commission via the Officer Candidate School at Fort Benning, Ga.

He fought in World War II in the North African and Italian campaigns as an Infantry platoon leader and company commander receiving the Silver Star for bravery in the Cassino offensive in 1944. He became an Army liaison pilot in 1946, graduating with Class P-29 at Fort Sill, Okla.

In January 1951, during the Korean conflict, Howell served as an aviation advisor to the Korean Army — helping to establish air sections using mechanics and WWII fighter pilots trained by the Japanese. He created units and established two schools to train new pilots and mechanics. He also took part in the United Nations' first counter-offensive, for which he received Korea's 3rd highest decoration, the Chung Mu Distinguished Service Medal with Gold Star.

During his 26-year career, Howell commanded the 4th and 506th Transportation Companies (Helicopter), the 3rd Avn. Bn., and the Transportation Corps Test Activity.

His most notable command was the Army's Presidential Flight Detachment. In 1957, Howell was called to organize and command the Army's first executive flight support unit for President Dwight Eisenhower. Howell organized and set the standards for the detachment for four years, including engineering an air conditioner and flotation devices for the president's VCH-3 helicopter. His efforts led to the award of the American Helicopter Society's Koessler Trophy, which Eisenhower personally attended.

A master Army aviator rated in 14 different airplanes and six helicopters, he accumulated over 5,000 flight hours, including 312 combat hours and four Bronze Stars.

After retiring from the Army, he was in charge of the logistics contract at Fort Rucker, Ala., but left that position to establish the U.S. Army Aviation Museum and become its first curator and director for 11 years. Howell served continuously on the Army Aviation Museum Foundation's board of directors until his death.

He was married for 50 years to the late Caroline Greenleaf Howell of Raleigh, N.C.; then married Jean Walker of Ozark in 1994, sharing ten years of marriage before her death in 2004. Howell is survived by his son William A. Howell III of Birmingham, and other family members.

The family requests any donations in Howell's memory be made to the Army Aviation Museum Foundation, P.O. Box 620610, Fort Rucker, AL 36362.

Howell was laid to rest Dec. 17 in the Montgomery Memorial Cemetery.

## FALLEN HEROES

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

### Operation Iraqi Freedom



SPC Henley

**SPC Melvin Lee Henley Jr.**, 26, of Jackson, Miss., died at Camp Striker in Baghdad on Nov. 21 during a non-combat related incident.

He was assigned to the 603rd Avn. Spt. Bn., 3rd Cbt. Avn. Bde., based at Hunter Army Airfield, Ga.

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

## AAAA National Executive Board Nominations

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



## UNEXPECTED VETO OF THE NDAA

President Bush used the pocket veto by not signing the National Defense Authorization Act (NDAA) on Dec. 31 after learning the Act contained a provision believed to imperil billions of dollars of Iraqi assets at a crucial juncture in that nation's reconstruction efforts. A pocket veto takes effect when the President fails to sign a bill in 10 days while the Congress is adjourned.

Sen. Frank R. Lautenberg (D-NJ), the bill sponsor, reportedly intended the provision to allow American victims of terror to hold accountable the perpetrators supported by countries such as Libya, Iran and Iraq under Saddam Hussein.

The President sent the bill back to Congress with his specific objections that he believes can be resolved without litigation when Congress returned on Jan. 15.

A .5 percent of the 3.5 percent pay raise for service members expected in January will be delayed until the Defense Finance and Accounting Service can respond to President's actual signing of the NDAA.

## 2008 NDAA HIGHLY BENEFICIAL

The large number of benefit improvements came in response to new requirements from current wars, the needs to bring DOD benefits in line with the rest of government, and modern changes.

The AAAAA, as a member of the TMC, seeks further improvements in the readiness of our country's active and reserve component forces and in the quality of life of our Soldiers, dependents, veterans and retirees.

Some of the authorized National Defense Authorization Act benefit improvements include:

- A planned military pay raise of 3.5 percent beginning in January for active, Guard and Reserve personnel.
- Full immediate concurrent receipt for disabled retirees with at least 20 years of service who have been deemed unemployable.
- Combat-Related Special Compensation for all chapter 61 retirees with less than 20 years of service who suffer from combat or operations caused conditions.
- Locked TRICARE fees that prohibit the increases in basic fees, including pharmacy copays in FY08.
- Selected reserve members have 10 years after separation to use Guard/Reserve GI Bill benefits earned from active service.
- Selected reserve members who spend at least 3 years on active duty can earn up to 80 percent of the active GI Bill benefit under the G/R GI Bill.
- Wounded Warrior Care requires comprehensive plan of care, management and transition of wounded service members by this July 1. Requires recovery, medical and non-medical care case managers for recuperating service members and establishes maximum caseloads for each.



## LEGISLATIVE REPORT

COL Curtis J. Harlick (Ret.)

AAAA Representative to The Military Coalition (TMC)

- Wounded Warrior Family Support authorizes medical care, training and job placement service for family members of recovering service members with serious injury or illness; and authorizes leave from civilian employers for family members of injured personnel.
- VA Health Care for 5 years (versus 2) of automatic VA health care eligibility for members who serve in a combat theater.
- Establishes the Chief of the National Guard as a 4-star position.
- Implements a fully interoperable electronic DOD/VA health record and joint interagency office to serve as a single authority for the development and administration of the system.

## 110TH CONGRESS COMPLETES SESSION

The House and Senate Joint Conference Committee agreed Dec. 14 on the National Defense Authorization Act (NDAA).

On Dec. 19 the majority party in the House approved a \$555B omnibus bill to fund the rest of the government for fiscal year 2008 by relenting to the President's demand for supplementary budget war funds and meeting his discretionary spending cap of \$933B.

This bill was passed 272-142 and provided \$70B against a Supplementary Budget Request of \$196.4B for the Iraq and Afghanistan Wars.

The Executive Branch accepted the movement of funds from its budget items to the majority party's priority projects, over 9,000 special projects (earmarks) at \$7.4B, the classification of some of the spending as emergency funding to avoid being counted under the spending cap, and reduced requirements in the 2006 Secure Fence Act for the border with Mexico.

The domestic spending bill included a relief of one year from the unintended inflation expansion of the Alternative Minimum Tax for an estimated 22M taxpayers.

In the spring the President and the Congress must reach agreement on funding the remainder of the war supplemental budget request, \$126.4B, needed for war operations during the rest of the year.

## JANUARY IS CRDP/CRSC OPEN SEASON

Beginning in late December retired service members eligible for both Concurrent Retirement and Disability Pay (CRDP) and Combat-Related Special Compensation (CRSC) will receive an open-season election form and

must submit it (postmarked) during January.

Federal law states eligible retirees may receive either CRDP or CRSC. CRSC is specifically for retired veterans with combat-related injuries that may be applied for via [www.crsc.army.mil](http://www.crsc.army.mil). Many retirees who are not aware that they qualify for the relatively new CRSC should apply for the payment, which is paid with the tax-free full concurrent receipt in addition to retired pay beginning at a VA disability rating of 10 percent for qualified combat-linked injuries. CRDP is for veterans with service-connected injuries that may be applied for via [www.dod.mil/dfas/retiredpay/concurrentretirementanddisabilitypay.html](http://www.dod.mil/dfas/retiredpay/concurrentretirementanddisabilitypay.html).

In general concurrent receipt for CRDP payments with retired pay are in a 10-year phase-in for qualified individuals with a VA disability rating at 50 percent and greater.

## PAYDAY LOAN LAW IMPLEMENTED

The payday loan law approved by President Bush in 2006 was implemented on Oct. 1, 2007.

The law caps interest rates for military personnel at 36 percent and prohibits the use of a personal check or other methods to access the borrower's bank account. Additionally, the military community can provide alternate emergency financial assistance to include:

- A Commanders' Referral program allows Soldiers to request an interest-free loan and receive a check on the same day.
- An emergency food program.

## INJURED KEEP COMBAT-RELATED BONUSES

DOD confirmed that medically discharged troops do not have to repay enlistment bonuses and those who have not received their full bonus will continue to receive installments. Clerical errors were reported to be responsible for several actions to the contrary.

Rep. Jason Altmire (D-PA) introduced Dec. 17 the strongly supported H.R. 3793, Veterans Guaranteed Bonus Act of 2007, bill to enforce the DOD procedure by law.

## VA SECRETARY CONFIRMED

Dr. James Peake was confirmed Dec. 14 as the Secretary of Veterans Affairs.

Peake rose from a decorated infantry platoon leader in Vietnam through 40 years of medical service to become the first physician and general to lead the VA.

*Continued on page 48*



## LEGISLATIVE REPORT *continued*

### MEDICARE AND TRICARE RATES

The TMC was successful in encouraging Congressional support to waive, for the first 6-months of calendar year 2008, the 1997 law that requires a 9.8 percent cut to the reimbursement rates for Medicare and TRICARE healthcare providers. The purpose is to maintain the current rate structure to encourage doctors to continue treating their patients and to accept new patients, particularly in remote locations.

The AAAA (with the TMC) looks forward to supporting the Congressional review of healthcare provider rates in the coming months to establish an equitable rate structure for the future.

### SHINGLES VACCINE AVAILABLE

In response to an Oct. 19 decision by the Centers of Disease Control, Zostavax—the herpes zoster vaccine for shingles—is now offered to enrollees 60-years or older in accordance with the reimbursement agreements in their TRICARE plans. Since the vaccine is covered by Medicare Part D, TRICARE for Life beneficiaries

who are not treated at a military facility may have to pay most or all of the cost until they have met their annual deductible.

In response, the TMC is seeking to have the vaccine placed in Medicare Part B and treated as a preventative measure that is exempt from the annual deductible.

The Zostavax vaccine must be given by TRICARE providers to qualify for reimbursement. It may not be available at every physician's office because of refrigeration requirements and the vaccine must be used within 30 minutes of opening.

### JOIN THE VETERANS HISTORY PROJECT

The Veterans History Project (VHP) was commissioned by Congress in 2000 to gather and archive the personal recollections of U.S. wartime veterans and civilians who supported our armed forces. You are encouraged to explore the VHP website: [www.loc.gov/vets](http://www.loc.gov/vets) to consider how you might become involved, to share your personal story and to assist others to become involved. You may send in your written or oral combat reports, articles from the battlefield and recorded oral history information of

your older relatives and friends whose stories and voices you wish to record as part of your family history and our national history.

### TSGLI IS IMPLEMENTED WIDELY

The Traumatic Service members' Group Life Insurance or TSGLI, was established by Congress to provide relief to Soldiers after suffering a traumatic injury and to their families and approved by President Bush on May 1, 2005. It provides between \$25K and \$100K in relief based on the severity of a traumatic injury(s). As of Nov. 1, 2005, service members pay an additional dollar per month for TSGLI as a required part of the Service members' Group Life Insurance program. Other qualifying troops are covered retroactively to Sep. 1, 2001. Visit [www.tsqli.army.mil](http://www.tsqli.army.mil) for more information.

### SOME VA PAYMENTS RULED TAX FREE

Veterans Affairs "Compensated Work Therapy" payments to disabled veterans were rendered as no longer taxable by an IRS agreement with a U.S. Court decision that also supported obtaining refunds for the last 3 years. Visit [www.va.gov](http://www.va.gov) to learn more.

#### NEW AAAA

##### ORDER OF ST. MICHAEL RECIPIENTS

###### GOLD

MG James E. Simmons

###### SILVER

COL Eduardo Guillerre

CW5 William R. Tompkins

###### BRONZE

COL Charles K. Torrence, Ret.

CW3 James C. French

CW3(R) William C. Roberts

SGM Sheryl M. Solomon

CW4 Danny W. Andrews

SGM Deborah L. Songer

CPT Matthew J. McGuire

CSM Roy N. Williams

LTC Robert B. Morgan

CW4 Gerald D. Morrow

CW4 Gerald Kammer

SGM Ronnie L. Crouch

COL Kevin P. Robinson

MAJ Andrew B. Decker

William T. Ingram

MG Donald C. Storm

COL John C. Burns

SFC Fabian Susuico

SSG Jamie Elliott

SSG Aldo DeJesus

LTC Paul J. Belobrajdic

MAJ Christopher W. Wingate

MAJ Allen G. Hahn

MAJ Anthony E. Arthur

CW4 John S. McConnell

LTC Frederick H. Jensen

Tammy H. Tuttle

MAJ Michael F. Burns III

Juan de la Cruz

MSG Ricky A. Rehkop

LTC Samuel E. Lamb

MAJ Samuel E. Denton, Ret.

CW3 Michael D. Benton

DAC Thomas S. Oldham

DAC Franklin C. Harrison

Mr. Robert W. Veatch

CW4 Robert A. Price, Ret.

CW4 David P. Gross

CSM Scott B. Babb

#### ACES

CW3 Kevin R. Edwards, Jr.

*Stonewall Jackson Chapter*

#### SOLDIER OF THE MONTH

SGT Joseph A. Hardin

November 2007

*Bluegrass Chapter*

PFC Michael D. Cameron

November 2007

*Jimmy Doolittle Chapter*

PFC Nathan L. Simmons

November 2007

*Jimmy Doolittle Chapter*

SSG Lavader Perry

August 2007

*Foodon Chapter*

#### SOLDIER OF THE YEAR

PFC Christopher C. Cawse

*Jimmy Doolittle Chapter*

#### NCO OF THE YEAR

SGT Lorenzo L. Brooks

*Jimmy Doolittle Chapter*

#### NEW LIFETIME MEMBERS

2LT Edward F. Gobora

SFC Christopher Messerle

COL Dale W. Taylor, Ret.

#### NEW INDUSTRY PARTNERS

Vertical de Aviación Ltd.

#### LOST MEMBERS:

Adams, Brent M., WO1 (06)

Adams, Jeffroy C., CPT (07)

Adrianco, James R., 1SG (06)

Ambrust, Chris A., MAJ (07)

Barnard, Jeremy J., 2LT (06)

Baxley, Pauline M., SGT (07)

Bell, Jacob E. (07)

Bowerman, Mark (03)

Cannon, Pat (04)

Carr, Jeff (02)

Charlton, Guy R., CW5 (07)

Condon, Andrew M., WO1 (06)

Copeland, Mia C. (06)

Craig, Charles E., SGT (06)

Crankshaw, Ronald S., MSG (06)

Cunningham, Marcus E., CPT (01)

Dalecky, William, COL (02)

Deas, Torrey A. (06)

DeLeon, Gloriano, SSG (07)

Donald, Amber L. (06)

Driggs, Julio (05)

Fields, Raymond J., CPT (07)

Fry, Mark B. (06)

Funk, Stephen J. (06)

Grambrill, Lucas W., WO1 (06)

Glenn, Deborah A., CDT (05)

Grady, Donny H. (06)

Grimsley, James E., SGM (02)

Hansen, David, SFC (07)

Harvest, Marshall G., SFC (07)

Hawes, Joseph C., SGT (06)

Hays, Martin F., 2LT (07)

Henderson, Karen M., 1SG (07)

Hernandez, Andrew R., PFC (08)

Hodge, Wavell C., COL (04)

Hoeslecher, Brian J., CPT (06)

Hurley, Benjamin J., PFC (06)

Hutchinson, Eddie J., WO1 (06)

Jones, Paul J., WO1 (06)

Knecht, Carlo, SGT (07)

Laing, Jeffrey M., CPT (05)

Lanove, David M., WO1 (06)

Maluszewski, Mike (06)

Maust, Marty R., WO1 (04)

Oglesby, Ann C. (04)

Oldenbuttel, George, SPC (07)

Perry, Brett S., 2LT (07)

Perdue, Christopher, CPT (04)

Ravenberg, Dana, CW4 (06)

Robinson, Eric, SGT (07)

Solinas, Steven M., CW3 (07)

Sample, Douglas, MSG (06)

Sanders, Robert E., LTC (07)

Schreder, Ken (04)

Schrock, Dustin J., CPT (05)

Schwilk, Andrew W., CDT (06)

Smith, Michael R., CW5, Ret. (06)

Tamburelli, Vince (06)

Taylor, Anthony D., LTC (07)

Tishan, Michael (04)

Turner, Eric C., SFC (04)

Turner, William E., COL (07)

Wagner, David M., 1SG (06)

Weese, David M., CPT (07)



## NEW MEMBERS

### MEMBERS WITHOUT CHAPTER AFFILIATION

PFC James B. Belleville  
CW5 Bradley E. Brummett  
2LT Thomas M. Budge  
PFC Dustin Q. Cahn  
PFC Brent G. Carey  
1LT Kenneth B. Evans  
CW4 Brian R. Fox  
Angie Garcia  
CW5 David M. Gaston  
PFC Scott A. Hrivnak  
MAJ Frank P. Intini III  
PV2 Michael D. Kinkadee  
PFC Gregory A. Lano  
LTC Collier H. Lipplo  
Fernando Lopez  
Juan C. Lozano  
CW5 Jamie L. Martin  
PFC Patrick M. Martin  
SSG James V. Masl  
MAJ Charles C. Moore  
LTC Ralph R. Myers Jr.  
SPC Brandon D. Sedinyer  
MAJ Douglas R. Smith  
1LT Nicole A. Smith  
SGT Jonathan V. Stroyer  
Francisco A. Torres  
Carlos M. Uribe  
CW2 Dave T. Vrandh  
WO1 Reginald A. Williams  
**AIR ASSAULT CHAPTER**  
**FORT CAMPBELL, KY**  
SSG Derin R. Coates  
SSG Roderick T. Wiley  
**ARIZONA CHAPTER**  
**MESA, AZ**  
Saloshi Fujiwara  
Thomas D. Olney  
**AVIATION CENTER CHAPTER, FORT RUCKER, AL**  
WO1 Mark S. Alexander  
WO1 Gregory D. Anthony  
2LT Andrew C. Arbogast  
2LT Sidney L. Baker  
2LT Michael C. Ballmann  
WO1 Clarence R. Behan  
WO1 Bryan K. Blair  
WO1 Timothy L. Bowen  
2LT Cherith A. Boylan  
2LT Ryan M. Brown  
2LT David L. Butler  
WO1 Andrew M. Cashen  
WO1 Tomas M. Castro  
WO1 Daniel J. Choi  
2LT Nicholas L. Craig  
2LT Steven E. Day  
2LT Timothy A. Devine  
WO1 Michael F. Digne  
2LT Patrick J. DuBois  
2LT Nathan W. Filer  
2LT Patrick G. Forrester  
WO1 Jason W.L. Gainer  
2LT Gerald D. Gangarun  
2LT Donovan D. Groh  
2LT Jonathan D. Hawk  
2LT Brian E. Hernandez  
Dr. Lance Hogan  
WO1 Samuel D. LaGoy  
WO1 Juan P. Lopez  
2LT Brian M. Matthews

WO1 Christopher P. Miller  
WO1 Brendon C. Murphy  
WO1 Shaun J. Perez  
WO1 Zachary L. Perry  
2LT Michael S. Poling  
WO1 James A. Pressley  
WO1 Donald P. Rafford  
WO1 Joshua R. Robinson  
CW3 Jacob M. Roe III  
2LT Willard A. Rose  
WO1 Matthew J. Sandbothe  
WO1 Michael D. Shoup  
2LT Johnny W. Sokolosky Jr.  
CW2 Michael W. Spencer  
2LT Aaron W. Stark  
2LT Brandon F. Staub  
WO1 Christopher R. Tribodeau

### BLACK KNIGHTS CHAPTER WEST POINT, NY

CDT Nicholas E. Kalitka  
CDT Victor A. Munoz

### BLUEGRASS CHAPTER FRANKFORT, KY

SSG David W. Allom  
SPC Richard F. Ashbrook  
SPC Marcus H. Avery  
WOC Jason D. Guilman  
SGT Joseph A. Hardin  
SSG Cleveland Joyner  
Freddie W. Maggard II  
SGT Scott A. Mains  
SPC Eric L. Paxton  
SSG Matthew E. Singer  
BG Edward W. Tonini, Ret.  
MSG Kevin I. Wilkins

### CENTRAL FLORIDA CHAPTER, ORLANDO, FL

CW4 William R. Hutchinson, Ret.

### Cyndi Rosenberger COLONIAL VIRGINIA CHAPTER, FORT EUSTIS, VA

MSG Shane M. Ross

### CONNECTICUT CHAPTER STRATFORD, CT

SPC Rodney R. Puckerin  
Richard C. Zellner V

### CORPUS CHRISTI CHAPTER

SGM Charles J. Beckman  
Javier G. Valle

### DELAWARE VALLEY CHAPTER, PHILADELPHIA, PA

Greg Vavroch

### FLYING TIGERS CHAPTER FORT KNOX, KY

SFC James C. Chilton  
1LT Michael R. Garcia  
Rob J. Hay

### GRIFFIN CHAPTER ANSBACH, GERMANY

SGM Samuel Tyre Jr.

### IRON MIKE CHAPTER FORT BRAGG, NC

CW3 Richard J. King  
1SG Maurice L. Terry

### JACK H. DIBRELL/ALAMO/ FORT SAM HOUSTON, TX

LTG Wayne D. Marty, Ret.

### MAJ Troy D. Neuth MAJ Michael C. Moloney

### JIMMY DOOLITTLE CHAPTER, COLUMBIA, SC

PFC Michael D. Cameron  
SPC Michael Chambers

PFC Shenale Ellis  
PFC Nathan L. Simmons

### MICHIGAN GREAT LAKES CHAPTER

SGT Daniel I. Thomas

### MIDNIGHT SUN CHAPTER ANCHORAGE, AK

CW5 James A. Noe

### MORNING CALM CHAPTER SEOUL, KOREA

PV2 Jaihana Alfonso

PV2 Doosan Baek  
PFC Hans J. Baldrapp

PFC William L. Baker  
PFC Louis G. Bamberger

PFC Samuel C. Bennett  
PFC Houston J. Brandon

SPC Francisco R. Campos  
SPC Scott Carlisle

PFC John M. Carson  
SPC Kyle R. Caspersen

PVT Alexander C. Castle  
SSG Maurice A. Caudillo

PFC Caleb M. Caulder  
PFC Jonathan K. Chan

PFC Jae W. Chi  
Tae Chin Choe

PFC Michael S. Cole  
SFC John W. Collins

CPL Joseph H. Converse  
PFC Christopher B. Cox

CPL Dustin Crawford  
PFC Jienaku G. Cunningham

SPC Nicholas J. Daley  
SPC Gregory D. Dash II

SPC Andrew J. Dlass  
SPC Michael J. Davis

SPC Michael L. Davis  
PFC Nigel Davis

SGT Shadrach A. Davy  
PV2 Beatriz Diaz

SPC Roberto Diaz  
SPC Brendon W. Driscoll

SPC Gerald V. Fields  
SPC Matthew R. Fisher

PFC Don C. Fonseca  
SPC Daniel L. Francisco

PFC Richard J. Galante  
SPC Nelson R. Garrido

SGT Michael A. Geordon  
SPC Jason R. Gibson

SPC Matthew P. Godbold  
PFC Patrick K. Gore

PFC Christopher J. Grant  
PV2 Bethany L. Hans

PFC Michael A. Harris  
PV2 Carlos E. Hernandez

PFC Bradley Herron  
PFC Casey J. Hokanson

SPC Edward D. Holt  
PV2 Craig B. Hornaday

WO1 James Johnson Jr.  
SPC Jonathan Q. Johnson  
PFC David G. Kakuse

PFC Michael D. Kane  
SPC Cory D. Kelly

PFC Gabriel K. Kelly  
PFC David S. Kennedy

Chongkuk Kim  
Tae Yong Kim

Wongki Kim  
SSG Dan M. Kruithof

PFC Kimberly A. Laird  
PFC Marcus C. Lance

SGT Ho G. Lee  
PFC Shinwook Lee

PFC Russell J. Leuschner  
SGT Clifford E. Livesay

SPC Jason D. Lowman  
SSG Ian K. Lumgaiz

SPC Anthony L. Lyman  
PFC Patrick T. Lynch

PFC Gary T. Matthews  
PFC Glenn M. Mayer

PFC Alan A. Mays  
SFC Molly A. McCray

MAJ Clifton R. McCready  
SGT Kyle R. McKee

SFC Cleveland McNabb  
PFC Michael J. Mendolia

PFC Gregory Meyer  
PFC Joseph R. Miles

SPC William O. Miller  
CPL Judson M. McNamara

PFC Joshua P. Moehring  
PFC Charles K. Montgomery

PFC Clifton P. Morrow  
PFC Derreck E. Mott

PFC Justin D. Mott  
PFC Moya L. Moye

PFC Terrell J. Murphy  
PFC David E. Newberry

PFC Ryan A. Newell  
Kyongnak No

Uyong Park  
PFC Joshua P. Parnell

PFC Roger W. Pennington  
PFC Aaron T. Pesholt

SGT Kenneth A. Ramirez  
PFC Justin A. Radtke

PFC Mark J. Renkal  
SPC Jason Rochelaev

SPC Todd R. Roe  
SFC Steve E. Rogers

PFC Jose D. Salazar  
PFC Michael S. Salmon

PFC Corey J. Samford  
SGT Eric M. Scott

PFC Ian E. Sechler  
CW3 Travis N. Sitter

SGT Scott M. Smith  
SPC Sean C. Smith

PFC Robert C. Snyder  
SPC Jonathan D. Staples

SGT Rodney J. Startha  
PFC John A. Steigenberger

PV2 Christopher L. Stewart  
PFC Alvin Strong

PFC Javier J. Sustaita  
PFC Leland F. Sutter

PVT Michael A. Swistek  
PFC Cristian L. Taganachel

PFC George B. Taylor  
PFC September N. Taylor

SSG William J. Thompson

PFC Jermaine N. Vanzie  
PFC Drew A. Vertrees

PFC James E. Varpahl  
SPC Michael E. Waldren

PFC Cody J. Walker  
CPL Michael Weintraub

SPC Steven C. Womack  
SPC James L. Wood

PV2 Jeffrey L. Woodworth  
PV2 John V. Woyanowski

PFC Aaron Yoon  
Tong Hyun Yu

SPC Vladimir Zaslavovich  
SPC Vincent R. Zeupilofung

### NORTH COUNTRY CHAPTER FORT DRUM, NY

SFC Alan B. Ludington  
1SG Scott E. Nutter

### PHANTOM CORPS CHAPTER FORT HOOD, TX

WO1 Neil A. Covington  
Jon A. Nash

### RIO GRANDE CHAPTER EL PASO, TX

CPT Heath B. Buckley

### SOUTHERN CALIFORNIA CHAPTER

LOS ANGELES, CA  
SGT Patrick J. Garcia

SPC Jesse L. Horn  
SSG John J. Jamieson

SGM Timothy D. Lowe  
CW2 Bruce O. Solheim, Ret.

LTC Mark A. VanDyke  
STONEWALL JACKSON CHAPTER

SANDSTON, VA  
SGT Wesley A. Green

CW2 Geoffrey W. Mann  
SPC Cheron M. Puryear

SPC William B. Trole  
TENNESSEE VALLEY CHAPTER, HUNTSVILLE, AL

Meissa J. Black  
Sara M. Covey

Mitch Deik  
CW3 Johnnie E. Eslinger, Ret.

John S. Hilliard Jr.  
CW3 Alfred R. Reed, Ret.

Tammy R. Sims  
VOLUNTEER CHAPTER

SMYRNA, TN  
1LT Amanda L. Brunel-Wolfe

1LT Paul R. David  
CW4 Rita F. Wilson

### VOODOO CHAPTER NEW ORLEANS, LA

SSG Robert N. Dressner

### WASH.-POTOMAC CHAPTER, WASHINGTON, DC

PFC Robert L. Bassham  
SFC Margaret M. Compton

CW3 James M. Speicher, Ret.  
WESTERN NEW YORK CHAPTER, ROCHESTER, NY

CW2 Thomas A. Shultz

### WRIGHT BROTHERS CHAPTER, COLUMBUS, OHIO

WO1 Mark E. Davis





PHOTO BY LTC JAMES BENSON

## Air Assault Chapter

The AAC held its quarterly social and meeting Nov. 30 with over 120 members in attendance at the Sportsman's Lodge Lounge at Fort Campbell, Ky. President COL Ronald Lewis provided a chapter update with elections of the following new officers. Senior Vice President: LTC Clayton M. Hutmacher, V.P. for Programs: LTC John C. White, V.P. for Publicity & Membership: CW4 Stacy L. Owens, V.P. for Scholarships: CW3 Tracey L. Bailey, V.P. for Enlisted Affairs: CSM John L. Chandler, V.P. for Industry Affairs: retired LTC Bob Johnson and retired COL Hawk Ruth, Secretary: MAJ Vanessa N. Benson, BG James McConville, 101st Abn. Div. assistant division commander for support, served as a guest speaker providing remarks. Pictured above with the new chapter officers are retired COL Ted A. Crozier, center (red shirt), Air Assault Chapter founder, and retired COL Bobby H. Freeman.



PHOTO BY CWO MATTHEW T. WELLEY

## Bluegrass Chapter

Newly promoted **SGT Joseph A. Hardin**, a flight operations specialist with Kentucky Army National Guard, is the BGC's Soldier of the Month for November. MAJ Gary D. W. Lewis, left, commander of Co. C, 1st Bn., 134th Avn. Regt., with 1SG Timothy D. Walton, presented Hardin with CPL Eddie Ward Memorial Soldier of the Month award Dec. 1 during the unit's drill at the Army Aviation Support Facility in Frankfort. Hardin excelled during recent preparation for a major command readiness evaluation, working long hours and making immediate contributions in readiness and records management for his unit.



PHOTO BY CWO MARK GRASPH

## Bluegrass Chapter

The BGC held its 10th chapter meeting since forming and their annual Christmas party on Dec. 13 in Lexington, Ky. A highlight of the evening was the presentation of a \$500 gift from Precision Lift, Inc., makers of the Hell-Basket, from CW5 Dean Stoops, chapter Vice President for Legislative Affairs, to President COL Benjamin Adams III. Stoops received the donation from fellow BGC member Donald "John" Tollenaere, owner of Precision Lift. Tollenaere wanted to donate \$500 to help support deployed troops overseas, so he sent in a generous gift to the BGC. The chapter is in the process of donating the money to Kentucky Army National Guard Family Readiness Group in Frankfort to fulfill Tollenaere's wishes. Pictured above (l to r) are: 1LT Susan Matsubara, V.P. for Scholarships; Adams, Stoops and COL Phillip Miller, V.P. for Awards.



ARMY PHOTO BY DAVID ALTMAN



COURTESY PHOTO



## Bluegrass Chapter

MG Donald C. Storm, the Adjutant General of the Kentucky National Guard, presented the Silver award of the Order of St. Michael to **COL Benjamin F. Adams III** during the chief of staff's meeting Dec. 5 at the Boone National Guard Center in Frankfort, Ky. Adams was awarded the Silver OSM as a benchmark of service for distinguishing himself as the commander of the 63rd Theater Avn. Bde. and the Army Aviation Support Facility for Kentucky; and as the Udairi Army Airfield commander while deployed to Kuwait in support of operations Iraqi Freedom and Enduring Freedom. He is also the president of the Bluegrass Chapter.

## Flying Tigers Chapter

Retired **MSG Joe Randall Mitchell** was inducted into the Honorable Order of St. Michael on Dec. 1 during the occasion of the 8th Bn., 229th Avn. Regt. holiday ball. FTC President MAJ James Posey, assisted by LTC Troy Kok, center, 8-229th commander, presented Mitchell with the Bronze award and certificate. Mitchell was one of the original crew chiefs with the "Flying Tigers" during World War II and has been an inspiration to aviation Soldiers for the last 70 years. During the evening, Soldiers were able to spend time listening to and talking with Mitchell as he explained how aircraft maintenance was performed in the 1940s and how he and his fellow enlisted troops helped develop and guide maintenance practices that are used today.

NASA PHOTOS



## High Above the Best

Retired Air Force Col. Pamela A. Melroy and commander of the STS-120 space shuttle mission helped to induct a fellow astronaut into the Honorable Order of St. Michael on Nov. 3. Following completion of the final space walk, inset photo, to repair a torn solar blanket on the International Space Station and still attired in his extravehicular mobility unit spacesuit, **COL Douglas H. Wheelock** was awarded the bronze OSM medallion in the Quest airlock aboard the ISS. Wheelock, an Army astronaut with Johnson Space Center in Houston, Texas, was honored for his years of service and contributions to the Aviation branch and in conjunction with his first space flight as a mission specialist. After circling the Earth 238 times in 15 days and traveling 6.25 million miles, including three walks in space, Wheelock and the STS-120 crew safely landed back in Florida on Nov. 7. Pictured here, Melroy drapes the OSM medallion in zero gravity around Wheelock's neck.





COURTESY PHOTO

## Volunteer Chapter

Retiring Guardsman **CSM Roy N. Williams**, right, was inducted into the Order of St. Michael during his Dec. 1 retirement ceremony at the Army Aviation Support Facility #1 in Smyrna, Tenn. VC President and Army National Guard State Aviation Officer LTC Kris E. Durham presented Williams with the Bronze medallion and certificate. Williams served in various aviation assignments for over 35 years, including as a crew chief, mechanic, technical inspector, platoon sergeant, company 1st sergeant, a command sergeant major, and most recently as the State's command sergeant major and senior enlisted leader for the Tennessee National Guard Joint Forces Headquarters in Nashville. He plans to work as a volunteer with the Employer Support for Guard and Reserve (ESGR) program.



PHOTO BY CUS MARK GRAPIN

## Bluegrass Chapter

BC President COL Benjamin F. Adams III congratulated **CPT Gabriel "Gabe" D. Spicer** on Dec. 13 for becoming the 200th member to join the Frankfort area chapter, presenting him with a certificate of appreciation. The Bluegrass Chapter is one of AAAA's fastest growing chapters since it was formed in 2007 and is comprised mostly of Army National Guard members.

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PHOTO BY REGINA TURNER

## Show Me Chapter

A husband and wife team was inducted into the Honorable Orders of St. Michael and Our Lady of Loreto July 31 in Springfield, Mo. SMC President COL Kevin Robinson honored **LTC Robert B. Morgan** with a Bronze OSM and **Carrie Morgan** with the OLL pin during a retirement ceremony at the 1107th Aviation Classification Repair Activity Depot. Morgan served as the 1107th deputy commander and displayed exceptional leadership, technical expertise and selfless service during his 28 year career in the Army and Army National Guard. Carrie has supported her husband for over 37 years and supported each unit chain of command her husband was assigned with, providing countless hours of volunteer support to the units and family members. The National Guard family wishes to express sincere appreciation for the Morgans' contributions and continued support of Soldiers and their families. Pictured above (l to r): Robinson, Carrie and Robert Morgan, LTC William J. Thomas and CSM Jerry W. Ferguson.



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

ALAMY PHOTO BY U.S. STEPHEN MARTIN



### Bluegrass Chapter

BGC President COL Benjamin F. Adams III presented the Bronze award of the Order of St. Michael Dec. 10 to retiring **MG Donald C. Storm**, the Adjutant General of the Kentucky National Guard. Storm was honored with an OSM Induction during his farewell ceremony in the main hangar of the Army Aviation Support Facility in Frankfort, Ky. He was nominated for his significant contributions to Army aviation, which included assisting in the stand-up of the Bluegrass Chapter, his substantial command emphasis and support in bringing CH-47 Chinook helicopters and the force structure to the Kentucky ARNG, as well as expanding the aviation footprint across the commonwealth. Storm is now enjoying retirement at his home in Elizabethtown.



PHOTO BY NEDRA TURNER

### Show Me Chapter

SMC President COL Kevin P. Robinson, right, inducted retiring **CW4 Gerald D. Morrow** into the Order of St. Michael and presented him with the Bronze award June 10 in Springfield, Mo. Morrow, a Missouri Army National Guardman, served with distinction and honor for over 37 years. He has displayed exceptional leadership, technical expertise and selfless service to the Army Aviation war fighting community. In his final assignment, his extensive experience and comprehensive knowledge in aviation maintenance was an invaluable asset to the 1107th Aviation Classification Repair Activity Depot. Morrow now lives and works in Lebanon, Mo.

PHOTO BY CPT ROBERT QUAYMON



### Northern Lights Chapter

In conjunction with her promotion ceremony on Dec. 1, **MSG Sara Carter** was inducted into the Honorable Order of St. Michael at Fort Wainwright, Alaska. LTC Nicholas Snelson, commander of the

6th Sqdn., 17th Cav. Regt., promoted Carter and presented her with the Bronze award medallion. Carter previously served as a flight operations NCO in charge with the 159th Med. Co. (Air Ambulance) in Wiesbaden, Germany, who nominated her for the OSM. She has served admirably in aviation since 1992, including in the combat zones of Somalia and Afghanistan. She has coordinated aviation support for multiple high-profile joint and combined missions in Europe, as well as personally serving on a joint staff with a NATO element in Turkey. Her attitude of continuous learning enables her to quickly adapt to the changing technology of aviation operations and to develop her subordinates to the utmost of their ability. She is now assigned as the operations NCO in charge with 6-17th Cav. Pictured here are her son Robert Carter with Carter and Snelson.



PHOTO BY JOE SAUREZ

### Show Me Chapter

SMC President COL Kevin Robinson honored **SGM Ronnie L. Crouch** and **Linda Crouch** with their inductions into the Honorable Orders of St. Michael and Our Lady of Loreto Oct. 12 in Sedalia, Mo. Robinson presented the Bronze OSM medallion and OLL pin to the Crouchs during a retirement ceremony. Ronnie, the aviation operation chief for the 20th Cbt. Avn. Bde. headquarters, retires after over 37 years of active duty and Army Guard service. He was responsible for teaching, mentoring, and supporting legions of Soldiers, NCOs and officers in all aspects of aviation during his career. Linda was honored for her sacrifices and support for her husband, the Army, and the Soldiers and their families. She served as a family readiness group leader and provided countless hours of volunteer support. The Missouri Army National Guard family thanks the Crouchs and wishes them well. Picture here (l to r) are: Robinson, Linda and Ronnie Crouch, and CW4 Ed Smith. The Crouchs now live and work in Monett.



## ARMY AVIATION MAGAZINE

### Upcoming Special Focus:

#### FEBRUARY

Program Manager Hardware  
Updates  
Transformation

#### MARCH/APRIL

AAAA Convention Issue  
25<sup>th</sup> Anniversary of Aviation Branch

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

## Upcoming Events

### 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 4-9 **ARNG State Avn Officers Conference**  
Washington DC
- April 6-9 **AAAA Annual Convention**,  
Gaylord National, Washington, DC
- April 12 **25th Anniversary of the Aviation Branch**

### MAY 2008

- May 20-23 **AHS Annual Forum & Technology Display**,  
Montreal, Quebec

### JULY 2008

- July 2-6 **VHPA 25th National Annual Reunion**  
Washington, DC



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I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine *Army Aviation*, and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitable contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary

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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.***

## **CHIEF WARRANT OFFICER 4 DONALD R. JOYCE ARMY AVIATION HALL OF FAME 1986 INDUCTION**

A "working aviator" who always strove to be above the best, CW4 Donald R. Joyce is one of those rare individuals who, in his 26-year Army career, always sought out the training and flying assignments, the additional duties, and the challenging career opportunities that would exceed the "norm" expected of him.

Graduating from the first warrant officer class in April 1955 at Camp Rucker, Ala., Joyce was among the first aviation warrant officers selected for the Fixed Wing Qualification Course and was a member of the first Aviation Warrant Officer Advanced Career Course.

A solid achiever, Joyce was a four-time honor graduate of his Fixed Wing, AC-1 Caribou, Rotary Wing Instrument Flight Examiners, and his Aircraft Maintenance Officer qualification courses.

Joyce was qualified in over 30 types, models and series of fixed and rotary wing aircraft, and has flown several Air Force and Navy aircraft on special missions and test projects.

He was awarded the Army Master Aviator Badge at his 15-year mark with 6,000 flying hours — twice the minimum requirement — and both fixed-wing and rotary-wing special instrument cards.

During his career he earned two Distinguished Flying Crosses and 39 Air Medals.

On one notable occasion, he self-deployed with his Caribou unit from Fort Benning, Ga. to Vietnam by way of Greenland, Europe, the Middle East and Thailand.

As his aviation experience grew, Joyce became an early spokesman for flight pay equality for aviation warrant officers — volunteering his personal time, energy and funds.

A highly competent journalist and an unfrocked Army aviation historian, his photo stories were published in many military journals and publications.

Army Aviation and being an aviation warrant officer has been his life throughout his career.

Controversial at times and always dedicated, he's been ready whenever duty called.





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