

2008 CONVENTION ISSUE

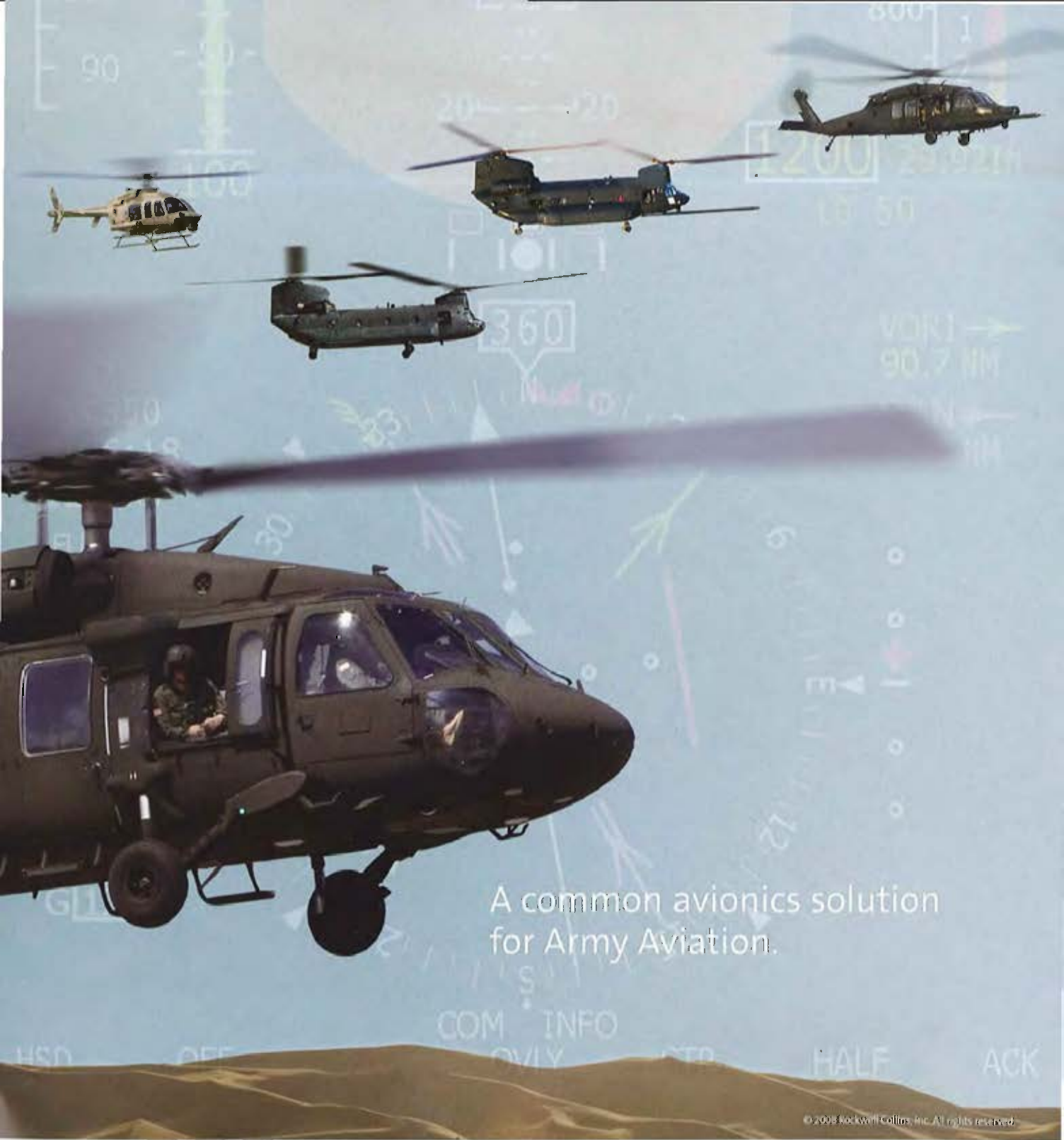
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32

Contents

March/April, 2008, Vol. 57 No. 3&4

SPECIAL FOCUS

Convention Update

- 12** 25 Years of Army Aviation
Securing Aviation's Role in
the Profession of Arms
By MG Virgil L. Packett II

- 22** The Aviation Branch
25 Years of Great Service
By CW5 Randall Gant



42

- 32** Looking Back at a Quarter
Century of Our Great History
and Service
By CSM Donald R. Sanders

- 36** U.S. Army Aviation and
Missile Life-Cycle Management
Command Update
By MG James R. Myles

- 42** Army Aviation
Supporting the Soldier
By Paul Bogosian

25th Anniversary

- 8** Congratulation Star Notes

- 48** Looking Back as We Look
Ahead to the Next 25 Years
of Army Aviation
By GEN (Ret.) Edward C. Meyer

- 52** Transforming Army Aviation
to Defend America in the
21st Century
By GEN Richard A. Cody

AAAA CONVENTION

- 60** AAAA Convention Schedule
64 AAAA Executive Board
66 AAAA Exhibit Halls
70 AAAA Listing of Exhibitors
and Locations (Yellow Pages)
74 AAAA National Award
Winners
82 AAAA Hall of Fame Inductees

FEATURES

- 84** Ownership of Our Soldiers
By BG William H. Forrester
86 We Have Come A Long Way
By Ululani Packett
90 Aviation Honors Best
Battalions with Parker Awards
By James Bullinger
92 2007 Functional Awards
By James Bullinger



22

DEPARTMENTS

AAAA New Members	100
AAAA News	106
Advertisers Index	96
Briefings	4
Calendar	109
Fallen Heroes	104
Hall of Fame	110
Industry News	96
In Memoriam	104
Legislative Report	103
Membership Application	109
People on the Move	98
President's Cockpit	6

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ON THE COVER

PAID ADVERTISEMENT: In 2007 Boeing Rotorcraft delivered 36 Chinooks and 42 AH-64D Apache helicopters to the U.S. Army and international customers, meeting scheduled commitments, on time and on cost. *Caption provided by the advertiser.*

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

2008 Air Traffic and Airspace Seminar

The US Army Aeronautical Services Agency will hold its annual Air Traffic and Airspace Seminar April 21-24 in Addison (north Dallas), Texas. This seminar provides training in accordance with Army Regulation 95-2 for AT&A officers. Other invitees include installation and garrison commanders and reps, range management and airfield personnel, state aviation officers, ATC facility managers and other interested people. The agenda and reservation forms are available at www.usaasa.belvoir.army.mil. Call (817) 222-5920 or DSN 477-2920, or email: stan.smith@faa.gov or murphy.hochee@faa.gov. RSVP by April 8.

N.C. Guard Gets New Longbows

The North Carolina National Guard celebrated the fielding of the Guard's second operational AH-64D Longbow attack reconnaissance battalion on Jan. 6 in Morrisville. The **1st Bn., 130th Avn. Regt.**, has received the first 12 of 24 new attack helicopters; the remaining aircraft will be fielded by the end of 2008. The **1st Bn., 285th Avn. Regt.**, Arizona ARNG, was the first unit two years ago and the **1st Bn., 151st Avn., S.C. ARNG**, is next for fielding. Pictured here, MG William Ingram Jr., state adjutant general, makes his remarks as State Representatives Greer Martin, left, and Ty Harrel listen.



ARMY PHOTO BY MAJ MATT HANDLEY

Alaska Faces MAST Program Loss

The Army's deployment of an aeromedical evacuation unit from Fort Wainwright to either Iraq or Afghanistan will end a vital service to civilians in Alaska July 1. **Co. C, 1st Bn., 52nd Avn. Regt.**, a HH-60 unit, provides emergency medical support through the Military Assistance to Safety and Traffic service, known as MAST. Gov. Sarah Palin, state and local officials have raised concerns about the loss of the entire unit, which will leave people who need emergency aid in remote areas without a fast option for help. MAST service in other states has been dropped, with Hawaii losing their MAST program last July.

CORRECTION:

In the December issue a co-author credit should have been given to **LTC Frank W. Tate** for the article "Lightning Strike: Aviation Employment Concepts from the Battlefields of Iraq" with COL A.T. Ball. The version of the article we received did not list Tate as the co-author.

UPCOMING AWARDS DEADLINE DATES TO REMEMBER

MAY 1, 2008

- ★ Nominations for the 2009 Army Aviation Hall of Fame Induction ★
- ★ AAAA Scholarship Packets Due ★

JULY 1, 2008

- ★ Nominations for the ASE Awards ★
- ★ Nominations for Avionics Awards ★

AUGUST 15, 2008

- ★ Nominations for Unmanned Aircraft Systems Awards ★

Official nomination forms can be found on the AAAA website: www.quad-a.org.



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AAAA President's Cockpit



Annual Report

It's been almost a year now since the election of your current National Executive Group, and it's been a pleasure to serve with Rod Wolfe, Dan Petrosky and Howard Yellen.

Together we're building on the foundation of our new by-laws and mission statement: "AAAA: Supporting the U. S. Army Aviation Soldier and Family."

Specifically, our vice president of Membership, retired MG Joe Bergantz has re-crafted our "Ten Reasons to join AAAAA" with help from CW5 Mark Grapin, our outstanding Bluegrass Chapter secretary.

This effort sparked us to completely revise the "AAAA Info File," our base chapter operating manual.

This large three-ring binder contains every program, procedure and opportunity that AAAAA offers to our chapters and members.

Over the last few months, every chapter president and secretary has received this updated product.

We've also concentrated on representing you in Washington through the efforts of former AAAAA President MG (Ret.) Carl McNair, and COL (Ret.) Curt Herrick, our representative to The Military Coalition (TMC).

What a great job they have done in coordinating with the Army's Office, Chief of Legislative Liaison, and with the Secretary of the Army's Veterans Service Organizations.

They are using every opportunity to make sure that your needs and concerns are addressed at the highest levels.

In addition, I don't think we can overemphasize the impact of our AAAAA Senior Executive Associates under GEN (Ret.) Jack Keane.



Jack is largely recognized as key figure in the decision to undertake the very successful "surge" in Iraq and has been invaluable in guiding us to make sure Army aviation is understood by key decision makers.

Because of this great work, membership is growing at record levels.

I'm pleased to report that we were at an all time high of 17,105 at the end of 2007, and we're currently at 17,234 and climbing.

Considering the fact that the Army is about half the size it was when we last achieved these levels, this growth is quite an accomplishment.

We continue to donate hundreds of thousands of year-end dollars to many worthy causes, such as: AAAAA Chapter Welcome Home ceremonies, the Army Aviation Museum at Fort Rucker, Ala., and the museum at Fort Campbell, Ky.

We support the AAAAA Scholarship Foundation that awarded over \$250,000 last year to your children, spouses and grandchildren.

And we purchase all the wings for both our enlisted graduates of the Aviation Logistics School at Fort Eustis, Va., and for our flight students at Fort Rucker.

Let me offer a big thank you also to our steadfast industry members, who year after year step up to support

Continued on page 58

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U.S. ARMY AVIATION BRANCH

25TH ANNIVERSARY



12 April 2008

To the Men and Women of Army Aviation:

With the signing of General Order Number Six, Army Aviation became a separate branch on 12 April 1983. You adopted the motto, "Above the Best," signifying Army Aviation's relationship to the best ground forces in the world. And for 25 years, our Soldiers have come to count on the lethality, mobility and dependability that you bring to the battlefield.

We have been at war for almost seven years, fighting for our freedom, our security, and our future as a Nation. We are locked in a war against a global extremist network that is fixed on destroying our way of life. This foe will not give up easily. Faced with such a long and difficult struggle, it is useful to remind ourselves that freedom is not free and that our military exists to field forces for victory.

Through it all, Army Aviation has been an essential branch of our warfighting team. In fact, never before has your branch been so important to the overall success of the Army. You ensure the warfighters on the ground have what they need to perform their mission – from firepower to mobility, re-supply to re-arm, and rescue to recon duties. You are the eyes, ears, and fists of the battlefield commander.

To the Men and Women who have served in this branch before you and to those of you who so proudly wear the wings of an aviator or crewmember today – whether Active, Guard, or Reserve – congratulations on your 25th Anniversary. You are truly "Above the Best."

Kenneth O. Preston
Sergeant Major of the Army

George W. Casey, Jr.
General, United States Army
Chief of Staff

Pete Geren
Secretary of the Army

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U.S. ARMY AVIATION BRANCH

25TH ANNIVERSARY



VICE CHIEF OF STAFF
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March 4, 2008

To the men and women of Army Aviation,

I joined the Army in 1968 because I wanted to fly the Cobras. I saw the legends of Army Aviation in action over the rice paddies of Vietnam and could think of no better way to serve my country than to join your ranks. Today, I stand in awe of the new legends of Army Aviation in action over the mountain peaks of Afghanistan, the roads and villages of Iraq, and countless places left unknown, but to a gallant few. Know that your country is safer and your Army better because of your service and sacrifice.

It has been an honor to fly with you.

Above the best!

Richard A. Cody
General, United States Army



HEADQUARTERS
US ARMY AVIATION WARFIGHTING CENTER AND FORT RUCKER
OFFICE OF THE COMMANDING GENERAL

March 3, 2008

Dear Aviation Branch Soldiers:

April 12, 2008, marks the 25th Anniversary of the United States Army's Aviation Branch. As we recognize this milestone, please reflect on all the great warriors, in and out of uniform, who fought and worked to build this grand Aviation Branch. Their efforts were crucial to the success enjoyed today as an integrated member of our Army's combat formations and military communities.

Army Aviation is the branch of choice to bridge warfighting functions over the full spectrum of operations. Aviation Soldiers, civilians, and Families stand ready around the world to answer the call to duty.

The last 25 years have been an exciting journey. Along the way, Army Aviation has proven its mettle in peacetime and war. The Aviation community is poised to build on this firm foundation and will continue to make us Aviation Proud and Army Strong.

"Above the Best"

Sincerely,

Virgil L. Packett II
Major General, US Army
11th Chief of Aviation



OFFICE OF THE CHIEF WARRANT OFFICER OF THE AVIATION BRANCH
UNITED STATES ARMY AVIATION WARFIGHTING CENTER
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On this, the 25th anniversary of the establishment of Army Aviation as a Branch, I would like to congratulate our aviation branch Soldiers, senior leaders, our industry partners and all those involved with Army Aviation for a quarter century of professional service. Twenty-five years ago, after years of emotional debates, Aviation became its own branch among the combat arms branches. Today we have dispelled any concerns surrounding the decision, and are an integral member of the combined arms team, and share a brotherhood with our ground force counterparts.

The road to our current success has not been unproblematic. Our recent history has found us consistently engaged in support of the Global War on Terror, while transforming in order to modernize, become modular, and be more responsive. The result of your efforts has made Army Aviation more lethal, versatile and flexible than ever before.

Your efforts, dedication and sacrifices, have not gone unnoticed, and are key in the accomplishment of our mission to find, fix, and destroy the enemy and to provide combat service and combat service support to the ground force commander.

Again, congratulations to each of you and sincere thanks for your contributions, and everything you do every day to make Army Aviation the great success that it is.

This community continues to prove that Aviation is 'Above the Best'.

RANDALL G. GANT
CWS, USA
Chief Warrant Officer of the Aviation Branch



HEADQUARTERS
U.S. ARMY AVIATION WARFIGHTING CENTER
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CONGRATULATIONS ARMY AVIATION!

As we celebrate 25 years since the founding of Army Aviation we should reflect on the untold accomplishments and sacrifices as well as the future achievements within our Aviation Branch. The Army Aviation Soldier carries an awesome responsibility as part of the combined arms team and will lead our Army in its future challenges. As our Nation fights the Global War on Terrorism, great trust and confidence is placed in the abilities of these noble warriors. An Army Aviation Soldier is a professional, a leader, and strives for the highest of standards, discipline, loyalty.

The journey for Army Aviation has been filled with unknown personal and professional challenges, rewards, but most of all a deep sense of profound pride in service to our Nation. Looking forward, we approach the future with confidence and know full well that our Nation is in the best hands possible to lead us forward.

The following quote says it best:

"To each generation comes its patriotic duty and upon your willingness to sacrifice and endure as those before you have sacrificed and endured, rests the national hope."

Once again, congratulations Army Aviation and happy birthday!

Above the Best!!

DONALD R. SANDERS
CSM, US Army
Aviation Branch Command Sergeant Major

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25 Years of Army Aviation Securing Aviation's Role in the Profession of Arms

By MG Virgil L. Packett II

As we gather for this year's AAAA convention, it is especially important to reflect on the rich history of Army Aviation. Aviation's impact across the full spectrum of operations spans many decades, but April 12, 1983 is a significant milestone.

Celebrating 25 years as a branch, Aviation continues to be a significant and relevant combat multiplier while revitalizing the air-ground legacy that was born in Korea and Vietnam.

Additionally, Aviation is pioneering new tactics, techniques and procedures with manned and unmanned (MUM) teaming. MUM teaming efforts in theater have redefined how we find, fix, finish, follow adversaries and facilitate friendly forces.

This unique approach offers the ability 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 for lethal, discriminate fires.

We're well postured to meet the challenges of the future. What incredible genius to have such a vision and to lay the foundation that has stood the test of time, friction, chaos and chance.

To retired LTG Ellis D. Parker and the deep cast of pioneers, we salute you.

But let there be no doubt, with all of the incredible tactical and technological innovations, the Soldier is our centerpiece.

It is clear by the accomplishments of our units around the world that the Aviation branch develops professional Soldiers who are physically tough, mentally adaptive, culturally astute, and embody the Warrior Ethos.

We find ourselves globally engaged and stretched, but agile and versatile enough to handle the challenges of an uncertain and complex future. We are prepared for persistent



MAJ Tal Sheppard, the assistant product manager for the Apache, briefs GEN Richard Cody on the new "Video from UAS for Interoperability Teaming Level II" system, known as VUIT-2, and how the video feed is viewable inside of the AH-64D cockpit by pilots.

conflict, changing threats, and an environment that is both multi-dimensional and rooted in the human dimension. We understand that the challenges of the future are not all kinetic in nature.

Bottom line, we also recognize that this is a long race and not a sprint.

A Gathering of Warfighters

This year's Aviation Senior Leaders Conference (AVSLC) was held at Fort Rucker from Jan. 28 to Feb. 1. The five day event served as a remarkable platform for senior leaders to share information throughout the branch.

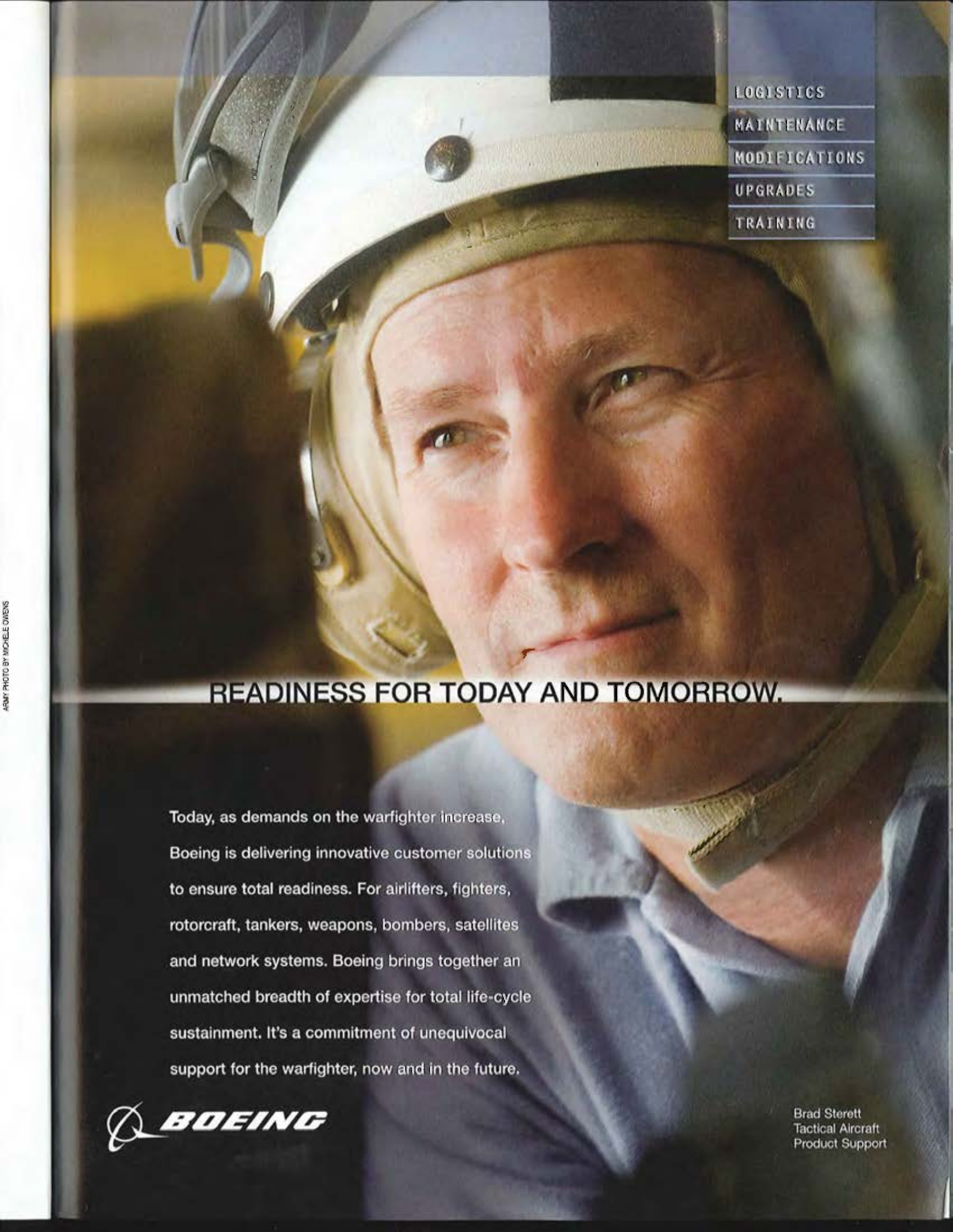
This year's theme was "Army Aviation: Staying Strong in Persistent

Conflict." The AVSLC enabled Aviation's senior leaders – our officers, warrant officers and senior NCOs – to share observations, insights, lessons learned, policies, concerns, and rapidly changing information.

It is essential that we maintain this dialog and integrate these lessons as we continue to stay strong in this persistent conflict. Throughout the conference, it was obvious that everyone shares this priority.

GEN Richard Cody highlighted current OPTEMPO metrics, demands on the force, and our success in leading and sustaining the force. He then opened the floor to questions and addressed a multitude of topics.

A secure video-conference was



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From The Aviation Branch Chief



The attendees of the 2008 Aviation Senior Leaders Conference.

ARMY PHOTO BY JANE ARMSTRONG

conducted with MG Jim Simmons in Iraq at Multinational Corps-Iraq Headquarters. Simmons cited his continued reference to Operation Iraqi Freedom as “the Second Helicopter War” and the ground commanders’ critical need for aviation to support

their varied operations.

To ensure the continued success of ongoing operations, Simmons noted key tasks that units must be able to accomplish immediately upon arrival in theater. He also highlighted areas to emphasize and train on as units

assemble for combat.

In closing, Simmons noted the value of Flight School XXI and the quality of the junior aviators being developed. He said that these new aviators arrive with a strong skill set and do not need as much train-up time to be ready to support ongoing operations.

MG Jim Myles addressed unprecedented sustainment efforts and provided his succinct assessment of our ability to sustain the fleet.

A majority of his briefing was focused on condition based maintenance and the resulting focus of decreasing the maintenance burden on the soldier, increasing platform availability, enhancing safety, and reducing operational and sustainment costs.

COL Joseph Dunaway, commander of the Corpus Christi Army Depot, provided a brief assessment on CCAD’s support efforts.

Paul Bogosian provided an informative and concise review of ongoing Program Executive Office-Aviation’s modernization endeavors since the termination of the Comanche program.

Of particular note was his assessment that nearly all of the funding associated with the Comanche decision is committed or spent.

He cautioned leaders that funds are constrained and that for every change there would be a corresponding offset against some other source.

Bogosian also stressed that PEO-Avn. was there to support the

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From The Aviation Branch Chief



ARMY PHOTO BY SFC GEORGE WELCOME

A sharing of lessons learned from combat was one of the benefits of this year's Aviation Senior Leaders Conference. Here, a OH-58D Kiowa Warrior helicopter from the 2nd Sqdn., 17th Cav. Regt., with Task Force Out Front at Jalalabad Airfield, heads out to provide security in support of the International Security Assistance Force operations in Afghanistan.

warfighter, but asked everyone to fully consider the second and third order of effects in submitting operational needs statements as they relate to ongoing program efforts.

BG Steve Mundt outlined program

challenges within the Department of the Army to reset and sustain operations. He went on to address other readiness metrics and the impact ongoing operations are having on force readiness.

Mundt stressed that some of our historical management paradigms may have to change in order to find more effective and efficient ways to improve readiness given current resource constraints.

One program that will be sustained without resource reductions is Flight School XXI.

BG Bill Forrester's Combat Readiness Center update addressed several key areas for all leaders.

He conveyed the Chief of Staff's vision on a cultural change in the way we view leadership involvement in risk management as encompassing "everyone is a leader."

Specifically, Forrester noted the CSA's overarching tenets for safety as: culture, climate, engagement and accountability, and executable plans. He also discussed "lagging indicators" and "leading indicators" and the CRC's efforts to develop more tools to capture leading indicators for a commander to use in the identification and mitigation of potential risk areas.

We had six current combat aviation brigade commanders to present topics ranging from predeployment challenges, National Training Center rotation innovations, to MUM teaming

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From The Aviation Branch Chief

efforts, and on other ongoing operational trends.

My special thanks to colonels Pat Tierney, Kelly Thomas, Clay Brock, Dan Shanahan, A.T. Ball and Danny Ball. We also had a Directorate of Evaluation and Standardization and Human Resource Center updates from COL Steve Smith and LTC Frank Muth, respectively.

And finally, as a change to the normal program, we had aircraft static displays with the new UH-72A, ARH-70A, CH-47F and UH-60M, and the Shadow UAS, along with several key technology demonstrations, one being the new AH-64D "VUIT-2" cockpit feed using Video from a UAS for Interoperability Teaming Level II, and the Tactical Airspace Integration System.

This gave our senior leaders an opportunity to physically see the fruits of our significant modernization efforts.

The briefings, demonstrations, and displays, combined with the presence of our distinguished group of "graybeards," provided a unique and productive opportunity for our senior aviation leadership. We also enjoyed the opportunity to present the LTG Ellis D. Parker Awards during the luncheon on Jan. 30.

As I listened to the senior leaders of our branch sharing their thoughts and insights, I could not help being proud of the state of the Aviation branch.

Your efforts to execute ever-complex missions while coming to grips with Army Force Generation and Transformation requirements are phenomenal.

This conference provided superb observations and updates, highlighting once again the remarkable leadership and talent throughout the entire branch.

Going Forward

Continued patience and endurance will be required during the remainder of this persistent conflict.

There are still many challenges ahead and our efforts must result in a more responsive, lethal and flexible aviation capability that will effectively support combat commanders at all levels. We are committed to our Aviation Soldiers and their families.

As we continue to capture the synergy of the entire Army community, we 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 the mission.

What an incredible "25 Years" we are celebrating. I look forward to meeting the challenges of the future standing shoulder to shoulder with you and continuing the great momentum.

Thanks to the lineage of our aviation pioneers, these brave and courageous warriors of Korea, Vietnam, Operations Desert Shield and Storm, and today's battles, our branch has arrived and secured its place within the profession of arms—as Brothers in Arms.

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.

persistent strike

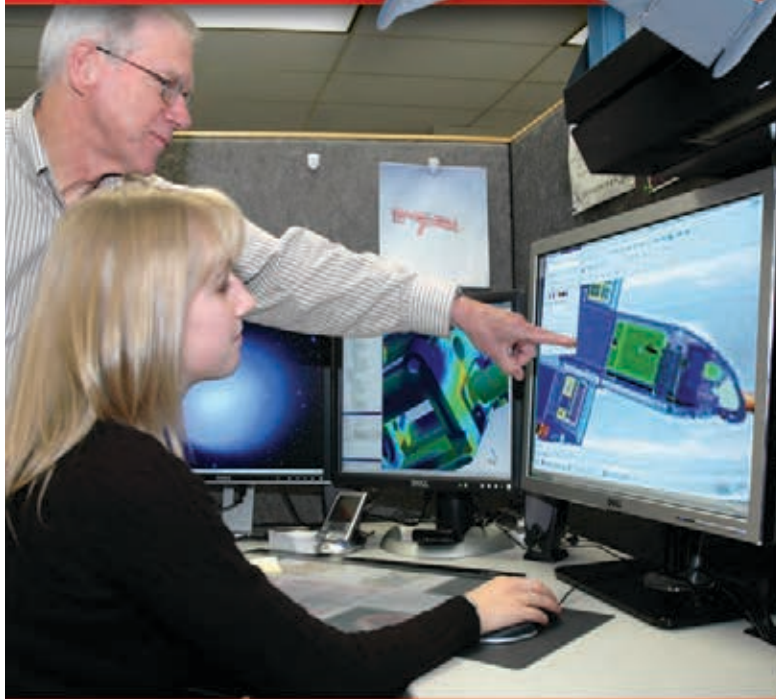
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AAI's Services unit supports Army Aviation with an award-winning performance-based contractor logistics program for RQ-7B Shadow Tactical Unmanned Aircraft Systems, including the deployment to Iraq and Afghanistan of skilled AAI field service reps to work shoulder-to-shoulder with military aircraft maintenance personnel.

Moreover, AAI Services delivers a full portfolio of support to Defense Department aviation depots and air logistics centers, optimizing maintenance processes, sustainment, parts availability, and training while minimizing customer costs.

Chief Warrant Officer of the Branch Update



The Aviation Branch 25 Years of Great Service

By CW5 Randall Gant



Virginia Army National Guard pilots WO1 Aaron Trombley, left, and CW4 John Anderson, with the 2nd Bn, 224th Avn. Regt., confirm with state Department of Forestry ranger Dave Slack, right, the location of a water drop on a wildfire Feb. 11 near Tazewell, Va. Reserve component aviation warrant officers provide significant support for the total Army to Homeland Defense and the Global War on Terrorism.

This year on April 12th Army Aviation celebrates its 25th year as a branch. Prior to establishing the branch, no single body had oversight of aviation tactics, doctrine development, organizational development or training; rather, responsibility was split between numerous branch schools.

Since becoming a branch, aviation has had responsibility for managing its personnel, right-sizing organizations, and improving training in both standardization and rigor.

Branch establishment enabled the Army to formally train commissioned officers in combined arms leadership at the Aviation Captains Career Course, which has improved their technical expertise. This training has given them the tools needed to fulfill their command or staff responsibilities and duties in aviation.

Similarly, the designation of the Aviation branch has given its warrant officers the opportunity to contribute to the shaping of aviation across the DOTMLPF (doctrine, organization, training, material, leader development, personnel and facilities) spectrum.

Despite the emotional debates of

25 years ago, branch establishment has been a great catalyst for change.

Below, I have listed from the warrant officer perspective, some examples of where we were and how far we've come.

Flying Force Behind the Branch

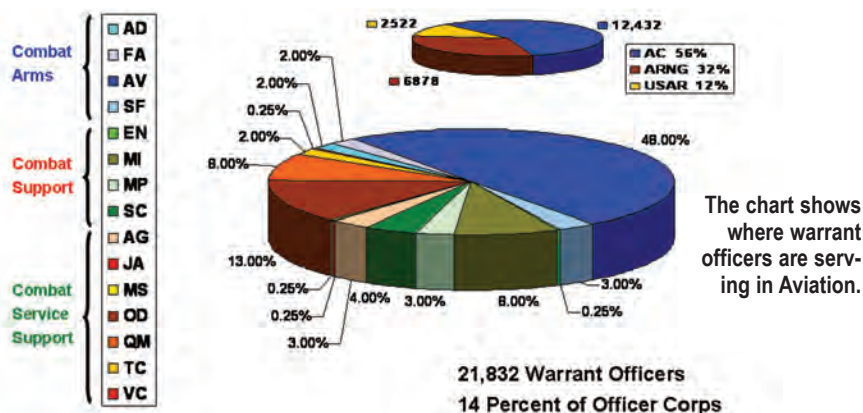
Today, the aviation warrant officer force in the active, Reserve and National Guard components number over 8,000 strong. The group includes the tactical and technical experts in 23 military occupational specialties (MOS) and comprises nearly half, at 48 percent, of the total warrant officers across 15 branches.

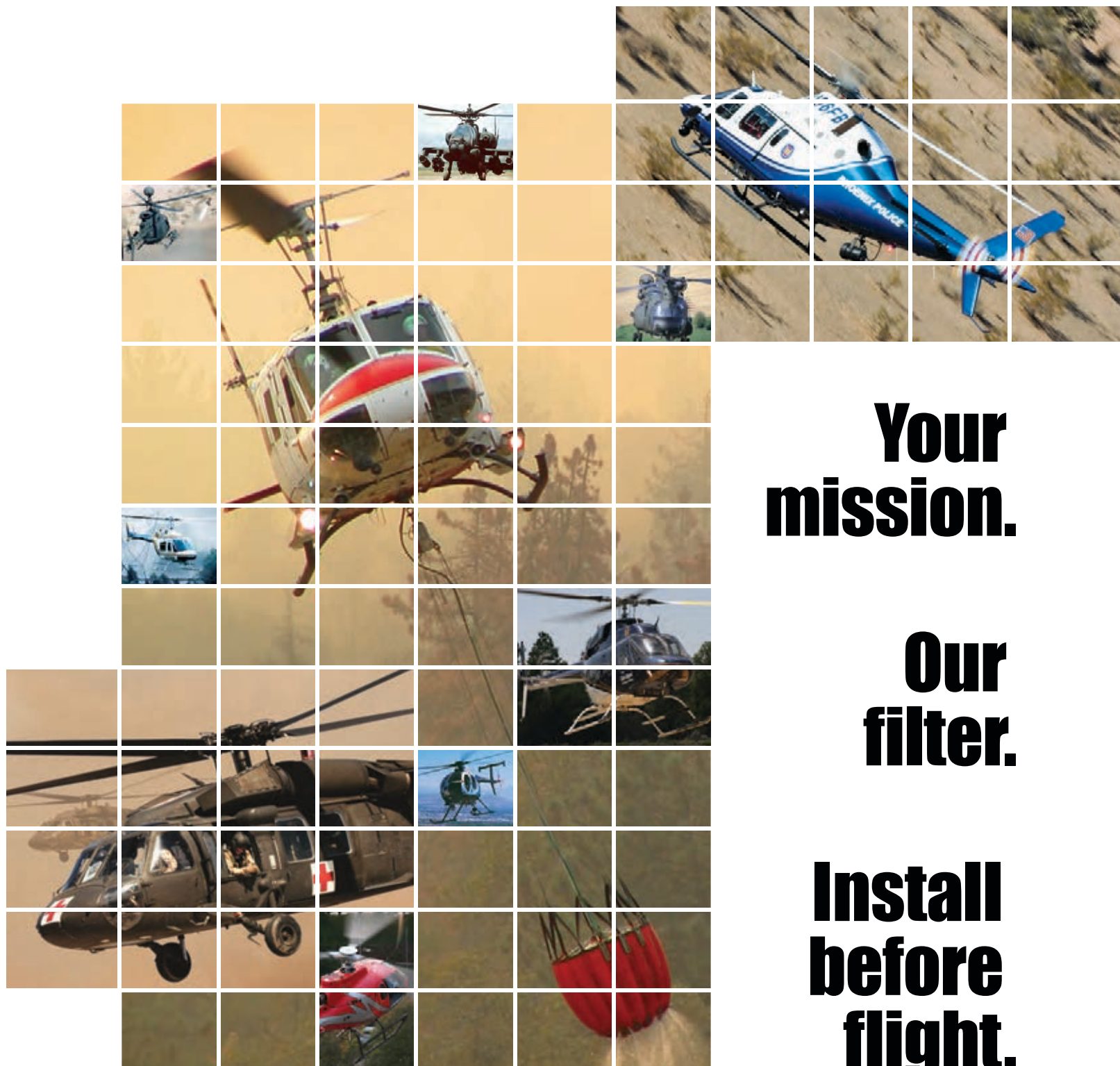
This population has been able to overcome challenges of the past, is ready for the challenges of today, and will be prepared for the challenges it will face tomorrow.

As noted 25 years ago in an April 1983 *Aviation Digest* article, "in a time of peace, we faced major concerns about declining retention, and inadequate accession."

An Army Research Institute survey conducted during that era pointed to concerns such as: insufficient professional development, unequal compensation, and the lack of leadership roles as the *contributory* factors. The attrition rate during that time was approximately 40 percent.

Warrant Officers By Branch and Component





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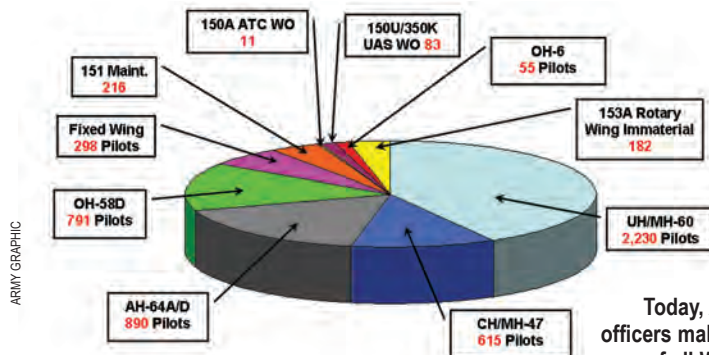
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Chief Warrant Officer of the Branch Update

Active Army Aviation Warrant Officer Breakout



Today, Aviation warrant officers make up nearly half of all WOs in the Army.

Today's warrant attrition rate is impressively low. Only 29 percent of those that are eligible to separate do and the overall attrition rate is only 8 percent, despite repetitive deployments and low "dwell" times. This retention rate clearly confirms that our branch has adapted, we have addressed concerns, and ours is the branch of choice.

The retention rate is also a testament to the dedication of today's aviation Soldiers. Today, our aviators are gaining more experience earlier in their career. The average aviator attending the Warrant Officer Advance Course has six years of prior service as an NCO, has accumulated over 2,000 flight hours, and for 90 percent of the pilots, nearly 500 of those hours are in combat.

People Investments

The Army is investing in our aviators in both training and equipment. In 1983, it cost roughly \$122,000 to train a pilot in the Army's workhorse UH-1H Huey. Today, the investment is many times over that amount and it pays off. Our aviators are trained in complex, technologically advanced aircraft in a training program that goes beyond just qualification as a pilot.

In addition to the aircraft specific training, the aviators of today are trained in survival, evasion, resistance and escape, helicopter over-water survival training, aviation mission planning systems, and leadership skills in the Warrant Officer Candidate School and Basic Officer Leader Course.

Flight School XXI incorporates lessons learned from the field. Each aviator now receives approximately 75 percent more time in their go-to-war aircraft, increasing their proficiency right out of flight school.

This concept has produced meaningful results. Numerous combat aviation brigade commanders have commented on the high level of competence of their newly assigned Soldiers. This increased proficiency translates into less time required to progress the Soldier to Readiness Level 1, which translates into combined resource savings and allows the unit to prepare more quickly for deployment.

MG James E. Simmons, deputy commanding general of the Multi-national Corps-Iraq, commented while addressing this year's Aviation Senior Leader Conference that, "Flight School XXI works. Commanders have told me they are pleased with the product they are receiving from Fort Rucker."

Warrant Officer Recruitment

When the branch was conceived, many had concerns over attracting the best applicants for warrant officer flight training. We saw the same concern again in 2000 to 2005, as applications for the active component to the warrant officer program declined from 3.2 to 1.8 per vacancy requirement.

In order to recruit high quality NCOs and retain senior warrant officers, the Army implemented a warrant officer pay-table reform initiative.

This initiative, recommended by the Army Training and Leader Development Panel study, increased the pay differential between NCO and WO grades, and provided more incentive for NCOs to apply for the warrant officer program.

Last year, we saw a targeted pay increase benefiting the senior ranks of warrant officers and the Army extended the pay table to 40 years, with the

Continued on page 28

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Chief Warrant Officer of the Branch Update

potential of retirement at 100 percent base pay – resulting in the retention of many experienced senior warrant officers. This change corrected the perception NCOs had that there was no real monetary advantage in becoming a warrant officer as compared to remaining an NCO.

Additionally, an initiative requested by the Aviation proponent increased the maximum age for initial aviation training from 29 years to 32 years – expanding the pool of NCOs eligible for aviation training. Today, we are accessing over 400 Soldiers per year for flight school.

We are selecting the right mix of experienced applicants ensuring longevity in our senior ranks. Approximately 21 percent are selected out of the civilian community, known as “street to seat,” and the remaining 79 percent come from the military.

There are currently four fully qualified candidates for every available slot and selection boards are very competitive, with the average selected applicant possessing an associate’s degree or equivalent, 4.5 years of active service experience, and an

AFAST score of 120.

Our Aviation branch is receiving and training the highest quality Soldiers for the future.

Warfighter Training

Professional military education for our warrant officers is continuously being updated. The Aviation Warrant Officer Ad-vance Course curriculum is restructured to meet current and emerging doctrinal requirements.

Recent changes include aircraft shoot-down assessment, Army personnel recovery, attack-recon operations, cultural awareness and the contemporary operating environment.

Some course topics have been elevated to the classified level to ensure attending officers are receiving relevant information. Additional training in Army Battle Command System is provided and plans to incorporate Command Post of the Future are being finalized. The Warrant Officer Career Center has updated its courses to reflect the most current information.

The U.S. Army Aviation Logistics School’s MOS 151 maintenance course has evolved and adapted to



Today's aviation warrant officers are among the best trained, and technically and tactically proficient in the history of the branch. Here, CW2 William T. McKenna receives an Air Medal from his commander, LTC John Thompson with the 1st Sqdn., 6th Cav. Regt., during an awards ceremony held Feb. 2 at Forward Operating Base Warrior in Kirkuk, Iraq. McKenna and his fellow OH-58D Kiowa Warrior pilot 1LT Joshua D. England, center, received the award for their heroic actions during a mission to aid 10th Mountain Div.

meet the needs of the objective force.

The tactical operations (TACOPS) additional skill identifier (ASI) for warrant officers has proven to be indispensable. The aviators with the ASI are the commander's expert in the area of tactical planning and employment of their aviation assets.

Transformation of our aviation brigades necessitated the inclusion of the brigade aviation element (BAE) within the brigade combat teams (BCT), and the TACOPS warrant officer has become a crucial part of the BAE. The BCT relies heavily on this organic BAE team to provide the expertise required for safe and effective aviation employment.

The designation of the branch also brought air traffic control services under Aviation. Last year, we re-instated the Air Traffic Services technical warrant officer (MOS 150A), whose years of experience and expertise will be put to work in positions such as platoon leaders, airfield standardization officers and assistant airfield standardization officers, and in positions with the airfield management element.

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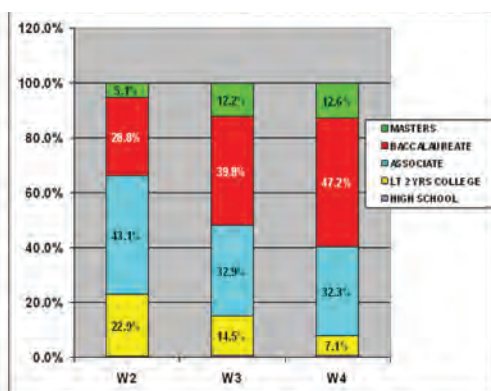
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Chief Warrant Officer of the Branch Update



DA PAM 600-3 sets the goal of *Associate Degree* prior to promotion to CW3, and *Baccalaureate Degree* prior to CW4. The above chart is a snapshot of civilian education achievements for warrant officers by grade.

The above chart shows Army-wide the educational levels of today's warrant officer force.

and created the need for the 150U tactical unmanned aerial vehicle operations technician MOS.

Warrant officer leadership roles have expanded greatly since branch establishment in 1983 and the commissioning of warrant officers in 1986 expanded their role and mission.

In 2002, the Chief of Staff of the Army established the position of Warrant Officer Advisor to the CSA. This senior warfighter ensures that the Army leadership is kept informed on all issues affecting the warrant officer corps.

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The CW5 holding this position is also a member of the Senior Warrant Officer Advisory Council, a body that addresses warrant officer issues and reports directly to the Vice CSA.

The Army Training and Leader Development Panel study called for the establishment of the branch chief warrant officer. This was accomplished in 2002 and soon afterward the regimental and brigade senior warrant officer positions and duties were formally recognized and better defined.

Professional Education

Aviation warrant officers are doing well in meeting the Army's civilian education goal. In accordance with Army Pamphlet 600-3, nearly 77 percent of promoted CW3s have met the goal of an Associates Degree; while currently only 47 percent of CW4s hold a Bachelors Degree, 31 percent have an associate or equivalent, and over 12 percent hold a Masters Degree or higher.

While the Aviation warrant officer corps is performing admirably, we face some significant challenges that leaders at all levels must address. The increased OPTEMPO felt by the entire Aviation force has led to a sharp increase in the number of CW3, CW4 and CW5s that have not received the appropriate level of professional military education (PME).

DA PAM 600-3 states that CW3, CW4 and CW5s should attend the Warrant Officer Advance and Senior courses, and the Warrant Officer Senior Staff Course respectively, not later than one year after promotion. Additionally, the de-linking note from the all Army activities message (ALARACT) #116 in 2005 may have been misinterpreted by many in the field.

The message intended to give flexibility to the commanders, allowing them "to schedule warrant officer attendance at PME schools based upon unit rotation and reset cycles." What it didn't intend was to give "a pass" on educational requirements.

The current number of CW3, CW4 and CW5s that do not have the military education level commensurate with their grade are 80, 72 and 56 percent respectively. This is due to various factors such as: deployments, reluctance of commands to send individuals due to competing demands and resources, and the reluctance of individuals and their families to attend because of the adverse impact on their dwell time together. The result is a growing pool of officers requiring training, and serious challenges ahead on reducing that pool. A significant number of aviators are also untracked.

I encourage leaders and Soldiers to work together to develop a plan to obtain this training at the right time for all concerned.

Continue to March

Aviation has come a long way since the establishment of the branch 25 years ago. Today we are better equipped, organized and trained than at any other time in our history. We have accomplished all this while at war and while transforming.

Improvements can be seen in safety, maintenance, tactics and the overall quality of our people. I'm proud to be a part of this great branch that has served our country so well.

Above the Best!



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

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Command Sergeant Major Update



Looking Back at a Quarter Century of Our Great History and Service

By CSM Donald R. Sanders

With the silver anniversary of the Aviation Branch upon us, I wanted to share a few thoughts on what has transpired over the last 25 years. I can remember way back to April 1983 when the Department of the Army decided to form the Aviation Branch.

As a young sergeant in Germany at the time, my first thought was, "Why? What's the big deal?" All it really meant to me was that I would have to go to the clothing sales store and buy new branch brass for my greens!

Looking back on it now, I can see how important that decision really was, not only for the aviation community, but for the Army in general.

The Aviation Digest

While conducting research for this article, I decided to visit the Aviation Branch historian's office here at Fort Rucker, Ala. I wanted to reacquaint myself with what was going on back in 1983 as the branch was formed.

As I reread original copies of an old magazine called the *U.S. Army Aviation Digest*, it brought back fond memories. For you young Soldiers, the Aviation Digest was a professional monthly journal published by the Aviation Center here at Fort Rucker and distributed to the field.

The Digest was published from February 1955 to April 1995, when budgetary cutbacks forced its demise. While reviewing copies of the 1983 Aviation Digests, I reread several articles about where we were at that time, and how having a dedicated "Branch" fostered changes that have made us better.

Our Career Field Roots

The Digest featured a section called "Aviation Personnel Notes" which focused on routine personnel changes to the career management field 67 (aircraft repairer) and CMF 68 (back shops).



Army aviation has come a long way since the establishment of the Aviation branch in terms of unit organization, equipment, personnel management, capabilities, readiness and lethality. Here, a UH-60L Black Hawk departs a pick up zone with 10th Mountain Div. Soldiers after completing an air assault mission Dec. 5 southeast of Kirkuk, Iraq.

Soldiers in these fields were part of the Transportation Corps. That's right; crew chiefs were branched with the truckers and boaties at Fort Eustis, Va.

Also, the flight operations military occupational specialty (MOS) was 71P. Yep, a 71P flight operations Soldier was assigned to the Adjutant General branch.

Additionally, the air traffic controller and ATC repairer Soldiers in MOS 93J and 93H were assigned to the Signal Corps and Ordnance branch respectively.

Can you imagine the headaches and challenges associated with developing the training and personnel management of noncommissioned officers and Soldiers in four aviation CMFs, across four different, and often disin-

terested, branches?

By consolidating the four CMFs and 24 MOSs that existed in 1983 into one CMF 15 (aviation) and the 21 different MOSs that exist today, the Aviation branch is able to more efficiently manage the selection, training and personnel functions of our non-commissioned officers and Soldiers.

Our Evolution

The March 1983 edition of the Digest published an article on SFC Marvin W. Flatt, a flight engineer who was the first enlisted Soldier to receive a "Broken Wing" award for his actions during an engine failure event on his CH-47 Chinook aircraft.

In those days, enlisted aircrew member training was unit taught, and

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CSM Donald Sanders, whose aviation roots run through utility helicopter maintenance, stands atop the Army's new UH-60M Black Hawk in January at Lowe AHP, Fort Rucker, Ala.



A young SP4 Donald Sanders assigned to the 25th Avn. Co., 223rd Avn. Bn., stands atop his UH-1 "Huey" at Gibelstadt Army Airfield near Stuttgart, Germany, during the NATO exercise REFORGER in this October 1981 photograph.

left much to be desired, as it was not standardized across all aviation units.

Considering the branch didn't standardize enlisted aircrew member training until 1985 with the introduction of the CH-47 Flight Engineer Instructor (FEI) course, Flatt's ability to prevent the loss of his aircraft is that much more impressive.

With the standardized FEIC, leaders transform aircrew members into better trained and professional members of the Aviation team.

In 2003, the Branch renamed the CH-47D course. Since then, NCOs who complete the CH-47D and the UH-60A/L Aircrew Standardization Instructor courses receive an additional skill identifier of "N1" and are tracked by the Human Resources Command for assignments within our aviation formations.

In April 1983, the Digest reported on the first fielding of the CH-47D to the 159th Avn. Bn. — the forerunner of the current 7th Bn., 101st Avn. Regt. The 159th's unit colors were subsequently reflagged and the unit went on to become today's 159th Combat Aviation Brigade at Fort Campbell, Ky.

This was prior to the regimental re-

designations and the formation of both divisional and non-divisional aviation brigades in the 1980s.

That, coupled with the 2004 conversion to modularity of our combat aviation brigades, reflects the progress and efficiency of the revised design of our aviation formations in order to provide more responsive support to the ground commander.

Looking Back at Our Future

The Digest also featured a section devoted to aviation life support equipment called "PEARLS" — for personal equipment and rescue/survival lowdown.

In April 1983, PEARLS reported on the 16th graduating class of the Aviation Life Support Equipment Course at Fort Eustis, including a paragraph about the effort by Fort Eustis — not Fort Rucker as they did not yet have proponentcy — to develop and justify an ALSE MOS.

Well, it's 25 years later and we are almost there. The ALSE MOS is tentatively slated to debut in fiscal year 2010.

Later in the August 1983 edition, the Digest published an eight-page article on what the establishment of the new

Aviation Branch actually meant.

The article stated that the Aviation Logistics School at Fort Eustis would retain proponentcy for CMF 67 enlisted personnel matters, and that the formation of the branch would not affect Soldier training products such as the *Skill Qualification Test*.

The SQT was an annual test that included a hands-on section and a written section. Commanders used the test results to grant promotion points to Soldiers in the grade of specialist and sergeant who were recommended by local promotion boards for promotion to sergeant and staff sergeant.

The *Self Development Test* replaced the SQT in the early 1990s, but was totally eliminated by October 1995 after the Army determined that the test had outlived its usefulness due to increased technical training and the professionalism of both the NCOs and Soldiers.

The October 1983 edition featured "Aviation Safety and the NCO," an article written by SFC William C. Hawkins. In his article, Hawkins wrote that during the previous five-year peacetime period of 1978 through 1982, five percent of all human error in Army Aviation mishaps were attributed to the ground crew.

He also wrote that the Army must strive to obtain a zero accident rate, and that the only *acceptable* loss is a combat loss.

The Combat Readiness/Safety Center statistics for the last five-year period from 2003 through 2007 — the five years we have been actively engaged in combating the Global War on Terrorism — only two percent of aviation mishaps were ground crew related.

Thus, why should we consider a combat loss as acceptable? As professionals, we should strive to reduce human error in Army aviation accidents to zero whether in peacetime or not—rejecting the acceptability of any loss. Safety then, as now, is always relevant.

How Times Change

I laughed at a December 1983 article in the "Views from Readers" section. A LTC George D. Fuller wrote to complain he was embarrassed that the Army was not automated enough.

In Fuller's article he noted that Soldiers were "plunking" down

money to buy Atari and Commodore 64 computers to conduct the routine business of tracking the unit flying hour program and ordering spare parts. He stated that it didn't make sense to have leaders tied down with routine tasks that computers could make easier.

While Aviation has come a long way and computers have made life better, I don't know if technology has necessarily made life easier. Computers, cell phones, the "BlackBerry" and e-mail no doubt keep leaders more connected; however, I would not say they have made life any easier!

As We Go Forward

Finally, as a Soldier who joined Army Aviation before the branch was formed, I can tell you that the formation of the branch was the best thing that could have happened to us.

The professionalism we enjoy today is a direct result of those officers and senior NCOs who had a vision of where we needed to go in the early 1980s.

From the AH-1 Cobras to AH-64 Apache Longbows, and 71B radar set to the Air Traffic Navigation, Integration and Control System; we not only transformed equipment, we made sure we transformed the most important part, the *people* – our fine officers, NCOs and Soldiers.

Above the Best!



CSM Donald R. Sanders is the command sergeant major of the Aviation branch at the U.S. Army Aviation Warfighting Center, Fort Rucker, Ala. Email: donald.r.sanders@conus.army.mil.



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Convention Update

U.S. Army Aviation and Missile Life-Cycle Management Command Update



By MG
James R. Myles

After 25 years of supply and maintenance service to the Army aviation branch, the Army Aviation and Missile Life-Cycle Management Command (AMCOM) continues the legacy of its predecessors to support the fleet.

Over the years we have been refining how we support the aviator through transformation and life cycle management. Our job is more than just parts, contracts, research and development, and sustainment.

Through active forward support, unprecedented situational awareness of the logistics battlefield, and rapid innovation – AMCOM is making a positive difference to our Soldiers not seen in recent years.

Simply put, we believe we are the commanders' maintenance officer. Bottom line: this is not your dad's AMCOM. With more than five years of continuous operations in Iraq and Afghanistan, Army aviation has reached over two million combat flight hours. All the while our readiness rates have never been higher despite increased operational tempo and harsh operating environments.

This achievement would not have been possible without the dedication of the men and women in uniform and the government employees involved in aviation around the world.

Our two depots, Letterkenny and Corpus Christi, remain industrial centers for operational excellence.

Letterkenny, the official "Gold Site" or "Go To" for Reset of aviation ground power units, continues to support the AGPU service life extension program, as well as numerous other programs for ground systems and Patriot.

The Corpus Christi Army Depot continues to revitalize the rotary wing fleet through recapitalization and crash/battle damage rebuild of critical warfighter assets.

The CCAD efforts in industry and aerospace certifications, as well as



ARMY PHOTO BY TRET HARRISON

AMCOM is supporting the reset of battle-worn aircraft to a ready-to-fight status at installations and contractor operated facilities. Here, maintenance contractors with Lear Siegler, Inc., conduct an overhaul on a 25th Cbt. Avn. Bde. OH-58D Kiowa Warrior at Wheeler Army Airfield, Hawaii.

Lean Six Sigma excellence, have resulted in critical partnerships and award winning results, which have set the standard across the aerospace industrial base and consistently provided the warfighter aviation assets critical to mission success.

We continue to support Soldiers in combat with three major initiatives: resetting the force, expanding condition based maintenance, and maintaining the training base fleet at Fort Rucker, Ala.

Resetting the Force

Reset continues to be AMCOM's most critical contribution to aviation systems future readiness. In Iraq and Afghanistan, our Army flies aircraft 4 to 5 times the normal operational tempo. This heavy use of aircraft creates a need for repairs in excess of what units can do on their own.

Since 2004, AMCOM has supported the Reset of active, Guard and

Reserve aircraft at installations and contractor operated facilities, returning battle-worn aircraft to a ready-to-fight status.

To date, we have reset more than 2,475 aircraft, and the improved performance of aircraft that have been Reset, over aircraft that have not, is real and measurable.

Our mission is simple: To take away aircraft from unit commanders one time only, and during that deep maintenance cycle, complete all required Reset and "Preset" work.

"Preset" is the process by which critical mission equipment package modifications, mandated by the Army, are installed.

This effort by AMCOM and supporting project managers ensures deploying aviation units have the latest available aircraft configurations and aviation ground support equipment to perform their combat mission and in the highest state of readiness.



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"Preset" is another important process AMCOM is working with industry partners. Preset provides critical mission equipment package modifications for deploying aviation units to ensure they have the latest equipment to perform their combat mission. Here, contractors review a check list for a UH-60 Black Hawk preset.

We are not taking away the flexibility and specialization of what they do. Rather, AMCOM synchronizes and balances the entire work force to best use all capabilities. We want to

ensure combat aviation brigade commanders are receiving outstanding support from an integrated team.

CBM Plus

Army aviation is undergoing an unprecedented transformation through the condition based maintenance plus (CBM+) program; a predictive, proactive and reliability-centered maintenance program.

CBM+ gives commanders and Soldiers the ability to support mission requirements with proactive, planned maintenance by using embedded monitoring devices and sensors to provide maintainers and flight crews with information on aircraft systems' "health."

The CBM+ program objectives are to decrease the maintenance burden on the Soldier, increase platform availability and readiness, enhance safety, and decrease operations and support costs.

Aircraft from all Army mission design series have been equipped and deployed with CBM+ sensors.

The data these sensors provide has been exploited on the flight line and in our engineering laboratories.

Our first fully-equipped and CBM+ instrumented combat aviation brigade deployed to OIF last year.

Because of their efforts, major strides have been made in reducing the maintenance workload on our Soldiers and improving operational readiness rates – unscheduled maintenance elimination, inspection management and increases in "time-between-overhaul" – are not the only benefits we are currently receiving through CBM+.

A safety benefit from continuous monitoring is also being realized. This benefit will continually be assessed as the CBM+ transition progresses.

CBM+ has already proven its worth in the field. For example, CBM+ data allowed us to avoid the overhaul of 23 T700 engines, at a savings of over \$9 million.

CBM+ also is credited with precluding a potential AH-64A Class A accident, probably saving two lives and a \$16 million aircraft.

And the comments from two battalion aviation maintenance officers clearly establish the worth of CBM to the aviation maintainer – "CBM is the most powerful tool in my toolbox" and "I don't ever want to PCS to a non-instrumented unit again."

CBM+ will enable a smaller logistics footprint and reduce time on specific maintenance tasks, such

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Because CBM+ will be supported by automated maintenance information systems we predict that CBM+ will lead to more efficient maintenance practices and procedures, improved operational availability, and reduced costs associated with smaller logistics footprints.

These changes require dedicated resources and commitment, but the transition to CBM+ is a critical task in achieving the full transformation of Army aviation.

Aviation Center Logistics Command

AMCOM continues managing the supply and maintenance of Fort Rucker's training base fleet with the Aviation Center Logistics Command. This frees up the Training and Doctrine Command to focus on training our future aviators.

AMCOM accomplishes its mission at Fort Rucker through Army Fleet Support, a subsidiary of L-3 Communications.

Under COL Alan Stull, the ACLC has 45 DOD civilians and 55 military personnel providing oversight and management of the aircraft maintenance mission on five aircraft fleets performed by nearly 3,300 contractors across five airfields and 22 staging fields.

Since 2003, the ACLC has been AMCOM's face to Fort Rucker, providing the contract oversight support necessary to accomplish the mission of keeping aircraft in the air and pilots in the seats.

Since putting the fleet management initiative in place, there have been many successes including increasing readiness of the Fort Rucker fleet from 42 percent to 74 percent and reducing the not-mission-capable-supply rate by nearly 25 percent in certain fleets.

By applying *Lean Six Sigma* principles — better maintenance, troubleshooting, improved phase maintenance procedures and internal repair of components — the ACLC and AFS team has been able to return three UH-60 Black Hawks from the training fleet to the operational Army.

In addition, ACLC was awarded the Shingo Bronze medallion for maintenance excellence with its engine repair and overhaul process.

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Convention Update

By sustaining our training fleet today, we are ensuring the future of aviators for many years to come.

Our Reset, CBM+ and ACLC initiatives continue to be vital to the future sustainment of our fleet, both in theater and at the schoolhouse. That being said, to whom much is given...much is expected. The key to our future is how can we do things smarter and more efficiently while maintaining our readiness.

Two tools we have been implementing at AMCOM to improve readiness rates and reduce costs are *Omega Parametric Pricing* and *Obsolescence Management*.

Omega Parametric Pricing

In order to reduce procurement lead time and therefore streamline the acquisition timeline for the field, our Acquisition Center has been promoting parametric pricing.

Parametric pricing is data driven estimating, in lieu of the traditional detailed bottoms up proposal.

Essentially, the participants in the process agree in advance to what a valid estimated cost would be, based

on previous purchase history, versus going through the detailed proposal preparation and evaluation process on every single bid.

AMCOM is taking an approved process, redefining it, obtaining joint service participation and renaming this process *Omega Pricing*.

Omega parametric pricing shortens the time to prepare, evaluate (from an audit and technical perspective) and negotiate a proposal because we have pre-agreed upon the estimating procedures for most elements of that proposal. If we can agree in advance to the cost techniques and historical pricing information, we can drastically shorten – by almost a year – all elements of the proposal process. What does that mean to Soldiers? Anything that streamlines the acquisition process, directly impacts how quickly we can get something to the field.

The Apache program was the first to implement the parametric pricing model in 2005 with its spares. This would not have been possible without the support of Boeing Rotorcraft, the Defense Contract Audit Agency (DCAA) and the Defense Contract Management Agency (DCMA) with AMCOM.

We signed a charter at the senior

leadership level with all these agencies to keep the focus and momentum to accomplish an extremely complex change model. Since then, the Apache program has made huge strides in reducing lead time. For example: with Apache transactional spare parts, it previously took on average 315 days to execute a contract.

By implementing an existing pricing model to use as an estimating tool for parts, we have reduced purchase order execution time for transactional spares to about 27 days for actions less than \$650 thousand, and 85 days for actions greater than \$650K.

Our next goal is to implement a menu pricing variant that will reduce lead times even further.

A memorandum of agreement was signed in December for a parametric model for major Apache aircraft proposals. Based on this model, the time to execute a purchase order will be reduced from 241 days to 156 days.

My challenge to industry is to re-snap the chalk line and start doing things together in a way that's mutually beneficial.

In order to be successful, we as a community – AMCOM, the project management offices, our major industry providers, DCAA and DCMA –



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have to be willing to champion acquisition streamlining like parametric pricing so we can get parts to our Soldiers quicker. It is the least we can do for our men and women in the field.

Proactive Obsolescence Management

Obsolescence is not being able to get a product when you need it because the source is no longer available or the source no longer produces the particular item required. This is true for both mechanical and electrical components.

Mechanical obsolescence is primarily the result of losing a source, and electrical obsolescence usually results from a source no longer producing a particular item.

Obsolescence, in today's high tech battlefield, doesn't necessarily result from a system outliving its usefulness. On the contrary, obsolescence strikes weapon systems during the design phase before a system even reaches initial production. This is true for both mechanical and electronic components, with repeat offenders being electronics.

As a life cycle manager, we need to embrace a proactive approach to managing obsolescence in each weapon system, with emphasis placed on our advanced electronics systems. Electrical obsolescence moves a lot

quicker than mechanical because we are trying to ride on the coat tails of commercial industry. For example: the microprocessor, basically the brains of any system, has a life span of one to three years.

So how do we sustain a weapon system for years down the road in an environment with such a high turnover rate? We must actively manage, plan and budget for obsolescence as early as possible. As a life cycle manager, it is extremely important to identify obsolescence issues early, quantify cost drivers and then develop a long range mitigation strategy.

Obsolescence is going to happen and if you don't manage it proactively, it will cost the program more in the long run and affect readiness through non-availability of critical spares and production line items.

One of the key components to successful obsolescence management is to have joint participation between the project manager, the prime contractor and our Obsolescence Management Branch.

The prime contractor is essential to this partnership because they are the key to the supply chain. Once established, this working group functions to develop the path ahead for managing the obsolescence of a system including

long term technology road maps, budgets, and shorter term mitigation efforts to bridge gaps between upgrades.

Obsolescence affects the overall cost and readiness of a program. If the problem were easy it would have been solved a long time ago. A project office needs to manage their obsolescence before it manages them.

If we do nothing...that is what ends up happening. I'm committed to putting the energy and talent of the entire command into solving this challenge. We will use every tool available to find ways to attack obsolescence in our systems, and thus keep our combat systems sustained.

Summary

As we look to the future, AMCOM is committed to becoming more efficient and effective in an ever changing environment.

Everything we do is designed to improve the quality, and maintain the readiness, of our fleet – so that we can ensure our aviators' success for the next 25 years and beyond.



MG James Myles is the commanding general of the U.S. Army Aviation and Missile Life-Cycle Management Command, Redstone Arsenal, Ala.

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Convention Update

Army Aviation Supporting the Soldier

A CH-47F fires flares during system testing by the Aviation Technical Test Command of the common missile warning system (CMWS) over a range at Fort Rucker, Ala.

PHOTO BY MARK CASEY



By Paul Bogosian

The 25th anniversary of the founding of our Branch finds Aviation poised and ready for the future.

Four years ago, the Army initiated *Aviation Transformation* with the goals of modernizing our existing fleet of aircraft and procuring new, state-of-the-art aircraft to more effectively operate in the current and emerging combat environments.

Timely execution of modernization is critical in light of the extraordinary operational requirements our Soldiers and systems are meeting in theater.

In the past year alone, our systems have flown over 500,000 hours in theater, bringing the total flight hours in support of the Global War on Terrorism to over two million. Maintaining this pace has taken a significant toll on our systems. Modernization is not a luxury, it is a requirement.

Our challenge is to execute swift, affordable modernization programs for the future, while exceeding the needs of our Soldiers today.



ARMY PHOTO

The first deliveries of the UH-72A Lakota light utility helicopter to Army National Guard units are expected in mid-2008. Variants of the aircraft include an air ambulance version shown here.

Readiness & Sustainment

While operating our systems at these extraordinary paces, our maintainers have managed to sustain outstanding readiness rates.

An example is the venerable OH-58D Kiowa Warrior, which achieved an availability rate of 15 percent higher than the Army standard in the month of October, while sustaining a

monthly operational tempo in excess of 80 hours per aircraft and we have seen AH-64D units flying in excess of 100 hours per aircraft per month while deployed.

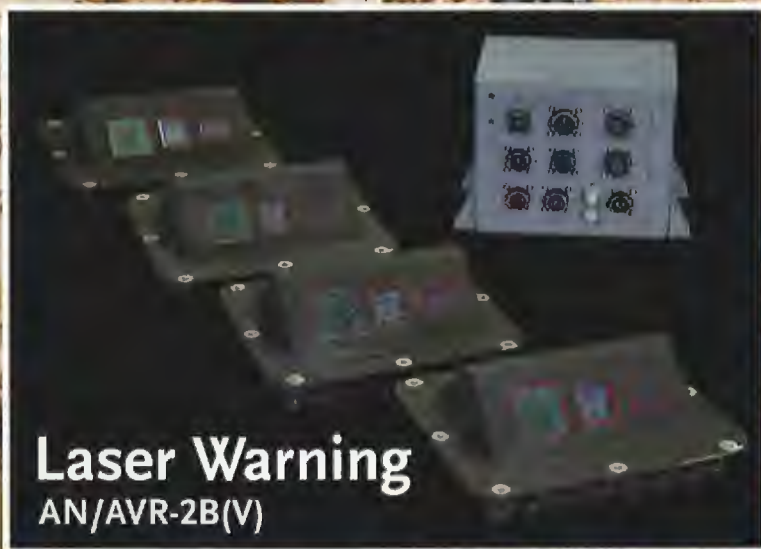
Even in the caustic desert environment, the fleet of Army aircraft is easily surpassing its standard mission capability rate. These statistics are primarily attributable to the aggressive, proactive maintenance accomplished by our personnel deployed world-wide.

Initiatives such as *condition based maintenance* and *soldier focused logistics* ensure timely, accurate maintenance actions and parts availability to keep our aircraft in the fight.

Maintaining our ability to support the Soldier will continue to be our primary focus.

Transformation

Aviation transformation achieved a significant milestone in December with the execution of the ARH-70A armed reconnaissance helicopter development contract. This accomplishment marked the initiation of the last new-start program planned for aviation transformation.



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Convention Update



PHOTO BY ROBIN D. COFER

The VUIT-2 system provides the capability of displaying UAS video feeds in the AH-64D Longbow cockpit and transmitting UAS video or Apache sensor video to ground commanders. Mounted here on both sides of the Longbow's data entry keyboard are the VUIT interface panel (1) and the power panel (2).

Significant work remains before all of our modernization objectives are completed, but accomplishing this significant milestone is a testament to the determination and expertise of the Aviation leadership and workforce.

Last year, the Army signed production contracts for the UH-72A light utility helicopter and the C-27J joint cargo aircraft. New Apaches, Black Hawks and Chinooks are being delivered to the Army every month.

We are concurrently developing and testing modernized, updated systems that will provide greater protection for our Soldiers and allow them to efficiently maintain and fly their aircraft.

Our air traffic services and tactical airspace control systems have modernized to manage airspace filled with Army, joint, civil and unmanned aircraft.

Evolutions of our digital mission planning and maintenance systems have significantly decreased the burden on our aircrews executing their exceptional mission demands.

In the Year Ahead

The next year will mark many significant milestones for Program Executive Office - Aviation.

In 2008, the Apache Project Manager's Office will field the modernized target acquisition designation sights and pilot night vision sensors (M-TADS/PNVs) to six more Apache battalions.



ARMY PHOTO BY SGT ROY HENRY

The Spartan C-27J was selected as the joint cargo aircraft for the Army and Air Force, here seen flying over downtown Atlanta.

By fiscal year 2011, all 634 AH-64D Longbow aircraft will be M-TADS equipped.

The Apache PM will also conduct initial fielding of the VUIT-2 (video from UAS for interoperability teaming level II) system this year.

This revolutionary capability will allow pilots to display UAS video in the Apache cockpit as well as transmit Apache sensor video to the ground.

Development of the next generation AH-64D Longbow, the Block III, continues to go well with further user testing on the Block III aircraft scheduled for this July.

We will also continue to modernize our National Guard and Reserve forces, replacing the AH-64A model with AH-64Ds in several units.

The ARH-72A armed reconnaissance helicopter program will conduct a "Milestone C" decision in June, followed by the signing of a low-rate initial production contract.

The CH-47F program is planning to award a multi-year contract to procure additional aircraft and is integrating digital source collectors into their fleet that will monitor the health of the aircraft and provide better maintenance data.

The UH-60M Black Hawk is now in production with the first unit equipped planned in 2008 at Fort Campbell, Ky.

A subsequent upgrade will bring an integrated *common avionics architec-*

ture system cockpit and fly-by-wire flight controls to the Black Hawk fleet.

The Utility Helicopters Project Manager Office is also fielding the UH-72A light utility helicopter and by mid-2008 expects the first deliveries to the National Guard to replace their aging UH-1 and OH-58A/C fleets.

The Unmanned Aircraft Systems Project Office will establish a follow-on production contract for the Raven B small unmanned aircraft, outfit the Warrior-A with the Hellfire missile, and field the Warrior Block-0 UAS to Operation Iraqi Freedom (OIF).

Unmanned Aviation

Unmanned aircraft systems (UAS) continue to transform the battlefield by performing surveillance and reconnaissance operations without putting Soldiers' lives at risk.

Commanders have effectively employed these systems in over four hundred thousand flight hours in support of OIF and Operation Enduring Freedom.

As a result of the demand for the capabilities these systems provide, the Army is continuing to develop and procure new unmanned aircraft.

Orders for 157 Raven B small UAS have been delivered to the Army and are deployed.

A second production contract is being finalized to purchase additional Ravens.

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Convention Update



ARMY PHOTO BY MOLLE MILLER

The unarmed training version of the Army's new ARH-70A armed reconnaissance helicopter arrives Jan. 29 at Cairns Army Airfield at Fort Rucker, Ala.

The Extended Range/Multi-purpose unmanned aircraft is progressing through the development and demonstration phase after completing the critical design review.

Prototype aircraft are currently being delivered for testing and a low rate initial production contract is planned in 2008.



ARMY PHOTO BY COLA.T. BALL

The Warrior (A-model) is one of the unmanned reconnaissance aircraft used by Task Force ODIN (observe, detect, identify and neutralize) with the 25th Cbt. Avn. Bde. at Contingency Operating Base Speicher for missions against anti-Iraqi forces.

Summary

The operational environment our Soldiers face is constantly evolving.

Meeting their needs and modernizing our fleet is essential to remaining in front of a motivated, dynamic enemy. As always, supporting the Warfighter remains the top priority for the aviation acquisition workforce.

After 25 years, our Branch has transformed Army Aviation into the most lethal and demanded asset on the battlefield.

Our disciplined investment ensures we will continue to develop and field the finest weapon systems in the world for our Army.

Over our next 25 years, Soldiers can remain confident that Aviation will be where it is needed, at the right time, with the capabilities they need.



Paul Bogosian is the Program Executive Officer for Aviation at the Redstone Arsenal, Ala.

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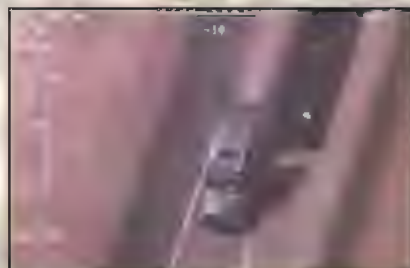
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Looking Back as We Look Ahead to the Next 25 Years of Army Aviation

By GEN (Ret.) Edward C. Meyer

Editor's note: *The following is the final article in a series by distinguished retired Army officers who were involved with the actions in the early 1980s leading up to the decision to create the Aviation branch. Retired GEN Edward C. Meyer was the Chief of Staff of the Army and approved the decision on April 12, 1983 to establish Aviation as a separate Combat Arms Branch of the United States Army.*

With all the talented aviators there are, I am honored to be asked to contribute an article to ARMY AVIATION magazine.

I was assigned to the Office of the Chief of Staff of the Army in the coordination and analysis division; and as a non-aviator, I was the action officer for the evaluation of an air assault division.

For me it was a great experience because I had the chance to visit Fort Benning, Ga., which was the home station of our provisional air assault units conceived for the Army Air Mobility testing from the concepts proposed by the Tactical Mobility Requirements Board, better known as the "Howze Board."

Whenever I came back from a trip, I always had the question, "Sounds

25th Anniversary Article Series

good, but what can they do against an armored division?"

The future of Army aviation was truly in the hands of aviators and the air assault trooper of all ranks who were making aviation history.

Think of the anomalies for those focused on mechanized warfare in Europe. Aerial artillery, flying foot Soldiers and airfield engineers – communication for units spread from Fort Bragg to Fort Benning during extended force-on-force exercises.

And how do you support troopers spread out over great distances and with nothing to model this change after?

The leaders and the other troopers who created this organization were visionaries, inventors and skilled practitioners of aviation.

Meanwhile back in the Pentagon, Vietnam was demanding most of the time of the leadership of the Army.

The outstanding performance of those involved in the development and in the exercises of Army Aviation were enough that LTG Edward Rowny, whose office was charged with evaluating the progress of the air assault units for the Chief of Staff, recommended that the air assault division be considered for employment in Vietnam.

On a personal note, I received a call from then-BG Richard "Dick" Knowles, an assistant division commander in the newly named 1st Cavalry Division to see whether I could join the division (re-designated from the original 11th Air Assault Division (Provisional)) on their way to Vietnam. And I did!

Helicopters would do in a war where real bullets were being fired at what appeared to be very vulnerable aircraft.

Fortunately, the 1st Cav. Div. was a very cohesive unit. Most of the leaders and troopers had been with the test unit in its creation and understood Army aviation and its multiple capabilities, when integrated into the unit as another combat and combat support arm.

Much has been written about the battles in the Ia Drang Valley. But, as the deputy brigade commander in the 3rd Brigade of the 1st Cav., I can assure everyone that the outcome would most likely have been quite different if Army Aviation and Army aviators and crews had not had the training and support that created such a



GEN Edward C. Meyer served as the 29th Chief of Staff of the Army from 1979 to 1983.

new and dynamic capability to the battlefield.

When I arrived back in the Pentagon as the G-3 on the Army staff, Army Aviation as a branch was an item of interest, as well as concern; but for those opposed, it became a rear-guard action since aviation units were becoming integral parts of every element of the Army.

For those who lived through those years of change, the Army owes you a salute of gratitude.

For those of you who are leading the Aviation efforts today, I hope you give thanks to those who made it possible for Army Aviation to become an indispensable part of today and tomorrow's warfare.

Someone may ask, "General Meyer, if you were so enamored of Army Aviation, why didn't you go to flight school and become an aviator?" A good question!

When I returned from my second tour with the 1st Cavalry in Vietnam, I applied for and was scheduled to attend flight school. But, as in all lives, a little rain fell on my plans.

The Chief of Staff of the Army himself at that time went to flight training and Congress asked "why?"

But, more importantly and restrictively, they then passed a bill that general officers could not go and I had just been selected for promotion to brigadier general. C'est la vie!

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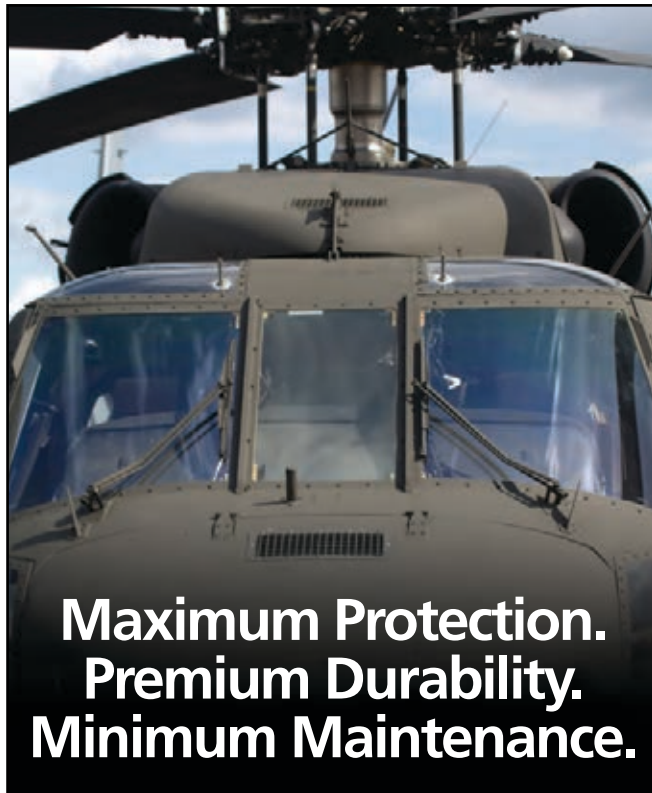
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With the signing of Army General Orders Number 6 on Feb. 15, 1984 in Washington, D.C., the Aviation Branch was established with an effective date of April 12, 1983 – the initial date the Army approved the creation of the branch.

As our nation continues to work on a strategy for the world of tomorrow, I feel quite confident the Army aviators and the branch as we all now know it today will continue to evolve the systems, the tactics and the airmen who can respond to tomorrow's challenges – just as the aviators of the past century evolved Aviation into one of the pre-eminent combat arms of today and of the future!



Retired GEN Edward C. "Shy" Meyer received his Infantry commission from the U.S. Military Academy in 1951 and went on to serve his nation for 32 distinguished years, culminating his career as the 29th Chief of Staff of the Army from June 22, 1979 until his retirement on June 21, 1983. He resides in Arlington, Va.

Editor's Post Note: It is important to footnote GEN (Ret.) Edward "Shy" Meyer's historical contribution to the establishment of the Aviation branch. Meyer, a 1951 graduate of the U.S. Military Academy, had more than three decades of service, including combat in the two conflicts of Korea and Vietnam. In his career, Meyer had worked and served in a variety of assignments that brought him in close contact with aviation, including service in the 1st Cav. Div. (Airmobile) in Vietnam as a brigade commander and then chief of staff, where he earned his second Silver Star, the Distinguished Flying Cross and 34 Air Medals. He was intimately involved in the employment of Army aviation, knowing first hand its value on the modern battlefield. In 1979, Meyer became the youngest four-star general to serve as the Army's Chief of Staff, selected by President Jimmy Carter over 11 other more senior officers. In 1983, when Meyer made the decision to establish the Aviation branch, it was his strong affiliation with the aviators and Soldiers he served with earlier, which helped him to go against the conventional wisdom of the day and do what was right for the Army and all those associated with aviation service. The Military Academy Association of Graduates presented GEN Meyer with their Distinguished Graduate Award in 2002 for his lifetime of distinguished service to West Point, to the Army, and to the security of our nation.

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Transforming Army Aviation to Defend America in the 21st Century

By GEN Richard A. Cody

ARMY PHOTO



"Publisher's note: One of the most significant events of the 25 year history of the Army Aviation Branch was the innovative attack on Iraqi early warning radar facilities that opened the way for the bombing of Baghdad. Then LTC Cody, commanded the 1st Battalion, 101st Aviation Regiment, Aviation Brigade, 101 Airborne Division during Operation DESERT STORM in 1991 and devised a method to asymmetrical load and fly his Apaches with external auxiliary fuel tanks and Rocket Pods on one side and Hellfire missiles and Rocket Pods on the other in order to accomplish the mission with sufficient range and firepower. He personally fired the first shots of the war."
 Classification: UNCLASSIFIED
 Caveats: NONE

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A Chinook helicopter from Co. B, 2nd Bn., 3rd Avn. Regt., carries a military container with wood, barriers, food and water from Forward Operating Base Kalsu to Patrol Base Dolby during a Jan. 4 mission. Aviation often flies at night to execute missions that might prove to be more dangerous during daylight hours, such as a ground convey through contested areas.

ARMY PHOTO BY SGT JASON STADEL

There's something about flying an object—which by its appearance Sir Isaac Newton might suggest has no business defying his law of gravity—that forces Army aviators to be realistic about their situation and way ahead. For this reason, Army aviation has always been agile, adapting to face new challenges and defeat new threats.

Coming out of Vietnam, those legends of aviation built the branch and developed the doctrine, organization, training, leader development and materiel to fight the air-land battle against the Soviet Union threat.

Coming out of the Iranian desert following the failure of "Desert One," we built what would become the 160th Special Operations Aviation Regiment and the "Night Stalkers."

Coming out of Kosovo with the lessons of Task Force Hawk, we faced our greatest challenge yet: to build the expeditionary combat aviation brigade needed to support Joint and Army commanders across the full-spectrum of conflict against both conventional and irregular threats in complex terrain.

September 11 drove this point home in each of us. No longer was this a theoretical exercise; within days Army aviation units received orders to deploy to conduct full-spectrum operations in austere theaters around the world in support of the Global War on Terrorism.

Faced with this reality, we had to accelerate our rate of change to become more deployable, mobile, lethal, survivable and sustainable. Furthermore, we had to balance this expeditionary capability with campaign quality to sustain those operations for as long as necessary to achieve our national strategic objectives.

We needed a realistic path to prepare aviation to fight a long war, including restructuring organizations, increasing aircraft survivability, improving sustainability, and divesting programs that no longer met the needs of the current operational environment.

We had to take on the tough decisions and we did, approving the decision to terminate the Comanche program and implement the Army aviation modernization and transformation plans.

The Comanche decision and aviation transformation provided both the opportunity to fix numerous operational deficiencies and the challenge to maintain long-term fiscal discipline to fully implement the strategy.

With the direction of the president and the secretary of defense to retain Comanche funding within Army aviation, we prioritized operational needs to support the warfighter including:

- Conduct modular conversion to the combat aviation brigade design.
- Accelerate aircraft survivability

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equipment fielding.

- Fund Apache Block III conversion for active and reserve components.
- Buy new aircraft, including the ARH-70A armed reconnaissance helicopter, the light utility helicopter, the UH-60M Black Hawk and the CH-47F Chinook helicopters.
- Buy the joint cargo aircraft to conduct "hub and spoke" sustainment operations to deliver supplies over the last tactical mile to units operating in austere environments.
- Resource Army unmanned aircraft system requirements – including Raven, Shadow and Sky Warrior – to provide tactical unit commanders with situational awareness through reconnaissance, surveillance and target acquisition, or RSTA.

Six years of combat operations in Afghanistan and Iraq have proven the necessity of these strategic decisions to transform Army aviation.

Our combat aviation brigades have increased the operational flexibility to tailor modular expeditionary forces to joint mission requirements regardless of the division base. They have the right balance of reconnaissance, strike, lift and sustainment capabilities to provide support from the joint task force commander down to the ground tactical commanders.

The brigade aviation element, or BAE, inside each maneuver brigade combat team (BCT) has proven to be the vital organization to build the air-ground team and leverage aviation at the tactical level.

Task Force ODIN (observe, detect, identify and neutralize) provides a current example in Iraq that shows how the Comanche decision and aviation transformation have significantly improved our force effectiveness in combat.

TF ODIN links its Sky Warrior unmanned aircraft systems (UAS) with the scout and attack aviation assets in the combat aviation brigade and the maneuver battalions of the BCT through the common ground station on a shared network.

Gaining improved situational understanding and survivability by leveraging the power of the manned and unmanned team; coalition forces have killed over 2,400 improvised explosive device (IED) implanters, attacked the IED production network, and captured 141 high-value targets without losing a single helicopter due to enemy fire since we established TF ODIN.

Tactical-level UAS fully linked to battalion, brigade and division operations are finding and killing the enemy, providing security for our convoys and patrols, and saving American lives in combat.



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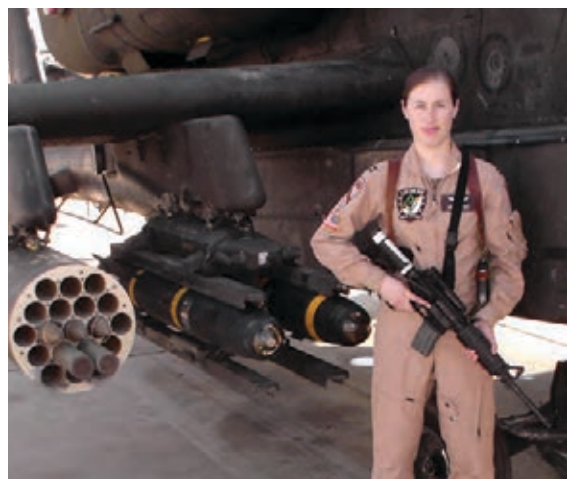
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CPT Laura J. Parunak (aka Crazy Horse 03) received the Distinguished Flying Cross for her heroic actions rescuing her downed wingmen July 31, 2007 in Iraq.

Many challenges remain that we must face with equal determination to ensure future success. Our first priority is to field the ATIRCM (advanced threat infrared countermeasures) to increase aircraft survivability against enemy air defense missiles. We must field the ARH-70A to retire the aging OH-58D Kiowa Warrior as fast as possible.

We must link aviation to the Future Combat Systems network and battle command applications as we spin-out FCS to improve the Army Modular Force. We must also take care of our people along the way, ensuring that all of our Aviation lieutenants and captains become fully

25th Anniversary Article Series

qualified as a pilot-in-command.

Indeed, we must never forget that, while American Soldiers and Army aviators absolutely deserve the best material solutions this nation can develop, it is our people who matter most.

Our battalion and company commanders, our platoon leaders and warrant officers, our air crews and maintenance teams – they are fighting and winning this war on terror by flying over two million hours in combat operations under the most difficult conditions in Afghanistan and Iraq.

To cite but one example of many: CPT Laura J. Parunak, callsign “Crazy Horse 03,” with the 1st Bn., 227th Avn. Regt. in the 1st Air Cavalry Brigade, was awarded the Distinguished Flying Cross for heroic achievement during aerial flight on July 31, 2007, as an AH-64D attack helicopter co-pilot/gunner in Iraq.

When her wingman was ambushed, Parunak remained in the engagement area, attacking the enemy forces and securing the crash site. With no friendly ground or air troops on the scene to provide cover, Parunak landed her Apache in the utmost danger of enemy fire to rescue the crew of

Crazy Horse 04 for a “spur ride” back to base. Without question, she saved the lives of her two fellow pilots and lived the Warrior Ethos of...“I will never leave a fallen comrade.”

Our Soldiers bear this difficult mission for all of us, making incredible personal sacrifices. They do it for each other, and because they love their country and believe in the mission.

We must ask ourselves every day: “Am I doing everything I possibly can to support CPT Parunak and her Soldiers? Am I pushing deadlines forward not backward? Am I breaking, not creating bureaucracy?”


“Am I showing the same moral courage, the same bravery in my job that I see every day in the eyes of our Soldiers? Am I living a life worthy of their sacrifice?”

Our answers must be an emphatic, “yes!” We owe our nation that much, and our Soldiers and their families that much more.

Above the best!




GEN Richard A. Cody is the Army's 31st vice chief of staff and the senior ranking Aviation branch officer serving today. His office is located at the Pentagon, Washington, D.C.



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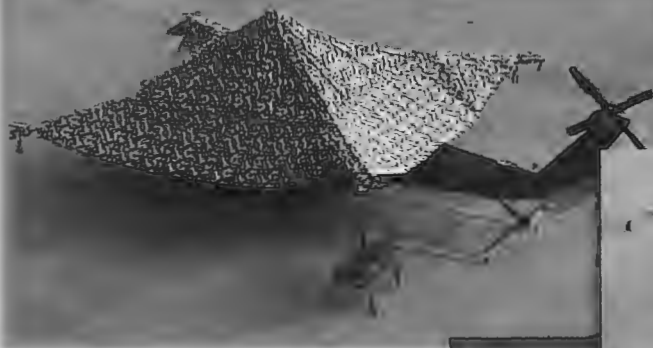
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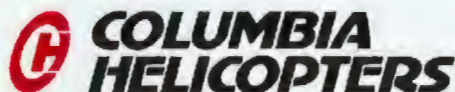
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President's Annual Report

Continued from page 6



MG Carl H. McNair, Jr., the first Army Aviation Branch Chief addresses the 1983 AAAA Convention in Atlanta, GA. This year, MG McNair chaired the 25th Branch Anniversary Committee for AAAA and coordinated all the 25th anniversary articles appearing in ARMY AVIATION over the last few months.

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our Annual Conventions and various symposia and awards programs.

They have made the last several years record-setters in revenue, which makes all the above donations possible.

As AAAA members, we need to do a better job of telling the AAAA story, and here is where we need your help.

When someone asks "What's in it for me?"...tell them about some of the programs I've mentioned.

The new AAAA Strategic Communications Committee is working hard to help us do a better job, but you can really be our most effective messengers.

AAAA is all about you – the National Guard, Army Reserve and active duty Aviation Soldiers, plus our great civilians.

As we celebrate the 25th Anniversary of the founding of this great combined arms branch at the convention, let us never forget that it is really just that...AAAA: Supporting the U.S. Army Aviation Soldier and Family."

Above the Best!

Jim Snider
AAAA President
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Schedule of Events

Saturday 5 April 2008

- 0700 Washington-Potomac Chapter Golf Tournament
Potomac Ridge Golf Club
1300-1700 AAAA Registration Center Open
Woodrow Wilson A
1700-1800 National Awardees Briefing
Woodrow Wilson B

Sunday 6 April 2008

- 0800-1900 AAAA Registration Center Open
Woodrow Wilson A
1000-1230 AAAA Scholarship Foundation Board Meeting
Woodrow Wilson C&D
1230-1400 National Executive Board Luncheon
Woodrow Wilson B
1300-1700 Press Room Open (Sponsored by the UH-72A
Industrial Team)
Azalea 1&2
1400-1630 AAAA National Executive Board Meeting
Woodrow Wilson C&D
1700-1900 Early Bird Reception & Opening of Exhibits
Prince George's & Potomac Exhibit Halls

Monday 7 April 2008

- 0700-1600 AAAA Registration Center Open
Woodrow Wilson A
0700-0800 EyeOpener Coffee
Maryland Ballroom
0700-0745 Speakers Breakfast
Woodrow Wilson B
0730-1700 Press Room Open (Sponsored by the UH-72A
Industrial Team)
Azalea 1&2
0800-1130 Professional Session Opening
Maryland Ballroom
0800-0830 Welcome, Colors, National Anthem, Salute to Fallen
MG James R. Snider, Ret., AAAA President
0830-0930 Keynote Address & AAAA Awards
GEN George W. Casey, Jr., Chief of Staff, U.S. Army
0930-1015 Aviation Branch Opening Remarks
MG Virgil L. Packett II, Aviation Branch Chief, CG,
U.S. Army Aviation Warfighting Center & Fort Rucker
1015-1100 BG Stephen D. Mundt, Director, Army Aviation,
ODCS, G-3/5/7
1100-1130 SMA Kenneth O. Preston, Sergeant Major of the Army
1130-1230 Professional Session Breakouts
1130-1230 Session I Breakout
Chesapeake 4, 5, & 6
Warrant Officer Update: CW5 Randy Gant, Chief
Warrant Officer of the Branch
1130-1230 Session II Breakout
Chesapeake D, E, & F
Enlisted Update: CSM Donald R. Sanders, Aviation
Branch Command Sergeant Major
1130-1600 U.S. Army HRC Career Guidance
Exhibit Hall Booth 1901
1130-1600 Exhibits Open
Prince George's & Potomac Exhibit Halls
1130-1600 PM Briefings
PM Briefing Theater, Potomac Exhibit Hall
(AGSE, Apache, ASE, AVN Sys, Cargo, CATT,
JUAS/COE, Scout/Attack, UAS, Utility, TAPO)
1300-1400 COL Douglas H. Wheelock, U.S. Army Astronaut,
NASA Mission Specialist STS-120 Discovery
Chesapeake 4, 5, & 6
1400-1500 AAAA NEB & Chapter Presidents Session
Woodrow Wilson C & D
1800-2000 AAAA Charter Members & Cub Club Dinner
(Invitation Only)
Woodrow Wilson B

Tuesday 8 April 2008

- 0700-0800 EyeOpener Coffee
Maryland Ballroom
0700-0745 Speakers Breakfast
Woodrow Wilson C & D
0700-1600 AAAA Registration Center Open
Woodrow Wilson A
0730-1600 Press Room Open (Sponsored by the UH-72A
Industrial Team)
Azalea 1&2
0800-1200 Professional Sessions
Maryland Ballroom
0800-0830 Congressional Leader Keynote
0830-0930 GEN Richard A. Cody, Vice Chief of Staff, U.S. Army
0930-1000 BG William H. Forrester Jr., CG, and
CSM Tod L. Glidewell, U.S. Army Combat
Readiness/Safety Center
1000-1100 Warfighters Panel
Chair: MG James E. Simmons, DCG III Corps.
Panelists: COL A. Thomas Ball, Executive Office to the
Commander U.S. Army, Pacific
COL Eduardo Gutierrez, III Corps G-3 Air, Corps
Aviation Officer
COL Vernon A. Sevier Jr., Retired Texas Army
National Guard, former Commander 36th CAB
COL Daniel Shanahan, former Commander 1st
Cavalry Division
1100-1130 ARNG Update, MG James W. Nuttall, Deputy
Director, Army National Guard
1130-1200 USAR Update, LTG Jack C. Stultz, Jr., Chief, Army
Reserve
1200-1600 U.S. Army HRC Career Guidance
Exhibit Hall Booth 1901
1200-1600 Exhibits Open
Prince George's & Potomac Exhibit Halls
1200-1600 PM Briefings
PM Briefing Theater, Potomac Ballroom
(AGSE, Apache, ASE, AVN Sys, Cargo, CATT,
JUAS/COE, Scout/Attack, UAS, Utility, TAPO)
1300-1500 AAAA HOF Trustees Meeting
Woodrow Wilson C&D
1400-1500 Company Commander & First Sergeant Panel
Chesapeake 4, 5, & 6
Chair: COL Warren E. Phipps Jr., Chief of Staff, USAAWC
Panelists: CPT Matthew A. Landrum, Co. D, 1st Bn., 1st Avn.
Regt., 1st CAB; 1SG John P. Smith, Co. B, 3rd Bn.,
1st Avn. Regt., 1st CAB; CPT Shoshannah B. Jennl,
Trp. D, 2nd Sqdn. 6th Cav. Regt., 25th CAB; 1SG
Zacchaeus H. Hurst, HSC, 209th Avn. Spt. Bn. 25th
CAB; CPT Scott E. McCraney, Co. A, 4th Bn., 227th
Avn. Regt., 1st ACB; 1SG Timothy S. Johnson, Co.
B, 615th Avn. Spt. Bn., 1st ACB; CPT Jason S.
Raub, Co. B, 3rd Bn., 82nd Avn. Regt., 82nd CAB;
1SG Reginald F. Thomas, Co., B, 3rd Bn., 82nd Avn
Regt., 82 CAB; MAJ David G. McGurk, Co. B, 277th
Avn. Spt. Bn., 10th CAB; 1SG Nicolas V. Carter, Co.
B, 277th Avn. Spt. Bn., 10th CAB
1500-1700 Cub Club Reunion (Members/Invitation Only)
AAAA President's Suite
1730-1900 Hall of Fame Ticket Pick Up
Foyer Cherry Blossom Ballroom
1800-2100 Hall of Fame Reception & Dinner
Cherry Blossom Ballroom
2100-0100 AAAA Chapter Receptions
Maryland Ballroom

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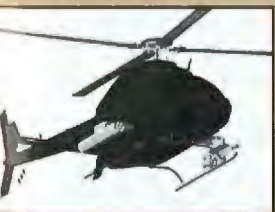


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Schedule of Events

continued

Wednesday 9 April 2008

- 0700-1600 AAAA Registration Center Open**
Woodrow Wilson A
- 0800-0900 Congressional First Light Breakfast (Invitation only)**
Cherry Blossom Ballroom
- Introduction: **Hon. Geoff Davis**, U.S. House of Representatives (R-4th KY)
- Speaker: **LTG James D. Thurman**, G3, HQDA
- 0800-0900 EyeOpener Coffee** **Maryland Ballroom**
- 0800-1600 Press Room Open (Sponsored by the UH-72A Industrial Team)** **Azalea 1&2**
- 0900-1130 Professional Sessions** **Maryland Ballroom**
- 0900-1000 Future Developments Panel**
- Chair: **MG Packett**, CG, USAAWC
- Panelists: **MG James R. Myles**, CG, AMCOM
BG Stephen D. Mundt, Director, Army Aviation, ODCS, G-3/5/7
Mr. Paul Bogosian, PEO Aviation
COL Richard Stockhausen, Dir of Concepts & Requirements, USAAWC
Mr. Donald Woodbury, Program Mgr., DARPA TTO
- 1000-1015 Freedom Team Salute**
- 1015-1100 MG James R. Myles**, CG, U.S. Army Aviation and Missile Command
- 1100-1130 Mr. Paul Bogosian**, PEO Aviation
- 0930-1100 Family Readiness Panel** **Chesapeake 4, 5, & 6**
- Chair: **Judy Konitzer**

- Panelists: **Mrs. George Casey**, Wife of U.S. Army CoS, "Balance Makes the Army Family Strong"
BG Alberto J. Jimenez, Chief, ARNG Aviation and Safety Div, "Update on the state of the National Guard and Family Programs"
Dr. Larry Moehnke, COS, Military Child Education Coalition, "Supporting the Military Student"
COL Elspeth C. Ritchie, Psych. Consult. to U.S. Army Surg. Gen., "The Psychological Effects of the Long War on Soldiers & Families"
- 1130-1300 AAAA Annual Meeting Luncheon**
Cherry Blossom Ballroom
- Speaker: **GEN John M. Keane, Ret.**, Chairman, AAAA Senior Executive Associates
- 1130-1600 U.S. Army HRC Career Guidance**
Exhibit Hall Booth 1901
- 1130-1600 Exhibits Open**
Prince George's & Potomac Exhibit Halls
- 1130-1600 PM Briefings**
PM Briefing Theater, Potomac Exhibit Hall
 (AGSE, Apache, ASE, AVN Sys, Cargo, CATT, JUAS/COE, Scout/Attack, UAS, Utility, TAPO)
- 1800-1845 AAAA Banquet VIP Head Table Assembly**
Chesapeake D, E, & F
- 1800-1845 AAAA Banquet Reception**
Foyer Maryland Ballroom
- 1800-1845 AAAA Banquet Ticket Pick Up**
Foyer Maryland Ballroom
- 1900-2200 Aviation Branch 25th Birthday Banquet**
 Entertainment: **Aaron Tippin** **Maryland Ballroom**
- 2200-0100 Farewell Bash, DJ music, dancing and more.**
 (Informal) **Cherry Blossom Ballroom**

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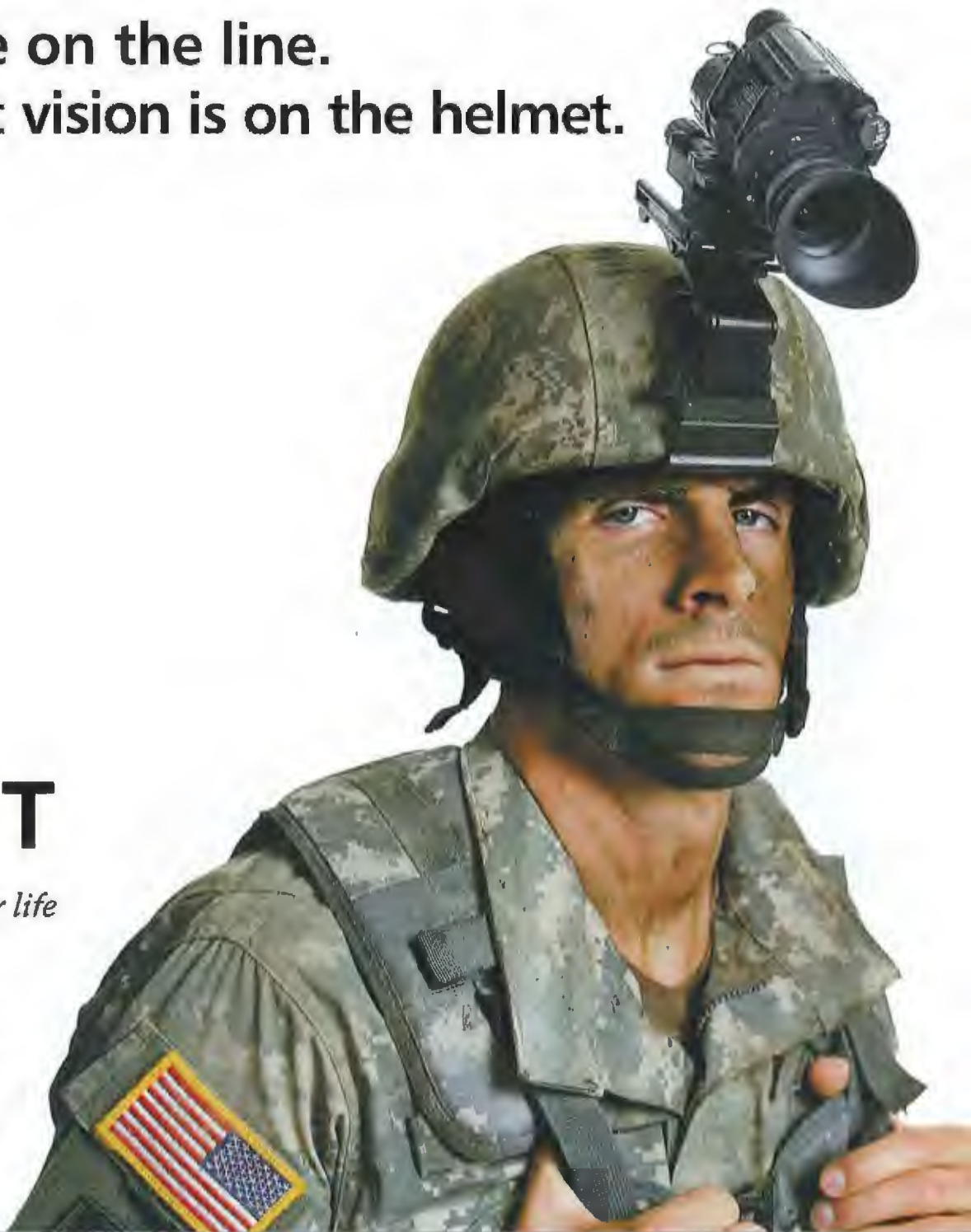


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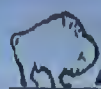
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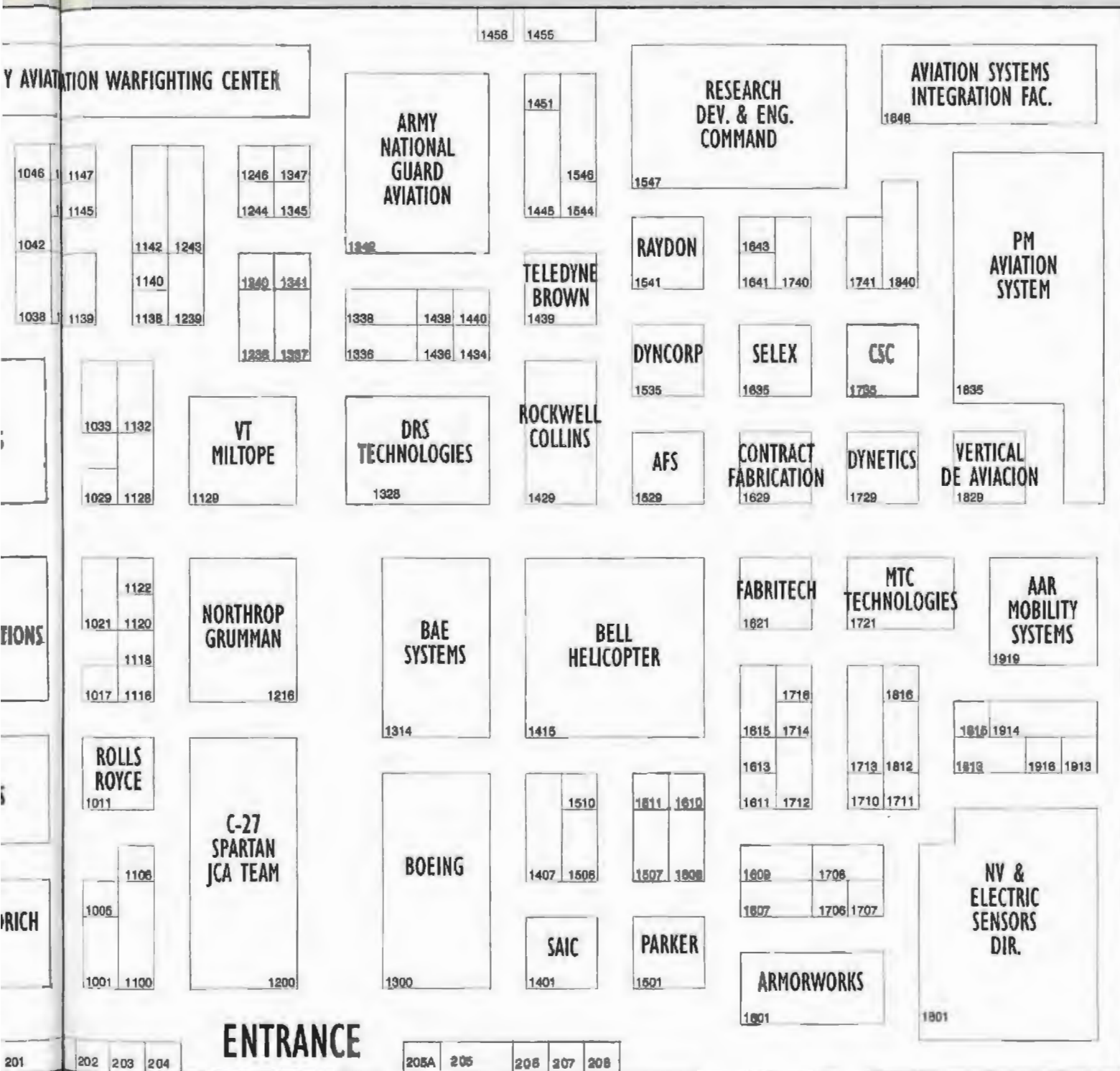
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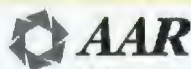
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AAR Mobility System1919
ACES Systems/TEC Aviation Division310
ADEPT Technologies2723
Advanced Torque Products446

AEREA334
Aerial Machine & Tool Corporation942
AeroSafe Products, Inc.1336
Aerospace Optics, Inc.2122
Aerospace Filtration Systems, Inc.1529
AV, Inc. (AeroVironment)2611
Air Methods Corporation312
ALKAN1246
All-System Aerospace Intl Inc/Heli-Sysco1816
American Competitiveness Institute2722
Ampex Data Systems Corporation2211
AmSafe2719
Applied Industrial Technologies1005
Aqua Lung America, Inc.946
ARINC Engineering Services LLC1043
Armed Forces Insurance1710
Armed Services Mutual Benefit Assoc.1711
Armick Inc.2024
ArmorWorks, LLC1601
Armour of America805
AAFMAA Army & Air Force Mutual Aid Assn.2108
Army Aviation Museum Foundation, Inc.CHES
Athena Technologies, Inc.2416
ATK-Alliant Techsystems706
Aurora Flight Sciences Corporation2310
AVALEX Technologies Corporation1029
Avion Inc.1039
Avion/AvTask1041
Avile Systems652
BAE SYSTEMS1314
Ball Aerospace & Technologies Corp.1341
Barnes Aerospace2214
Battelle2207
Bell Aero/US Helicopter1615
Bell Helicopter Textron Inc.1415

Bobcat Company2016
The Boeing Company1300
Breeze-Eastern609
C-27 Spartan JCA Team1200
CAE1142
Camber Corporation1038
CamelBak547
Carmanah Technologies Corp.2113
CAST Navigation, LLC2006
Cessna Aircraft Company1714
Chelton Inc.2523
Chemring Group PLC541
CMC Electronics Inc.1607
Cobham Life Support1042
Columbia Helicopters, Inc.1808
Commuter Air Technology, Inc.1244
Composite Technology Inc.POT00
Computer Sciences Corporation1735



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Contract Fabrication & Design1629
Cooper Interconnect1707
Crestwood Technology Group2317
Cubic Defense Applications1033
Dallas Avionics, Inc.2624
Dayton T. Brown, Inc.1240
Dayton T. Brown Inc. Tech. Svcs. Div.2009
Defense News Media Group/Times News Grp.2422
Dillon Aero, Inc.535
DESCHAMPS Mats Systems453
DRS Technologies Inc.1328
Dynamics Research Corporation1132
DynCorp International LLC1535
Dyneclis, Inc.1729
EADS North America316
Eagle Industries Unlimited, Inc.640
East/West Industries, Inc.448
EDN Aviation2222
EG&G Technical Services/Lear Siegler Inc.2117
Elbit Systems of America908
EMS SATCOM / SCOTTY Tele-Transport Corporation
of the Americas, Inc.2400
Esterline (Korry Electronics)1609
Esterline Defense Group1611
Fabrtech, Inc.1621
Fastening Systems International, Inc.1116
FDC/Aerofilter2125
Federal-Mogul Systems Protection611
Fibertek, Inc.2401
FlightSafety International800
FLIR Systems, Inc.928
Flitelite2323
Florida Turbine Technologies Inc.2522
FNH USA, LLC1507
Fort Campbell Historical FoundationPOT4
GasTOPS Ltd.452

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Yellow Pages

GE Aviation	303
GE Inspection Technologies	300
General Atomics Aeronautical Systems Inc.	2405
General Dynamics C4 Systems	617
Armament Systems Ordnance Systems	
General Dynamics Armament and Tech Prod	709
GENTEX Corporation	2012
Gerber/Brunton	2525
Goodrich Corporation	901
Hamilton Sundstrand	1138
A United Technologies Company	
Harris Corporation	1128
HAWK Enterprises, L.L.C.	347
Hawker Beechcraft	2617
Helicomb International Inc.	1118
Helicopter Association International	208
Hellspec	2111
Honeywell	2101
Hontek Corporation	332
Howell Instruments, Inc.	2223
Innovative Concepts, Inc.	2306
Instrument Tech Corp	2717
Intelligent Automation Corporation	1506
Inter-Coastal Electronics, Inc.	1337
Interface Displays & Controls, Inc.	2025
Iowa Waste Reduction Center	2329
Isodyne, Inc.	646
ITT	2001
Joint Venture Yulista and SES (JVYS)	336
Kaman Aerospace Corporation	328
Kipper Tool Company	2201
Knowledge Based Systems, Inc.	549
L-3 Communications	816
Laser Shot	435
Lektro, Inc.	1704
LifePort Interiors	2210
Link Tools International (USA) Inc.	1741
Liquid Measurement Systems	1106
Lockheed Martin Corporation	329
Martin-Baker Aircraft Company, Ltd.	410
Meggitt Defense Systems	529
Microfiltrex-A Div of Porvair Filtr. Gp	704
MicroStrain, Inc.	1511
Miltec Corporation	633
VT Miltope	1129
The Military Officers Assn. of America	POT3
Monode Pryor Traceability	POT9
MTC Technologies	1721
Mustang Survival, Inc.	447
NAMMO, Inc.	2322
National Defense Industrial Association	1345
NAT Seattle	940
Night Readiness, LLC	2213
Northrop Grumman Corporation	1216
Northstar Aerospace	1712
Ontario Knife Company	1147
Orbit International Corp.	2324
Oregon Aero, Inc.	1120
Pall Aeropower Corporation	2225
PALL LAND & MARINE CORPORATION	
Parker Aerospace	1501
Pelican Products, Inc.	1017
Permali Gloucester Limited & Dynamic Control	441

Plasecki Aircraft Corporation	1510
Plastek LLC	2224
Polaris Industries	2011
Port-A-Cool, LLC	1347
Potomac Field Gear	POT08
Power Innovations International	1140
Pratt & Whitney	2217
The Protective Group, Inc.	553
Raydon Corporation	1541
Raytheon Company	729
Red Barn Machine, Inc.	1610
Reliance Aerolech Services	1716
Remstar	2123
Robertson Aviation, L.L.C.	1100
Rockwell Collins, Inc.	1429
Rolls-Royce	1011
Rotor & Wing Magazine	2008
Safe Flight Instrument Corporation	1236
SAGEM Avionics, Inc.	2425
Sanmina-SCI	340
Science and Engineering Services	848
Science Applications International Corp. (SAIC)	1401
Scot Inc.	2622
Secure Communication Systems	2423
SEI Industries Ltd.	1438
BAMBI BUCKET	
Seltz Scientific Industries, Inc.	2010
SELEX Sensors & Airborne Systems	1635
Sensor Systems, Inc.	2709
SGB Enterprises	1613
The Shephard Group	2212
Shield Technologies Corporation	2023
Sierra Nevada Corporation	2017
Sikorsky Aircraft, A United Technologies Company	415
SKF Aerospace	1706
Snap-On Tools	1338
Spika Welding & Manufacturing, Inc.	442
Sprung Instant Structures, Inc.	2623

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SPX Precision Components	1239
Staco Systems	2301
Stanley Vidmar	2124
Stevens Aviation, Inc.	1434
SURVIVE Engineering	451
Survival Systems USA Inc.	1139
Swift Engineering, Inc.	2424
Symetrics Industries, LLC	710
System Studies & Simulation, Inc.	1544
TEAC Aerospace Technologies, Inc.	1001
Team Wendy	2022
Teledyne Brown Engineering, Inc.	1439
Telephonics Corporation	1407
TenCate	2002
THALES - Aerospace Division	440
Thrane & Thrane, Inc.	1047
Times Microwave Systems	1440
Timken Aerospace Trans.-Purdy Systems	629

Torch Technologies	1708
Transshield Inc.	429
Triumph Group Inc.	311
Turbomeca USA	313
Ultra Electronics BCF	2000
Unique Handmade Creations, Inc.	POT2
United Protective Technologies LLC	1046
Unifon LP	548
Universal Avionics Systems Corporation	1436
USAA	1122
Vector-Hawk Aerospace, LLC	801
Vertical de Aviacion Ltda	1829
ViaSat, Inc.	2110
Vought Aircraft Industries, Inc.	1713
Westar/SimAuthor	2707
WestWind Technologies Inc. (WWTI)	1021
Wiley X Eyewear	552
Wing Enterprises, Inc.-Little Giant Ldr	1641
W.L. Gore & Associates, Inc.	1145
Wyle Laboratories, Inc.	1740
XRD, Inc.	2500

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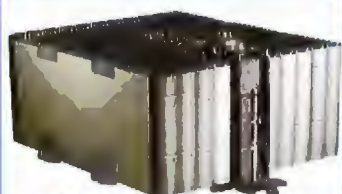
Air Force Research Lab - Sensors Dir.	1451
Air Force Weather	2319
Air Warrior Product Office	1546
Army, Chief of Public Affairs	POT7
Army Fisher Houses	202
Army Oil Analysis Prog. Mgmt. Office	2625
Army Team C415R-CECOM Command Exhibit	1813
Army Team C415R-TYAD	1916
Army Team C415R-R2	1913
Army Team C415R-SEC	1914
Arnold Engineering Development Center	2816
Association of the US Army Family Progs.	203
Aviation Systems Integration Facility	1848
The Big Crow Program Office	1455
Cargo Helicopters Project Office	AR4
Combat Helicopter Pilots Association	POT5
Corpus Christi Army Depot (CCAD)	1812
Defense Acquisition University	2029
Defense Supply Center Richmond (DLA)	1456
Freedom Team Salute (USA-M&RA)	201
GSA (General Services Administration)	2228
Human Resources Command-Aviation Branch	1901
Joint Aircr Survivability Prg Ofc (JASPO)	2713
Joint Council On Aging Aircraft (JCAA)	2026
Joint Technical Data Integration (JTDI)	2429
HQDA, MANPRINT Directorate, Army G1	2724
The Military Child Education Coalition	205
Military Ministry Div. of Campus Crusade for Christ	205A
NAVAIR-IBST	2729
NAVAIR PMA-209 TAWS	2629
Night Vision & Electronic Sensors Dir.	1801
Program Director, ASE	200
US Army PEO STRI	2128
Project Manager, Aerial Common Sensors	1815
PM Apache	AR2
PM Aviation Systems	1835
PM AS HQ, PM ATC, PM AME, PM AIC	
PM SKOT LCMC	2529
Redstone Technical Test Center	1840
Research Dev & Engrg Cmd (RDECOH)	1547
Test Week 2008	1643
UAS Project Office	2600
UAS Project Office	2510
US Army Aeromedical Research Lab-USAARL	POT1
US Army Combat Readiness/Safety Center	1243
USAMC Logistics Support Activity	2818
US Army Operational Test Command, ATD	400
(USAOTC), Aviation Test Directorate	
USAR/11th Aviation Command	401
US Army Aviation Warfighting Center	950
US Army Avn & Missile Life Cycle Mgmt Cm	2229
US Army Aviation Technical Test Center	2824
Utility Helicopter Project Office	AR1
Wounded Warrior Project	206
12th Aviation Battalion	AR3
21st Cavalry Brigade (Air Combat)	1445

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G4 Aviation, U.S. Army Pacific Command, Fort Shafter, Hawaii



DAC Richmond

Retired CW5 Clifford J. Richmond III has demonstrated exceptional professionalism and success in the execution of his duties as the chief of the Aviation division within the Deputy Chief of Staff for Logistics (G4) office with the U.S. Army Pacific Command. Richmond's untiring efforts have enhanced Army aviation capabilities throughout the Pacific Command's area of responsibility, to include the Joint Special Operations Task Force-Philippines and the Joint POW/MIA Accounting Command's recovery operations in Laos. His focus on the 25th Cbt. Avn. Bde. yielded tremendous results, as evident by the brigade's highly successful deployment to Operation Iraqi Freedom 06-08. Richmond volunteered to serve in Iraq with the 25th CAB. Upon his arrival, he quickly identified restructuring initiatives to provide commanders with the most effective contracted field maintenance teams. He improved the phase completion times on all aircraft, while reducing the overall contract workforce by 18 percent, resulting in an annual \$9 million savings. Through his logistics and maintenance efforts, the 25th CAB logged one-sixth of the Army's flight hours supporting the Multinational Division-North with unprecedented mission accomplishment. Additionally, his careful logistical planning enhanced the 6th Sqdn., 17th Cav. Regt. with its move to Alaska and posturing for its OIF deployment. Richmond's character, vision, dedication to duty, professionalism, hard work, and commitment to Aviation identify him as this year's Joseph P. Cribbins Department of the Army Civilian of the Year.

James H. McClellan Aviation Safety

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CW4 Johnny W. Judd

Headquarters Company, 4th Battalion, 227th Aviation Regiment, Fort Hood, Texas



CW4 Judd

CW4 Johnny W. Judd distinguished himself with his outstanding contributions as the safety officer of the 4th Bn., 227 Avn. Regt., an AH-64D attack reconnaissance battalion. Judd's relentless efforts during Operation Iraqi Freedom 06-08 focused the entire battalion across the full spectrum of aviation operations and improved their support of two Multinational Divisions in Iraq. His skills as a teacher, coach, and mentor directly and positively affected the maneuver of all battalion air and ground operations. Judd influenced safety procedures in the corps, division and brigade-level safety and standardizations departments, down to the individual Soldiers on the flight line. His efforts enabled his unit to conduct over 4,000 combat missions, flying more than 27,000 combat hours, without a single Class A accident (air or ground). Recognizing that his forward operating base was one of the most targeted locations for enemy indirect fire, Judd was the driving force to increase the number of bunkers on the airfield to create easily accessible cover for Soldiers working the flight line. As an attack pilot, Judd flew over 200 combat hours as a pilot-in-command. During the Battle of An Najaf in Jan. 2007, Judd remained on station to protect his downed wingman, despite having two of his aircraft weapons systems inoperable. For his actions, Judd was awarded the Air Medal for Valor; then another for actions later in April. For his outstanding performance, Judd is AAAA's recipient of the James H. McClellan Aviation Safety Award.

Henry Q. Dunn Crew Chief of the Year

Sponsored by Robertson Aviation

SGT Corey A. Haynes

Company B, 2nd Battalion, 25th Combat Aviation Regiment, Schofield Barracks, Hawaii



SGT Haynes

SGT Corey Haynes served with distinction as a UH60L crew chief with Task Force Diamond Head during a 15 month deployment to Operation Iraqi Freedom 06-08. He distinguished himself as both a battalion and a brigade Soldier of the Quarter in 2007; but it was his performance in combat that set him apart from his peers. As a crew chief, Haynes flew 800 combat hours under some of the most demanding conditions. He received three impact awards for his actions during combat missions, including the rescuing of Iraqi hostages, and the rescuing of two OH-58D pilots shot down by enemy fire. Of particular note is Haynes' heroism under fire on Sept. 10 during a mission to extract three wounded Special Forces Soldiers from a hot landing zone. Upon arrival, Haynes exited the aircraft and ran to the wounded Americans, carrying the first injured Soldier to the aircraft. As the other crew chief administered first aid, Haynes raced back for the next wounded man. While the aircraft sat on the ground within 50 meters of a raging gun-battle for more than 5 minutes, Haynes administered first aid to the second Soldier and then helped stabilize the third Soldier. Arriving at the combat hospital, he carried the most critically injured man into the emergency room. That night, Haynes was directly responsible for saving three American lives and was recommended for the Distinguished Flying Cross for his actions. An outstanding noncommissioned officer and crew member, SGT Haynes is truly deserving of AAAA's Henry Q. Dunn Crew Chief of the Year award.

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SGT Derrick W. Douglas

**Company B, 4th Battalion,
227th Aviation Regiment,
Fort Hood, Texas**



SGT Douglas

SGT Derrick W. Douglas distinguished himself as an AH-64D Longbow crew chief during Operation Iraqi Freedom 06-08. Douglas consistently set the standard as a Soldier, whether as

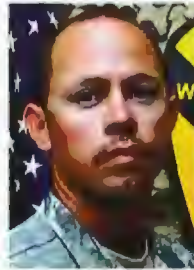
a crew chief working on the flight line, as a rifleman on guard duty, or as a future NCO doing additional duties. One of his major achievements is that the aircraft he crewed flew nearly 1,100 combat hours in 12 months – the most for any aircraft in his battalion and the brigade. During June 2007, Douglas performed outstandingly as the company's chemical, radiological, biological and nuclear NCO, a critical duty position at Camp Taji because of a possible threat of an enemy tanker truck-borne improvised explosive device filled with deadly chlorine. During that same period on June 23, an enemy indirect fire attack damaged seven of Co. B's helicopters rendering them non-mission capable. Despite the risk of follow-on attacks, Douglas immediately began repairing aircraft. In only four hours, he and his team repaired two damaged Longbows – replacing a main rotor blade, a #6 drive shaft, an engine nacelle door, a wing trailing edge and a main landing gear tire. Also during his deployment, Douglas earned battalion Soldier of the Month and his promotable status, and received the Army Commendation Medal and two Army Achievement Medals for outstanding performance. SGT Douglas is a true warrior and most deserving of AAAA's Soldier of the Year award.

Non-Commissioned Officer of the Year

Sponsored by Lockheed Martin Corp.

SGT William Vega-Rondon

**Company B, 4th Battalion, 227th
Aviation Regiment, Fort Hood, Texas**



SGT Vega-Rondon

SGT William Vega-Rondon, an AH-64D Longbow crew chief, exemplifies the Army values of selfless service and duty, especially during his deployment in support of Operation Iraqi Freedom 06-08. Vega served as the

senior crew chief of two Soldiers responsible for two assigned attack helicopters. With his maintenance and leadership skills, Vega ensured these aircraft maintained an operational readiness rate of 82 percent, flying over 2,200 combat hours in the first 12 months of deployment – the most in the 1st Air Cavalry Bde. On June 23, 2007, Vega demonstrated his personal courage and selfless service after an enemy indirect fire attack extensively damaged seven of the unit's eight aircraft. Despite the risk of follow-on attacks, Vega was one of the first Soldiers to reach the flight line, taking charge beyond his rank, conducting a search for any injured Soldiers and establishing work priorities. His leadership over the next 48 hours was exceptional. Under his direction, he and his Soldiers diagnosed and reported the extent of all damaged aircraft, then quickly repaired two aircraft back to flyable status in just four hours. But Vega did not stop, he continued to work relentlessly over the next week, leading Soldiers to replace critical flight components and working off over 40 red "X" conditions related to the enemy attack. A mentor of junior Soldiers, Vega can often be found teaching and sharing his knowledge and experience learned from two deployments to Iraq. A leader on and off the flight line, SGT Vega-Rondon is a true warrior and deserving to be AAAA's Non-commissioned Officer of the Year.

Michael J. Novosel Army Aviator of the Year

Sponsored by Sikorsky Aircraft Corp.

CPT Sean T. Smith

**Company A, 1st Battalion, 82nd
Aviation Regiment, Task Force
Wolfpack, Fort Bragg, N.C**



CPT Smith

CPT Sean Smith epitomizes what it means to be an Army aviator fighting in war today. Serving as a platoon leader in an attack reconnaissance battalion, Smith participated in over 150 direct-fire

engagements, personally eliminating more than 200 enemy combatants while deployed with Task Force Wolfpack to Operation Iraqi Freedom. His tireless efforts in continuous combat directly influenced the success for three U.S. ground brigades during some of the heaviest sustained fighting of the war from 2006 to 2007. Smith's bravery and outstanding warfighting abilities saved the lives of countless American and coalition forces fighting engaged in combat, to include in the volatile Diyala province. He repeatedly displayed personal heroism and valor of the highest level; responding to three downed U.S. aircraft and each time destroying the responsible enemy fighters. Smith responded to hundreds of troops-in-contact calls, braving enemy anti-aircraft ambushes and hostile fire; and flying in near-zero visibility to coordinate the rapid recovery of his downed wingmen, and never leaving until his fallen comrades were retrieved. Smith's skill in combat and his achievements prove once again that it is the Soldier/aviator – not the technology or aircraft – that is the real reason Army aviation is the most relevant and lethal force on today's battlefield. CPT Smith unequivocally earned AAAA's prestigious designation as the 2007 Michael J. Novosel Army Aviator of the Year.

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When the U.S. Army requested a better solution to get troops and supplies to forward-deployments, we helped answer the call. The C-27J Spartan delivers at every level, thanks in large part to the Rolls-Royce AE 2100D2 engine. This Joint Cargo Aircraft provides the design, performance and enhanced tactical flexibility to meet all of the Army's load and altitude requirements and the time-sensitive, mission-critical needs of forward-deployed warfighters.

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AAAA 2007 National Award Winners

Robert M. Leich Award

Sponsored by Northrop Grumman Corp. ESSS

U.S. Army Combat Readiness/Safety Center

Fort Rucker, Ala.



BG Forrester



CSM Glidewell

The U.S. Army Combat Readiness/Safety Center (USACRC) receives the Robert M. Leich Award on behalf of the entire Army for the sustained superior safety performance the Army achieved in 2007. The Army concluded fiscal year 2007 with an overall reduction of aviation accidents by 20 percent from 2006 – credited to increased safety awareness and implementation of safety tools and programs Army-wide. Challenged by the Army Chief of Staff to lead the force in a safety transformation, USACRC worked tirelessly to support leaders in assessing loss trends and developed innovative tools and training programs to reduce accidents. USACRC deployed 16 accident investigation teams worldwide, working over 1,500 man-days. The input from these teams to USACRC's Digital Collection, Analysis and Integration Lab provided the Army's Aircraft Shoot Down Assessment Team with the critical analysis needed for the development of new tactics, techniques and procedures to avoid further combat losses of aircraft and crews. Embracing the need for Army culture changes, the USACRC implemented the Army Readiness Assessment Program, designed specifically to target an organization's safety climate and culture. The ARAP provides battalion commanders and leaders of equivalent sized organizations with an uncensored view of what is happening "below the water line" in their units. During 2007, 165 aviation units participated in ARAP, accounting for 59,539 military and civilian personnel. The USACRC also graduated 128 active and reserve component officers, including 15 allied officers, from its continuing safety education courses. Additionally, the Army's implementation of the Family Engagement Kit, developed by the USACRC, successfully bolstered the "battle buddy" concept between families and Soldiers, empowering family members to engage in safety best practices. The presentation of the Robert M. Leich Award to the Soldiers and civilians of the USACRC is a fitting tribute to the sustained superior performance achieved by the Army.

Army Reserve Aviation Unit of the Year

Sponsored by Honeywell International

Company A, 7th Battalion, 158th Aviation Regiment

Fort Hood, Texas



MAJ Hyder



1SG Lewis

The Co. A "Yetis" of the 7th Bn., 158th Avn. Regt., an Army Reserve CH-47D Chinook unit, distinguished themselves by superior performance and selfless service while deployed in support of Operation Enduring Freedom. With 69 Soldiers, they conducted simultaneous 24/7 combat operations from two locations in Afghanistan, to include support of the Combined Joint Special Operations Task Force. With Co. A's collaborative combat operations, the CJSOTF achieved the highest rate of "captured" or "killed" high value enemy targets since the beginning of OEF. Co. A maintained an operational readiness rate of over 75 percent and never cancelled a mission due to maintenance. During their deployment, they conducted 1,729 combat missions, flying approximately 7,000 hours, transporting over 39,000 troops and delivering more than 15 million pounds of supplies. The Yetis started pre-deployment training with only 25 percent of its crews qualified at readiness level 1 (RL-1) for day, night and night vision goggle missions; and over 50 percent of the unit's Soldiers were cross leveled from seven different Reserve units. With an aggressive training program and hard work, the unit trained to 100 percent RL-1, and was the first USAR aviation unit to deploy with 100 percent of personnel night vision qualified. The outstanding achievements of the Co. A "Yetis" of the 7-158th Avn. clearly mark them as AAAA's Army Reserve Aviation Unit of the Year.

Army National Guard Aviation Unit of the Year

Sponsored by Honeywell International

2nd Battalion, 135th Aviation Regiment

Colorado Army National Guard

Aurora, Colo.



LTC Petty



CSM Imfeld

The 2nd Bn., 135th Avn. Regt., a general support aviation battalion of the Colorado Army National Guard, deployed as Task Force Blackjack with the 36th Cbt. Avn. Bde. as part of a theater aviation brigade in support of the Multinational Corps in Iraq. The unit distinguished itself by not only deploying and transforming to a new force structure simultaneously, but effectively assembled a diverse team of assets from Colorado, Arkansas, Florida, Minnesota, Nebraska and Utah – consisting of over 670 Soldiers and 46 helicopters – and turned itself into an formidable force that would represent the best of Army National Guard aviation. TF Blackjack accumulated numerous achievements in support of Operation Iraqi Freedom. Most notably, they conducted 111 night air assault missions in support of the Joint Special Operations Task Force, inserting more than 15,500 troops into landing zones across Iraq. TF Blackjack's crews flew 23,000 combat hours, of which 19,000 hours or 82 percent were at night. They launched and recovered over 5,500 combat missions; and conducted medical evacuation flights for over 6,600 patients, 1,700 being "urgent" life-saving missions. And TF Blackjack accomplished all of this without any loss of life or any Class A, B, C or D flight mishaps. The Soldiers of the 2-135th Avn. clearly demonstrated their incredible strength, experience and the "can-do" spirit of the Guard, earning the honor of AAAA's Army National Guard Aviation Unit of the Year.

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AAAA 2007 National Award Winners

Active Aviation Unit of the Year

Sponsored by the L-3 Company

2nd Battalion, 25th Aviation Regiment

Task Force Diamond Head

Wheeler Army Airfield, Hawaii



LTC Francis



CSM Haynes

The 2nd Bn., 25th Avn. Regt. as Task Force Diamond Head accomplished extraordinary achievements in support of Operation Iraqi Freedom. Comprised of nine companies with 63 aircraft, including two OH-58D cavalry troops and one attached Army National Guard UH-60 company, TF Diamond Head was both the largest aviation task force as well as air assault task force in Iraq. As an assault task force, Diamond Head flew over 50,000 combat hours, conducted 185 air assaults, moved 49,500 passengers, and killed more enemy combatants than any other previous assault task force in Iraq. The 25th Cbt. Avn. Bde. selected TF Diamond Head to command and control the brigade's area of operations making the task force the first aviation unit to own terrain in the Iraq War, and responsible for clearing fires and synchronizing coalition activity within its AO. TF Diamond Head implemented the innovative and effective "Lightning Strike" operational concept – a special raid team using tactics, techniques and procedures which seized the initiative from the enemy and allowed TF Diamond Head to find, fix, finish and exploit enemy contact. TF Diamond Head unquestionably advanced the relationship between the ground maneuver forces and Army aviation – embodying their motto of "We Fly for the Troops!" and earning them the distinction of being AAAA's 2007 Active Aviation Unit of the Year.

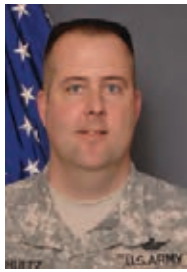
Outstanding Aviation Unit of the Year

Sponsored by the Boeing Company

36th Combat Aviation Brigade

Texas Army National Guard

Austin, Texas



COL Schultz



CSM Early

The 36th Cbt. Avn. Bde. distinguished itself as the first transformed combat aviation brigade of the Army National Guard to mobilize in support of Operation Iraqi Freedom. The 36th CAB deployed with six battalions and over 2,600 Guardsmen from 46 different states and more than 200 Soldiers from the Individual Ready Reserve. While deployed, the 36th CAB Soldiers and 144 aircraft flew over 82,000 rotary and fixed wing hours on more than 10,000 combat missions to complete: over 200 air assaults, 300 point-of-injury aeromedical evacuations, 5,220 VIP missions, 90 deliberate attack operations, 300 convoy security flights; 700 counter-mortar/rocket interdictions and counter-improvised explosive device missions; 550 armed escorts, and eight downed aircraft recovery operations. They supported 38 anti-insurgency operations; contributing to the discovery of 67 weapons caches, the capture of 133 combatants and 61 enemy killed-in-actions, and the liberation of 14 hostages. The 36th CAB's aircrews hauled more than 330,000 passengers and 22 million pounds of cargo throughout the Iraqi theater. The bravery and selfless service of these Guardsmen resulted in the award of one Silver Star, 15 Distinguished Flying Crosses, 312 Bronze Stars, 22 Meritorious Service Medals, 932 Air Medals, 15 Purple Hearts, and 354 Combat Action Badges in the face of a determined enemy. The incredible accomplishments of the 36th CAB in combat, after a challenging transformation, truly mark them as AAAA's Outstanding Unit of the Year.

Top Chapter of the Year

Sponsored by AAAA National

Greater Atlanta Chapter

Atlanta, Ga.

The Greater Atlanta Chapter set a high standard for itself in supporting the Aviation Soldier and family. During 2007, the GAC recruited 137 new members, placing 2nd in the chapter Top Gun category; held six chapter meetings; recognized the contributions and sacrifices of Aviation Soldiers, completed AAAA national awards requirements and awarded 26 Order of St. Michael medals. They spent one year planning their support of AAAA's 50th Anniversary and convention in Atlanta, receiving accolades for the best chapter reception and golf tournament in the history of the Association. The chapter's active membership, on a daily basis, was heavily engaged in resourcing and supporting most if not all active duty, Reserve and Army National Guard combat aviation brigades for the Global War on Terrorism, and they used local, state and national actions to accomplish these goals. The GAC's financial generosity included: providing \$4,400 to the Georgia Army National Guard family support group program, \$1,000 for scholarships, supporting a wounded aviation Soldier with \$3,500 for an all expense big game hunt and a trip to the annual convention; presented \$500 for Operation One Voice, donated \$700 for Christmas gifts for needy children, and contributed over \$7,000 to support a Welcome Home Warrior-Citizen ceremony. The Greater Atlanta Chapter's unwavering support and selfless service to Aviation Soldiers and families has truly earned them the honor of being AAAA's Top Chapter of the Year.





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AAAA Hall of Fame Inductees



General Bryan D. Brown, Ret.

Retired GEN Bryan D. "Doug" Brown pioneered Army special operations aviation from its inception to present day.

Brown began his long association with what would become the famed "Night Stalkers" in June 1978, serving with the 158th Avn. Bn. at Fort Campbell, Ky., then known as Task Force 158 – a "plank holder" for the 160th Special Operations Aviation Regiment (Airborne).

He was there from the beginning, participating in the planning and rehearsals for Operation *Credible Sport* (aka *Honey Badger*), the second rescue attempt for American hostages held in Iran.

Brown was the primary visionary during its infancy and evolution; having commanded special operations aviation in combat at the company, battalion and regimental levels.

Enlisting as an Infantry private in 1967, Brown went on to complete Special Forces training – becoming a qualified "Green Beret" – and serving on an operational detachment with the 7th Special Forces Group.

He obtained a Field Artillery officer commission from the Officer Candidate School in 1970 and earned his pilot's wings from the rotary wing aviator course in 1971, later re-branching to the newly established Aviation branch in 1983.

During his distinguished 40-year career, Brown was involved in combat operations in Vietnam, Grenada, Kuwait, Iraq, and many other classified operations.

He has commanded the 160th Regiment; the Joint Special Operations Command, and the U.S. Army Special Operations Command.

The first member of the Aviation branch to be promoted to the rank of four-star general, Brown's leadership and contributions to Army aviation and to special operations aviation are infinite in number and incredible in variety; to include the evolution of the UH-60 Direct Action Penetrator aircraft and the "Silver Bullet" package.

In his final assignment as commander of the U.S. Special Operations Command, he was the lead combatant commander for synchronizing the *Global War on Terrorism*, with responsibility for organizing, training and equipping all of our nation's special operations forces.

Brown retired in September 2007, but throughout his career he has been the driving force that molded special operations aviation into what is indisputable the most capable aviation fighting force in the world today.



Chief Warrant Officer 4 Michael J. Durant, Ret.

Retired CW4 Michael J. Durant's performance during active military duty and in retirement mark him as one of Aviation's best.

CW4 Durant

He is most famous for his harrowing 1993 experience during Operation *Gothic Serpent* in Somalia – as a member of the 160th Special Operations Aviation Regiment deployed with Task Force Ranger – where he was shot down and held as a prisoner of war by hostile Somali militia for 11 days.

Despite his multiple injuries, Durant's performance during captivity – chronicled in news magazines, books, documentaries and a feature film – is heralded as a model of the "Warrior Ethos" for all Soldiers.

His personal conduct serves as a benchmark for today's survival, evasion, resistance and escape training for all of members of U.S. military. But Durant's contributions go well beyond Somalia.

He served for 22 years in the Army, 13 years as a Night Stalker, accumulating over 3,700 flight hours.

A key member of the team that developed the armed Direct Action Penetrator helicopter with mini-guns, 30mm cannon, rockets and Hellfire missiles for the 160th SOAR, Durant was the first to fire the specially modified UH-60L Black Hawk in combat, engaging a SCUD missile launcher during Operation Desert Storm.

Durant also developed and implemented a comprehensive mission rehearsal system for the 160th SOAR which has contributed immeasurably to the success of special operations forces operations.

Since his 2001 retirement, Durant has continued his dedication to Army aviation helping develop the transportable Black Hawk operations simulator known as T-BOS; a high fidelity flight simulator for the UH-60L/M capable of deploying with units.

The T-BOS was fielded in time to conduct training for the new UH-60M aircraft acceptance test pilots – an Army aviation first.

A noted author of two books and a prolific public speaker, Durant is one of the most recognized veterans of the military today, representing well the Army, the branch, his fellow Night Stalkers, and all who serve our nation.



Major General Clyde A. Hennies, Ret.

Retired MG Clyde A. "Lou" Hennies served his nation for 41 years, making major contributions to both Army and special operations aviation. He commanded

MG Hennies

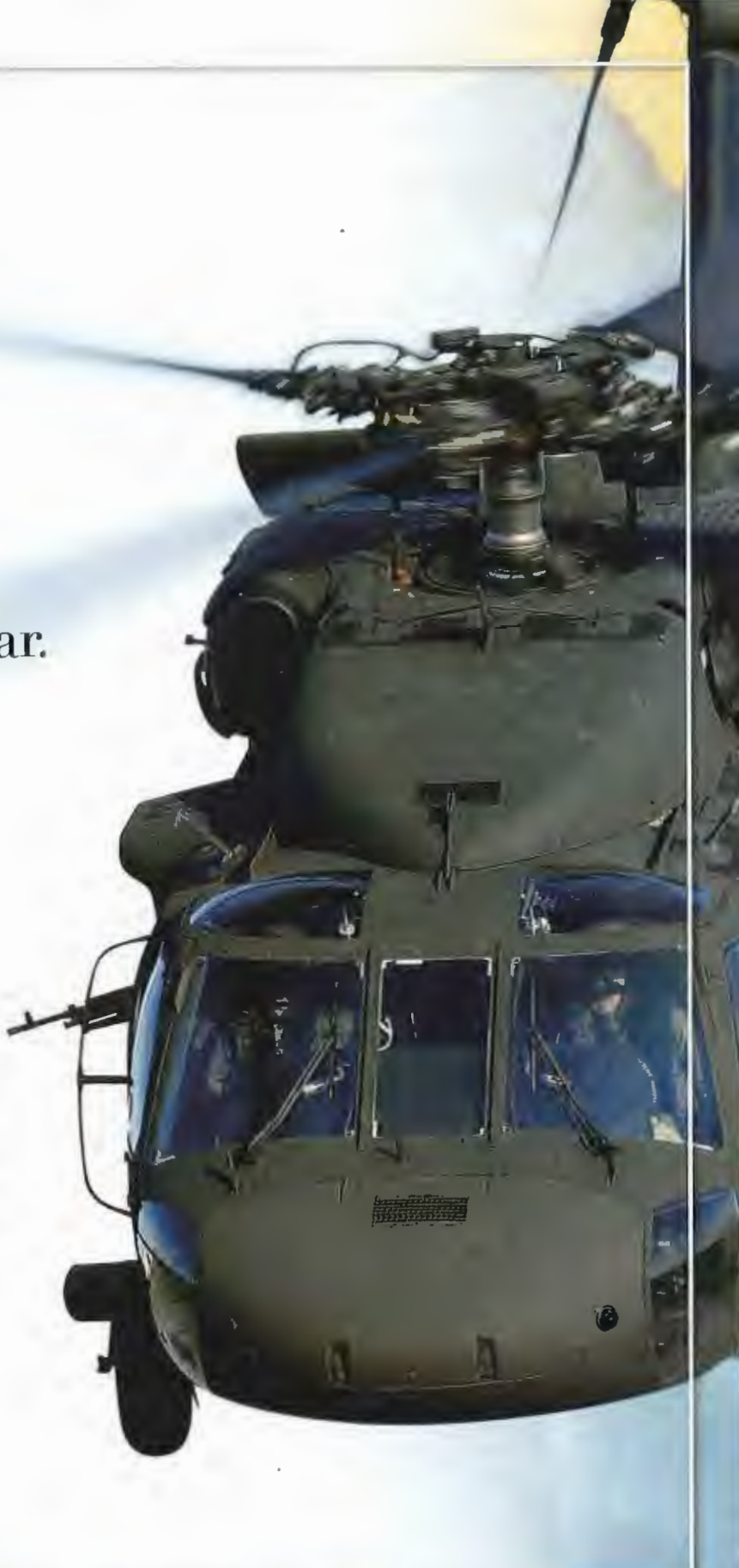
five company and troop-sized units in ground and air combat during three tours in Vietnam; followed later by another air cavalry troop and then command of the 1st Sqdn., 17th Cav. Regt., stateside. From Feb. 1985 to Nov. 1986, he commanded Task Force 160 through its transformation to the 160th Special Operations Aviation Group (Airborne), forerunner of today's elite 160th Special Operations Aviation Regiment (SOAR). During this command, he led the Night Stalkers through their most formative and challenging re-organization, developing unprecedented joint capabilities, tactics, techniques and procedures, which became the baseline standards for today's Regiment, as well as capability infusions to the rest of Army aviation. He recruited and hand-picked a superb team of self starting, creative commanders, staff officers and NCOs; challenging them to train hard worldwide, fly 50 percent of their time at night, and stay on the leading edge of rotary wing aviation technology, equipment, and operational concepts. The results of these efforts were high mission readiness, real-world classified deployments, zero fatalities, in-house development of the first aerial refueling capability for the CH-47, accelerated deliveries of a new generation night vision goggles and forward looking infrared systems; development of an airborne capability and groundwork to establish the Systems Integration and Management Office. This established a solid foundation for the rapid expansion of Night Stalker capabilities that followed. Later, as commander of the Army Safety Center and as the Director of Army Safety, he aggressively introduced *risk management* throughout the Army and at all levels of responsibility which helped reduce accidents and fatalities to an all-time low. He retired in 1991; but, always the soldier, he donned his uniform again to serve as the Adjutant General of Alabama's Army and Air National Guard Forces from 1995 to 1999, where he used his active duty and Pentagon experiences to increase Alabama's relevance in the total force. Lou Hennies service to the nation, the Army, and to the Aviation branch more than qualifies him for induction into the Army Aviation Hall of Fame.

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Ownership of Our Soldiers

By BG William H. Forrester

My job requires extensive travel, which means I'm often at airports throughout the U.S. and abroad. I swell with pride when I see young Soldiers at these airports, returning from deployed locations to the loving arms of their families. I often wonder how long they have been Soldiers, from where did they depart, where they are going and who they will meet.

I also wonder if these Soldiers were prepared to travel and, more importantly, if they're prepared for what awaits at their destination. Right or wrong, I somehow believe that Soldiers are best cared for when they are in the company of fellow Soldiers.

Somewhere in my years of training and experiences with our great Army, I firmly believe that the best supervision a Soldier can have is in the unit, where there is compassionate professional leadership to watch and protect.

I portend that the NCOs and officers that either launched or stand ready to receive these Soldiers are best prepared to take care of them. Even knowing that 40 to 50 percent of the Soldiers I see are en route to a theater of conflict, I am convinced that where there is an engaged leader, these Soldiers are protected.

We learned from our initial entry that there are two iron-clad priorities in military operations that are engrained in us: mission accomplishment and the welfare of our Soldiers. These priorities are as applicable in war as in peace.

The honor of ownership and the responsibilities pertaining to the well being of those in our ranks lies with us. Within our formations, our Soldiers have battle buddies, NCOs and officers that attempt to ensure they make it home safely from their deployment.

However, I contemplated who at home serves as guardian? The answer is simple—you, I and family members.

As we build relationships with our Soldiers, we under-



ARMY GRAPHIC BY BLAKE GRANTHAM

stand what makes them tick. Use tools such as the *Leader's Accident Risk Assessment of Subordinates* and *Accident Risk Assessment for Individuals* to help identify individuals in your formations who might be at risk for an accident. Both assessments can be found on the USACRC Web site at <https://crc.army.mil>.

You can mitigate risk factors if you are aware risk exists, and your chain of command can help. As leaders, identifying and knowing your Soldiers is paramount to protecting them.

You all should understand that as an Army having fought for six-plus years, daily executing warriors' task and drills, we can't allow ourselves to think our only enemy is the one we engage on battlefields.

As informed and engaged leaders, we must remain focused on keeping our comrades safe with the same vigor we execute on the battlefield.

I am proud of your Herculean efforts in protecting our Soldiers on both battlefronts, home and abroad.

Thank you – and an Army Safe is an Army Strong!



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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AAAA Spouses' Corner



We Have Come A Long Way

By Ululani Packett

The Rubik's cube, boom boxes, Cabbage Patch kids, the Hacky Sack and those "Baby on Board" signs were the phenomenon, fads and trends of 1983. Also, the first non-American Disney theme park, Tokyo Disneyland, opened in Japan that year.

The U.S. Embassy in Beirut was bombed, killing 63 people; astronaut Sally Ride became the first American woman in space on the space shuttle Challenger; and Aviation became a separate Army branch.

Twenty-five years ago, most of our Soldiers were single, while today more than 63 percent of our Army is married. Then, it was about the "stay at home mom" – today it's more about dual-income families and many more single parents.

Family Readiness

To meet their needs, military child care facilities are now world class and provide some of the most progressive child development and care available in the country. Today, formalized family care plans are required and are crucial to ensure that children have adequate care when the military parent or parents deploy.

Many of our services and activities can no longer solely depend on volunteers, and more programs have to be funded.

What was once an informal coffee group is now the family readiness group (FRG), which functions as a communications system. Paid family readiness support assistants are on board to provide continuity to units, especially during deployments.

Even the virtual family readiness group, or vFRG, has a Web-based system developed to provide all of the functionality of a traditional FRG in an on-line setting designed to meet the needs of geographically dispersed units and families.

Twenty-five years ago there was no support group serving our children as

they moved from school to school; which left many parents to manage their education virtually without help.

Military Child Education Coalition

Today we are fortunate to have school liaison officers and the Military Child Education Coalition (MCEC), a nonprofit organization addressing educational needs and focused on transition issues for approximately 2,000,000 military connected children.

The MCEC has a goal of "leveling of the playing field" for these students as they transition from one community school to another.

Begun in 1997, MCEC now consists of a staff of professionals, working under a knowledgeable board of directors and a National Advisory Committee, which serves all branches of the military service, including the National Guard and Reserve components and their families.

Through extensive research, the MCEC staff has developed programs that make transitions easier and presents this during conferences, workshops, training and in numerous publications.

In September, MCEC staff member and trainer Linda Neault, came to Fort Rucker, Ala., to brief the senior leaders. She introduced the program to those who were not yet familiar with it. It opened many doors and we were anxious to get our community involved with the program.

Transition Counselor Institutes

The Transition Counselor Institutes (TCI) are a three-phase training program which follows curriculum developed and kept current by MCEC.

The purpose of the TCI series is to support the secondary school-age military student through understanding, accommodation, processes/procedures and protocols, networking, technologies, and communication.

Trainers are educators with experi-

ence in the secondary school arena, high school counselors, transition specialists, military parents, and others identified by MCEC and/or requested by the TCI Fellows and in cooperation with the military community.

Each TCI phase is a two-day, 12-hour training event that increases in complexity going from Level One: awareness, processes and networks; to Level Two: deeper understanding, social and emotional needs, and the military life; to Level Three: master transition counseling and partnerships with the installation.

Trainers are experienced in the strategies addressing the stresses of transition and issues that result from frequent moves. Aimed at counselors who serve our schools, Neault presented professional development training through the Interactive Counseling Center Phase I program.

It offers participants the option of receiving one hour of graduate credit at the guidance professional's expense and is available to all schools that support military installations.

On the second day of training, local high school students were invited to share their experiences, from moving around to the challenges of unmet academic needs, lack of extra-curricular activities, and fitting in and being accepted.

It was especially enlightening to hear from Mike Golden, a recent graduate from Virginia Tech and the son of promotable COL Walter and Jo Ann Golden, Fort Rucker's deputy commanding general.

Mike attended three different high schools, finishing his senior year in Germany, where he transitioned to meet the demands of Defense Department School System requirements in order to graduate.

What an eye-opener it was to some of the professionals and educators in attendance, who had no idea what these youngsters have to endure.

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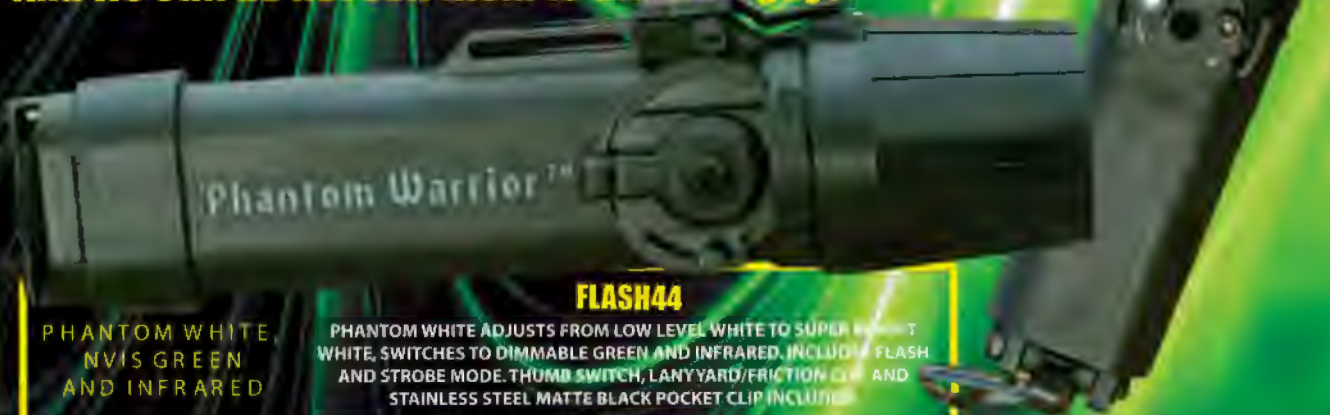
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Student 2 Student

MCEC has identified several needs of transitioning students, to include: quickly receiving and being able to understand relevant information; the need for immediate positive peer relationships – someone to trust and talk with who can relate; and a compelling need to feel welcomed, accepted and understood.

MCEC provides training for students who are interested in their “Student 2 Student” program; where these students serve as ambassadors to welcome newcomers and give the support needed during their transition process.

Daleville High School (DHS) here in Alabama initiated a S2S program by sending Kevin Phipps, son of Fort Rucker chief of staff COL Warren and Sylvia Phipps, and Arianna Davis, daughter of Debbie and Greg Davis, a civilian family, to the training in San Antonio, Texas.

The S2S program trained two-member teams from eight schools across the nation on how to better welcome military students into a new environment – from showing them around the school to building a lasting friendship.

Our students have already briefed the local Chamber of Commerce and are in the process of setting up their program, encouraging community involvement, and training additional students to join their team.

In the near future, the team will receive a new computer, printer, scanner and web-camera which are paid for by MCEC.

With the new technology equipment and working with the Web-based Interactive Counseling Center, they will be able to communicate with incoming students before they even set foot in the school building.

Along with the technology, a link for the Student 2 Student program will be added to the DHS website. The link will allow students to access virtual tours and class scheduling information.

The capabilities could be endless in the team’s effort to make transitioning students more comfortable in their new surroundings.

Partners for the Future

We are fortunate to have MCEC serving our children and looking out for their education and their future,



COURTESY PHOTO

Helping military kids adjust to new school environments, Kevin Phipps, left, and Arianna Davis are members of the “Student 2 Student” support transition team at Daleville High School near Fort Rucker, Ala. S2S is an outreach program established by the Military Child Education Coalition to welcome newcomers changing school systems as a result of military moves.

and we are thrilled that Fort Rucker is involved in this worthwhile program. On behalf of our children, it is crucial that we support this program across all branches of the military.

MCEC is a registered non-profit, world-wide organization and a participant with the Combined Federal Campaign (organization donation code: 10261). More information is available by calling (254) 953-1923 or online at www.militarychild.org.

The outlook for the future looks bright, as many programs which affect our Soldiers and their families are being implemented and continually improved.

We have a wonderful and supportive community, and Fort Rucker continues to train many of the best and the brightest in the Army.

Our Soldiers – along with their families – continue to contribute by answering the call whenever and wherever necessary.

We have come a long way, and what a wonderful time to be celebrating 25 years as a branch!



Ululani Packett is the first lady of the Aviation Branch and the spouse of MG Virgil L. Packett II, commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.

An advertisement for Timken Aerospace Transmissions, LLC. It features a black Apache helicopter in flight against a background of the American flag. The text "TEAM APACHE" is written in large, bold, red letters. Below it, in smaller white text, is "Proud Supporters of America's Military." To the right of the helicopter, in white text, is "Apache by Boeing, transmissions by Timken Purdy® Systems." At the bottom, in large blue letters, is "Timken Aerospace Transmissions, LLC Purdy® Systems". Below that, in smaller blue text, is "586 Hilliard Street, P.O. Box 1898, Manchester, CT 06045-1898 • www.timken.com". A small vertical copyright notice "© 2007 The Timken Company" is on the right side.



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Aviation Honors Best Battalions with Parker Awards

By James Bullinger

The U.S. Army Aviation Warfighting Center honored the best aviation battalions Jan. 30 at Fort Rucker, Ala. The winners of the 2007 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at the annual awards luncheon held during the Aviation Senior Leaders Conference.

In 1992, Army Chief of Staff GEN Gordon R. Sullivan announced during the retirement ceremony for LTG Parker, then director of the Army Staff, the establishment of a Department of the Army level award in honor of Parker, who served as the third Aviation branch chief and the commanding general of the U.S. Army Aviation Center.

The Parker awards recognize excellence in the areas of leadership, training, maintenance and safety during the preceding fiscal year. Competition is open to all active and reserve component aviation battalions.

MG Virgil L. Packett II, USAAWC commanding general, and retired LTG Daniel Petrosky assisted with presenting the awards.

Top Unit & Best TDA Battalion

The overall LTG Ellis D. Parker outstanding unit and the table of distribution and allowances unit winner is the **Operational Support Airlift Command**, Fort Belvoir, Va.

While deployed in support of Operation Iraqi Freedom 06-08, the OSAC executed more than 9,500 air mission requests, flying over 9,800 combat hours to support 2,280 combat missions with transported 29,850 passengers and 10.8 million pounds of priority cargo, without a Class A or B accident. Three of its aviators were awarded the Distinguished Flying Cross for their actions. This battalion equivalent unit is comprised of active duty Soldiers and Army civilians, National Guard and Reserve Soldiers from 26 different states, as well as contractors. The OSAC maintained a 94 percent mission support rate and a 97 percent operational readiness rate. Additionally, they logged more than 45,000 ground miles without any incidents. LTC Patrick Weber and SGM Jimmy Mills accepted the award.

Best Combat Battalion

The winner of the best Combat unit is the **1st Bn. (Attack-Recon), 82nd Avn. Regt.**, Task Force Wolfpack, Fort Bragg, North Carolina.

As TF Wolfpack, the 1-82nd Avn. flew more than 39,000 combat hours in support of Operation Iraqi Freedom 06-08. They conducted over 5,300 missions in direct support of seven brigade combat teams, including over 450 named operations and 150 air assault operations. TF Wolfpack is credited with over 1,100 enemy killed in action and 200



AP PHOTO BY JAMES BULLINGER

The 2007 Parker award recipients: front row (l to r): LTC David Fee and SGM Phil Pierce, 1st Bn., 82nd Avn. Regt.; and LTC Patrick Weber and SGM Jimmy Mills, Operational Support Airlift Command. Back row: LTC Frederick Jessen and MAJ Son Vo, 122nd Avn. Spt. Bn.; SGM Jesus Ruiz and MAJ Thomas Bayer, 3rd Bn., 25th Avn. Regt.; and retired LTG Ellis D. Parker, award namesake.

enemy wounded, and the destruction of 150 vehicles, 9 vehicle born improvised explosive devices and 14 air defense systems. They maintained an 86 percent mission capable rate and dispensed in excess of 1.75 million gallons of JP-8 fuel. Of note, 37 Wolfpack aviators each accumulated over 1,000 combat flight hours during their tour. LTC David Fee and SGM Phil Pierce accepted the award.

Best Combat Support Battalion

The best Combat Support unit and runner up is the **3rd Bn., 25th Avn. Regt.**, Task Force Hammerhead, Wheeler Army Airfield, Hawaii.

The 3-25th Avn. as TF Hammerhead flew more than 26,700 combat hours with no class A or B accidents during their support of Operation Iraqi Freedom 06-08. They executed more than 146 air assault missions, evacuated over 2,400 casualties, and controlled over 600,000 air traffic movements from nine locations in an area of operations the size of the state of Pennsylvania. They sustained an operational readiness rate of 98 percent for ground equipment and 86 percent for aircraft. MAJ Thomas Bayer and SGM Jesus Ruiz accepted the award.

Best Combat Service Support Battalion

The best Combat Service Support unit is the **122nd Avn. Spt. Bn.**, Task Force Atlas, Fort Bragg, N.C.

The 122nd Avn. provided full-spectrum combat service support to the 82nd Cbt. Avn. Bde. while conducting split-based operations from Fort Bragg and in Iraq and Afghanistan. As TF Atlas, they provided intermediate level aircraft maintenance support of 155 aircraft in three locations in Afghanistan and at two bases in Iraq. In the first seven months of deployment, they completed over 6,200 work orders and performed 44 aircraft phases. TF Atlas's aircrews accumulated over 1,200 combat flight hours incident free. The unit safely managed 12 forward ammunition storage sites and responded to over 45 ammunition resupply missions, dispersing over 225 tons of ammunition. Additionally, they distributed over 984,000 gallons of fuel, maintained a fully mission capable rate of over 98 percent on all assigned equipment, and conducted four downed aircraft recovery operations in hostile territory. LTC Frederick Jessen and MAJ Son Vo accepted the award.

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AAAA Presents 2007 Functional Awards

By James Bullinger

On behalf of AAAA, the Army Aviation Center Chapter hosted the 2007 National Functional Awards Jan. 31 during the annual Aviation Senior Leaders Conference at Fort Rucker, Ala.

AAAA President MG (Ret.) James Snider and MG Virgil L. Packett II, Aviation branch chief and commanding general of the Army Aviation Warfighting Center, were joined by Army Vice Chief of Staff GEN Richard Cody; CW5 Randy Gant, chief warrant officer of the branch; CSM Donald Sanders, branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.



1SG Kelsey Goodson and CPT Brian Blum

The Raytheon Company sponsors all of the Air Traffic Control awards and was represented by retired BG Rodney Wolfe. The **Air Traffic Control Company of the Year** is **Company F, 2nd Bn., 227th Avn. Regt., 1st Air Cav. Bde., Fort Hood, Texas**. The men and women of Co. F provided excellent air traffic services to the coalition forces of the greater Baghdad area during Operation Iraqi Freedom 06-08. Although unmanned, they successfully ran operations at three separate towers, to include running an airspace information center, a ground-controlled approach facility, a passenger terminal; and operations at the busiest airfield in theater, the Al Taji Army Airfield; and maintained an equipment operational readiness rate of 97 percent. CPT Brian Blum and 1SG Kelsey Goodson accepted on behalf of the unit.



1SG Eric Arant and CPT Jorge Rosario

The **Air Traffic Control Facility of the Year** is **Speicher Tower, Co. F, 3rd Bn., 25th Avn. Regt., 25th Cbt. Avn. Bde., Wheeler Army Airfield, Hawaii**. The Soldiers of Speicher Tower at Al Sahra Army Airfield on Forward Operating Base Speicher, Tikrit, Iraq, were responsible for the safe, orderly and expeditious flow of over 234,000 aircraft movements in a combat zone without an incident. The tower operators successfully handled more than 100 in-flight and on-ground aircraft emergencies, resulting in zero loss of aircraft or injury to personnel. CPT Jorge A. Rosario and 1SG Eric Arant accepted on behalf of the unit.



CW2 Roger A. Prichard with MG Packett, left, and GEN Cody.

The **Air Traffic Maintenance Technician of the Year** is **CW2 Roger A. Prichard, 164th Theater Airfield Operations Group, Multinational Corp-Iraq, C3 Air, Camp Victory, Iraq.**

CW2 Prichard was instrumental in garrison and war for all aspects of maintenance, supply, training and knowledge of Army air traffic services equipment under the newly activated 164th TAOG, before and during its deployment to Kuwait and Iraq. He also was pivotal in coordinating with each deployed combat aviation brigade to ensure both ATS readiness and supply issues were handled in a timely manner throughout the U.S. Central Command Theater.



SSG Verle R. Tilton with MG Packett.

The **Air Traffic Control Manager of the Year** is **SSG Verle R. Tilton, Co. F, 2nd Bn., 3rd Avn. Regt., 3rd Cbt. Avn. Bde., Hunter Army Airfield, Ga.**

SSG Tilton led his Soldiers through a third deployment in support of Operation Iraqi Freedom V as an essential "surge" unit. During the deployment, Tilton's Soldiers controlled in excess of 30,000 aircraft movements, cleared over 2,000 fire missions, supported more than 240 MEDEVAC missions, and sequenced 1,000 unmanned aircraft sorties without incident or accident.



SGT Troy Spriggs with MG Packett and GEN Cody.

The **Air Traffic Controller of the Year** is **SGT Troy J. Spriggs, Co. F, 3rd Bn., 25th Avn. Regt., 25th Cbt. Avn. Bde., Wheeler Army Airfield, Hawaii**

SGT Spriggs deployed in support of Operation Iraqi Freedom 06-08, his third combat tour in his short five-year career. He helped establish the air traffic services at Forward Operating Base Warhorse in Baqubah to support Operation Arrowhead Ripper. Spriggs also served in positions of increasing responsibility, to include: ground controlled approach facility chief, the Speicher Control Tower shift leader, and as the Warhorse ATC noncommissioned officer in charge.

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AAAA Presents 2007 Functional Awards



CSM Marshall Banks and LTC Scott Morcomb with GEN Cody.

The **Aviation Fixed Wing Unit of the Year** is **2nd Bn., 228th Avn. Regt.**, 244th Avn. Bde., U.S. Army Reserve, Horsham, Pa. Flight Safety International sponsors this award. During the past year, the "Winged Warriors" of 2-228th Avn. flew in excess of 21,600 accident free hours in Iraq, Afghanistan and the continental United States. They established the Army Reserve's first and only fixed wing intelligence collection task force, which flew over 1,500 combat missions and more than 8,000 accident free hours in Iraq. Their missions prevented a classified number of terrorist attacks on coalition forces and Iraqi civilians. LTC Scott R. Morcomb and CSM Marshall A. Banks accepted the award from FSI representative Mitch Alexander.

The **Aviation Fixed Wing Unit of the Year** is **2nd Bn., 228th Avn. Regt.**, 244th Avn. Bde., U.S. Army Reserve, Horsham, Pa. Flight Safety International sponsors this award.

During the past year, the "Winged Warriors" of 2-228th Avn. flew in excess of 21,600 accident free hours in Iraq, Afghanistan and the



CW4 Joseph Roland with MG Packett

and procedures to combat aircrews. His rigid adherence to standards and composite risk management skills contributed to his unit flying over 50,000 hours and earning a peerless reputation.

The **Aviation Trainer of the Year** is **CW4 Joseph Roland**, Hqs. Co., 2nd Bn., 25th Avn. Regt. 25th Cbt. Avn. Bde., Wheeler Army Airfield, Hawaii. L3 Communications Link Simulation and Training sponsors this award.

As the standardization instructor pilot for Task Force Diamond Head, CW4 Roland was responsible for the training and proficiency of over 130 pilots flying 38 UH-60 and 25 OH-58D helicopters. Roland was the primary trainer for the TF's "Lightning Strike" capabilities – an offensive operation to find, fix, finish and exploit enemy contact – teaching tactics, techniques



CPT Bryan Johnson

under his care. During stressful crisis situations, Johnson maintained a calm, mature approach to medical decision-making, providing confident treatment and care to his patients – with all making full recoveries.

The **Army Aviation Medicine Award**, sponsored by the Gentex Corp., was presented to **CPT Bryan Johnson**, 1st Bn., 2nd Avn. Regt., 2nd Cbt. Avn. Bde., Camp Eagle, Korea

CPT Johnson was the sole physician and flight surgeon providing medical support for an aviation battalion with over 700 personnel. He has performed his duties with excellence for over two years and consistently strived to deliver the best in health care to the Soldiers



SGM Jesus Ruiz and MAJ Thomas Bayer

responded to a mass casualty incident 30 miles west of Tal Afar, Iraq, after two villages were brutally attacked with four vehicle-borne explosive devices, killing at least 60 Iraqis and wounding more than 250. The 3-25 Avn. scrambled six UH-60 air ambulances from three locations, and deployed a CH-47D rigged with a unit-developed MEDEVAC package with litter stanchions, roll-away medical sets, commo gear, and unit medics. For 10 hours, the 3-25 Avn provided critical care to the injured, and flew 30 hours to transport 41 patients to higher levels of care. MAJ Thomas Bayer and SGM Jesus Ruiz accepted the award on behalf of their unit.

The **Army Aviation Air/Sea Rescue** award, sponsored by Goodrich Hoist and Winch, is presented to **3rd Bn., 25th Avn. Regt.**, 25th Cbt. Avn. Bde., Wheeler Army Airfield, Hawaii

On the night of Aug. 14, 2007, the 3-25 Avn.

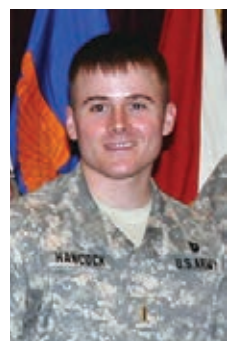


SSG Fred Osgood

hours. Over the past year, Osgood has performed several life-saving procedures in the execution of his duties while supporting special operations forces conducting classified missions.

The **Army Aviation Dustoff Flight Medic of the Year** award, sponsored by Air Methods, is presented to **SSG Fred A. Osgood**, 3rd Bn., 160th Special Operations Avn. Regt. (Abn.), Hunter Army Airfield, Ga.

SSG Osgood has been a "Night Stalker" flight paramedic for over four-years, and is a certified flight instructor with his battalion. He has flown over 100 direct assault, time-sensitive-target, and casualty evacuation missions; and has accumulated over 500 combat flight



2LT Daniel Hancock

AAAA National sponsors the **U.S. Military Academy and ROTC Aviation Cadet of the Year** awards, which are presented to the top cadet in each program who branches Aviation.

During the awards ceremony, AAAA took a moment for a special recognition of **2LT Daniel W. Hancock**, the 2007 USMA Cadet of the Year, Hancock received his award May 23 at West Point, N.Y., and is now attending Flight School XXI helicopter training at Fort Rucker.



U.S. ARMY

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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.

Services Buy More Raven UAS



PHOTO BY TARA HOLLINGSWORTH

The Army exercised a contract option Feb. 4 to order more RQ-11B Raven unmanned aircraft systems for the Army and Marine Corps from **AeroVironment, Inc.** of Monrovia, Calif. The \$45.8 million order under the existing contract provides new Raven systems, which consist of three aircraft, a ground control station, system spares and related services. Deliveries are to be completed by Jan. 31. According to the Army, Ravens flew more than 150,000 combat hours in 2007. As of February, AV has delivered over 8,000 Ravens.

AFS Passes 3,000 Inlet Barrier Filter Milestone

Aerospace Filtration Systems, Inc., St. Charles, Mo., announced in February, it has delivered more than 3,000 inlet barrier filters systems worldwide. IBFs are used to protect engines from ingesting dirt, sand, dust and other particles and small objects that can cause damage or stoppage. The Army uses AFS IBFs on the UH-60A/L, OH-58D, CH-47 and AH/MH-6J/M helicopters.

Advertisers Index

AAI Corporation	20, 21	Meggitt Defense Systems	73
AAR	5	NAT Seattle	30
Aero Safe	18, 36	Night Readiness	28
Aerospace Filtration Systems	23	Northrop Grumman	26, 27, 111
Army & Air Force Mutual Aid Assoc.	85	Parker Aerospace	55
Athena Technologies	7	Pelican Products	40, 41
AV, Inc.	25	Phantom Products, Inc.	87
Boeing-Military A&M Systems	1, 13	Raytheon	29
Brackett Aircraft Co., Inc.	84	Robertson Aviation, LLC	59
CMC Electronics Inc.	9	Rockwell Collins, Inc.	2
Coastal Aircraft Parts, LLC	58	Rollin Industries	57
Columbia Helicopters, Inc.	58	Rolls-Royce North America Inc.	77
Contract Fabrication & Design, Inc.	31, 81	Safe FLight Instrument Corp.	99
DRS Technologies, Inc.	11	Science Applications Intl. Corp.	56
DuPont Thermal Military	89	SES, Inc.	14
Eagle Tugs	70	Selex	75
Elbit Systems of America	81	Sikorsky	83
Fastening Systems	84	Skedco, Inc.	8
Federal Mogul Systems	50	Spika Welding	35
Fenn Technologies	16	Stevens Aviation, Inc.	37
FLIR Systems International, Inc.	15	S3, Inc.	46
FNH USA	17	TEAC Aerospace	71
Freedom Team Salute	95	Telephonics Corporation	65
General Atomics Aero. Sys., Inc.	19, 47	Thales	53
General Dynamics	33	Timken Aerospace Transmissions	
Goodrich Engine Control Systems	43	LLC, Purdy Systems	88, 97
Gulfstream Aerospace Corp.	49	Transhield Inc.	38
Helicomb International Inc.	24	Turbomeca USA	79
Honeywell Aerospace	112	USAA	69
ITT Industries, Avionics Div.	45	U.S. Air Tool Co., Inc.	62
ITT Night Vision	63	Westwind Technologies, Inc.	93
L-3 Wescam	91	Wulfsberg Electronics	39
Link Tools International, Inc.	54	VT Milltop Corporation	51

FS XXI Adds First KW Simulator

Computer Sciences Corp. and the Program Executive Office for Simulation, Training and Instrumentation have placed the first operational OH-58D Kiowa Warrior flight training simulators into service Feb 1 in the Warrior Hall complex, located in Daleville near Fort Rucker, Ala. The two high fidelity training devices support the Army's Flight School XXI team as well as other Army OH-58D pilots from tactical units. Here, pilots from the 159th Cbt. Avn. Bde. conduct a training flight.



PHOTO BY JAMES BALLINGER

DRS Provides Infrared Assemblies for Apache Helos

DRS Technologies, Inc., Parsippany, N.J., announced Feb. 19 it has received two contracts from **Lockheed Martin Corp.** to produce key components for the Army's AH-64D helicopter "Arrowhead" modernized target acquisition and designation sight and pilot night vision sensor systems. DRS's Sensors & Targeting Systems-Optronics Division in Florida will work the \$31.4 and \$28.5 million contracts to deliver pilotage and targeting receiver assemblies, and the standard advanced Dewar assembly units used in the receiver assemblies. These systems help ensure safe flights and efficient targeting in conditions of darkness and poor visibility.

KW Mast Mounted Sight Gets Life Extension

DRS Technologies, Inc., Parsippany, N.J., announced Jan. 31 that it received a \$23 million order from the Army Aviation and Missile Command to provide engineering support, field service and general depot support for obsolescence mitigation and repair of the mast mounted sights (MMS) on OH-58D Kiowa Warrior helicopter. The DRS Sensors & Targeting Systems-Optronics Division will perform the work in Melbourne and Palm Bay, Fla. The service life of the OH-58D is scheduled to continue to 2017.

ARNG Lakota LUH Fielding Progresses



PHOTO BY CDR BRIG FANELL

The Army National Guard is on track with its fielding of the UH-72A Lakota light utility helicopter to replace the aging legacy OH-58 and UH-1 aircraft. Representatives from the Army's UH-72A Program Management Office, EADS North America and Sikorsky Support Services, Inc., conducted new materiel fielding briefings and an initial site survey of ARNG facilities Jan. 14-15 at Camp Beauregard in Pineville, La. Detachment C with the 1st Bn., 114th Security and Support Regt., a Louisiana Army Guard unit, is scheduled to receive the first aircraft in June. The ARNG is programmed to receive 200 Lakota aircraft.

Westar To Provide Apache Support

The Army Aviation & Missile Command awarded **Westar Aerospace & Defense Group, Inc.**, Huntsville, Ala., a multimillion dollar task order Feb. 7 to provide technical services, and systems engineering and management expertise to the Apache Attack Helicopter Project Manager's Office (PMO) at Redstone, Arsenal. Westar will work to ensure that all software (weapons, navigation, radar, flight control displays, countermeasures and on-board mission planning systems) for the Apache fleet is the most relevant and safest software available for use by Army components

France to Buy Hellfire II Missiles

The French and U.S. governments signed a letter of offer and acceptance Feb. 4 for the sale of multiple warhead variants of the modular laser-guided HELLFIRE II missiles to France. **Lockheed Martin** of Orlando, Fla., is the authorized contractor, with contract options, to provide the missiles and support to the French army's Tiger attack helicopter program. The Tiger can carry up to eight missiles on two four-rail M299 launchers. Test flights begin in March. Contract value and missile quantities were not disclosed.

More HIRRS Ordered for Black Hawk Fleet

CPI Aerostructures, Inc., Edgewood, N.Y., announced Jan. 16 that the **Sikorsky Aircraft Corp.** has added new requirements to an existing long-term agreement for the hover infrared reduction system (HIRRS) module assemblies for use on the UH-60 helicopter. This contract helps satisfy Sikorsky's anticipated requirements through early 2009. There are two HIRRS assemblies used on each helicopter. This follow-on order has increased the total value of the HIRRS requirements to \$12.5 million.

BAE Delivers UAS Target Detection to Army

BAE Systems, Rockville, Md., announced Jan. 16 it has delivered five target detection systems to the Army for use on the Shadow 200 unmanned aircraft. The Aurora Generation IV remote sensing system will provide U.S. forces with precise detection and identification of potential threats. The Aurora is an ultra-lightweight, compact, wide-area surveillance system combining daytime hyperspectral imaging technology, featuring high-resolution electro-optic sensors, with an airborne processing system to automatically detect and identify targets – relieving the stress on operators who are constantly watching video imagery.

Army Selects DuraNET Solution for Apaches

Parvus Corp., Salt Lake City, Utah, announced Jan. 14 that the Army's Aviation Applied Technology Directorate has specified the DuraNET 1059 Ethernet switch node for use in an aviation modernization program for the AH-64D helicopter. Parvus received orders for 34 units of its commercial-off-the-shelf DuraNET unmanaged ethernet switch node that provides local area network connectivity to onboard IP-enabled computing devices. Weighing less than 2-pounds, the unit is designed to tolerate extreme operational temperatures of -40°C to +85°C and shock and vibration profiles experienced by helicopters.

CONTRACTS – (From various sources. An "*" by a company name indicates a small business contract)

Robertson Aviation L.L.C., Tempe, Ariz., was awarded Feb. 21 a \$9.8M contract for crashworthy fuel systems, internal auxiliary fuel tank systems and related spares. Deliveries are to be completed by Feb. 28, 2013.

Intelligent Automation Corp., Poway, Calif., announced Feb. 7 the award of two Army delivery orders worth over \$6.6 million for advanced health and usage monitoring systems for the Apache helicopters in modernization and recapitalization programs, to include foreign military sales aircraft.

Breeze-Eastern Corp., Union, N.J., was awarded in February a \$3.2M contract to provide 140 C-160 model cargo hooks for the CH-47 Chinook helicopter.

Ferrell Construction, Topeka, Kan., was awarded Feb. 1 a \$7.05M contract for repairs and construction of an Army National Guard aircraft maintenance hangar at Forbes Field in Topeka and is expected to be completed by Feb. 28, 2009.

Raytheon Integrated Defense Co., Bedford, Mass., was awarded Jan. 30 a contract for FY08 engineering services contract option award. Work is to be completed by Jan. 9, 2009.

General Atomics Aeronautical System, San Diego, Calif., was awarded Jan. 31 a \$30.9M contract for logistics support for I-GNAT, Warrior Alpha and Sky Warrior Block 0 unmanned aircraft systems. Work is to be completed by Jan. 31, 2009.

The Boeing Co., Ridley Park, Pa., was awarded Jan. 31 a contract for ten CH-47F new build production helicopters to be completed by Dec. 31, 2012.

McDonnell Douglas Helicopter Co., Mesa, Ariz., was awarded Jan. 30 a \$6.3M contract for support of Structure Parts. Work will be performed at the Corpus Christi Army Depot, Corpus Christi, Texas, and is expected to be completed by Oct. 31, 2009.

Longbow Limited Liability Co., Orlando, Fla., was awarded Jan. 15 a \$15.4M contract for Apache Block III radar electronics unit and unmanned aircraft system tactical common data link assembly. Work concludes by June 30, 2009.



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SENIOR EXECUTIVE SERVICE APPOINTMENTS

Defense Secretary Robert M. Gates announced Feb. 5 several SES appointments, including the reassignment of **Dyke D. Weatherington** to deputy director for Unmanned Warfare, Office of the Under Secretary of Defense for Acquisition, Technology and Logistics, Washington, D.C. Weatherington was the deputy director for Force Development with OSD.

SOLDIER OF THE YEAR



ARMY PHOTO BY PFC MONICA K. SMITH

Aviation Troop Earns 3ID Soldier of the Year
A 3rd Cbt. Avn. Bde. aircraft maintainer was named the 3rd Inf. Div. Soldier of the Year Dec. 20 at Forward Operating Base Kalsu in Iraq. **PFC James Truitt** with Co. B, 603rd Avn. Spt. Bn., to the honor while deployed to combat with unit. Truitt began his ascent to Soldier of the Year by winning the battalion Soldier of the Month in August, then the battalion Soldier of the Quarter in September, followed by 3rd CAB Soldier of the Year in mid-September. Though Truitt knew he would be expected to stand before the division board for Soldier of the Year, he didn't know when and what material he would have to know. Truitt eventually got word toward the end of his R&R level from his squad leader. With only a couple of days to study, he spent the majority of the time online looking up promotions, policies and regulations. "I basically only had three days to prepare for the division board," Truitt said, "But, I feel, once you reach the division level board, you've asserted yourself as someone who can accomplish at the board." Above, Truitt works on a UH-60 Black Hawk engine in a hanger on the 3rd CAB flight line near Baghdad.

COMBAT AWARDS



ARMY PHOTO BY SGT NICOLE KOJETIN

Apache Pilot Receives DFC

CW3 Zachary Johnson, right, an AH-64D pilot with 4th Bn., 227th Avn. Regt., received the Distinguished Flying Cross Jan. 28 from MG Joseph F. Fil Jr., 1st Cav. Div. commander, at Fort Hood. Johnson was honored for his leadership and skills during a large battle on the same date in 2007 in Najaf, Iraq. Johnson got word that two of his fellow pilots were shot down near Najaf, a city under Iraqi army control south of Baghdad. Johnson led his team from Forward Operating Base Kalsu to the battlefield in eight minutes; arriving to locate friendly and enemy forces, and provide protection to the site of the crash that took the lives of his friends, CPT Mark Resh and CW3 Cornell Chao. There was a fierce ground battle under way, and the Iraqi and U.S. Soldiers needed air support against an enemy with around 600 fighters in well-fortified, 12 to 15 feet deep, dug-in positions. Johnson orchestrated more than an hour of organized attacks before running completely out of ammunition, heading back to re-armed and return to the fight. Johnson and his team helped with the destruction of the enemy that day. "I have never been associated with anyone more deserving of the Distinguished Flying Cross than CW3 Johnson," Fil said.

and the Bronze Star to **1LT Peter Barrett** for outstanding service. On June 2, 2007, Hammon left Baghdad for Balad air base with four crew members and six Soldiers aboard his UH-60 Black Hawk. As they crossed over the Tigris River, bullets from three gun systems on the ground struck the helicopter, demanding the tail rotor. Hammon knew his aircraft was going down, but he also needed to get it far enough away from the enemy. Hammon was able to pilot the craft three-quarters of a mile to a safer area and land without any injuries. Edington and Fisher were honored for their actions during a mortar and rocket attack on their base. After Edington sustained multiple injuries to his left arm and leg from explosions, he risked further injury and his safety to render first aid assistance to other wounded Soldiers in the area. Fisher also risked personal injury to render medical assistance to four Iraqi citizens who had life threatening injuries. Despite the threat of more attacks, Fisher carried the wounded to bunkers, continued medical aid, and then searched for additional casualties in the nearby area. Hammon, Edington and Fisher were deployed with the 1st Bn., 108th Avn. Regt., from Sept. 28, 2006 to Sept. 8, 2007, and all men received the Combat Action Badge. Barrett, with the 714th Maint. Co., was honor for his exemplary service and dedication to duty during combat operations in Iraq. Left, below (l to r) Hammon, Fisher, Edington and Barrett.



ARMY PHOTO BY SGT THOMAS MILLIS

XO Receives Quad Honors

On the occasion of his departure from Iraq as the executive officer of the 3rd Cbt. Avn. Bde., **LTC Robert Wilson** received four honors for his service. COL Daniel Ball, 3rd CAB commander, presided over the Feb. 6 ceremony at the Baghdad International Airport in which Wilson was awarded the Bronze Star Medal for his combat service during deployment, the Meritorious Service Medal for his overall service with the 3rd CAB, and the Army Achievement Medal for flying 1,000 accident free hours as an AH-64D Apache pilot. In addition, Wilson was inducted into the Honorable Order of St. Michael and presented with the Bronze medallion. Wilson is slated to take command of the 1st Bn., 14th Avn. Regt. this summer at Fort Rucker, Ala.



GOVERNOR'S OFFICE PHOTO

Guardsmen Honored with Combat Awards

The Governor of Kansas, Kathleen Sebelius, honored four state Guardsmen for bravery while serving in Iraq during a special ceremony Jan. 22 at the statehouse in Topeka. Sebelius presented the Distinguished Flying Cross to **CW2 Robert N. Hammon**; the Bronze Star to **SFC David L. Edington** and **SFC Dave Fisher** for actions during an attack;

AWARDS



Guard Crew Receives Lone Star Medal of Valor

Four Texas Guardsmen were awarded the state's second-highest award for their "extraordinary acts of courage" while in service to the military forces and citizens of Texas during a Jan. 24 ceremony at Camp Mabry. LTG Charles G. Rodriguez, adjutant general of Texas, presented the Lone Star Medal of Valor to **1LT Melissa MacIntyre**, **CW4 David L. Torres**, **SFC Juan J. Rendon** and **SSG Michael L. Faulk**, a UH-60 aeromedical evacuation crew with Co. C, 2nd Bn., 149th Avn. Regt., a general support aviation battalion. On May 27, 2007, during some of the worst flooding in Texas history, these Soldiers launched their helicopter under stormy skies and close to sunset, along with a rescue swimmer, headed toward the Guadalupe River. In dark and deteriorating weather conditions, using a hoist and a high-resolution radar processor, they rescued four victims trapped at the bottom of a cliff by rising water. Above, LTG Rodriguez awards the Texas Medal of Valor to 1LT MacIntyre, as SFC Rendon and SSG Faulk listen to the citation reading.

RE-ENLISTMENTS



12th Avn. Bn. Celebrates Group Re-Up

Nine Soldiers from the 12th Avn. Bn. raised their right hands Jan. 31 below the flag hoisted in Miller Hanger at Davison Army Airfield, Fort Belvoir, Va., and extended their enlistments in the Army. The nine were able to take advantage of reenlistment incentives that netted them a total of \$131,000 for 47 years of commitments in the regular Army ranging from 4 to 6 years. Above (l to r), SGT Wendy Hawsenbalg, SPC Wil Lugo, SPC Manuel Mercado, SSG Ernest Balve, SGT AnthonyCarro, SPC Erick Pacheco, SPC Vernon Smith and SPC Joshue Perez-Perez take the oath of enlistment from their commander, LTC James A. Bryant. Missing is SPC Amoris Padilla.

AH-64 Apache Exceedance Warning System

MISSION PROVEN, PAYBACK IN ONE YEAR

Safe Flight's Exceedance Warning System, already flight tested and installed on the Bell/USN TH-57, features a collective shaker to give pilots a distinct tactile warning when operating limits are being approached.



The critical advantage is less wear and tear on the aircraft, resulting in less exceedance-related maintenance and component replacement. The maintenance cost savings alone will pay for the Exceedance Warning System in one year. In addition, the system is retrofittable by field maintenance teams.

The result is a win-win for the U.S. Army AH-64 Apache Program – greater combat readiness and effectiveness and reduced maintenance costs.



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POTM

PEOPLE ON THE MOVE

SPOTLIGHT

Battle Buddies Marry
SGT Alhaji Savage and **SPC Karma Savage** were determined to get married, even when a deployment to Iraq intervened last summer. Both are Soldiers assigned to the 412th Avn. Spt. Bn. with Task Force 49. When their unit arrived in Iraq in July, Alhaji, a technical supply NCO, stayed at Logistical Support Area Anaconda; while Karma, an aircraft refueler, deployed to Ar Ramadi. But that didn't stop them. Once in Iraq, the couple applied for a civil marriage by proxy. The couple was reunited just days after Christmas when Karma was rotated to LSA Anaconda, and they started making plans for their ceremony. Chaplain (CPT) Gabriel Mizerani, raised in Italy and Israel, conducted the couple's Messianic Jewish ceremony and the exchange of vows Jan. 15 at Freedom Chapel on LSA Anaconda.



ARMY PHOTO BY SFC ERIC REINHARDT

WOCS SELECTIONS

The Army Recruiting Command released Jan. 29 the selection list of enlisted service members to attend the Warrant Officer Candidate Course at Fort Rucker, Ala. Upon successful completion of the six-week course, they will be appointed to the rank of WO1 and attend training for specialty certification. Congratulations to the following 62 Soldiers and 1 Seaman selected for aviation related career fields.

150A—Air Traffic & Air Space Management
 SFC Edwin Reyes-Rodriguez
 SSG Kevin White

153A—Helicopter Pilot
 SFC Shawn Hansen
 SFC Matthew Hendricks
 SFC Jason Henke
 SFC Shawn Johnson
 SFC Aaron May
 SFC Timothy Stange
 SFC Michael Um
 SSG Nicholas Anderson
 SSG Michael Caudle
 SSG Brian Curtis
 SSG Eric Curtis
 SSG Ian Davis
 SSG Christopher Deoliveira
 SSG David Droste
 SSG Benjamin Hickman
 SSG Tyson Jones
 SSG Michael Jordan
 SSG Reginald King
 SSG Robert King
 SSG Michelangelo Merksamer
 SSG Marcus Nakamura
 SSG Kevin O'Connor

SSG Bryan Roderick
 SSG Noel Sarinana
 SSG William Schaffhauser
 SSG Steven Silva
 SSG William Stafford
 SSG Christopher Tolbert
 SGT James Altaffer
 SGT Ansel Daniel
 SGT Aaron George
 SGT James Goff
 SGT Derek Holloway
 SGT Jason Leggio
 SGT Nathaniel Neal
 SGT Jason Pell
 SGT Jordan Ray
 SGT David Staruch
 SGT Gabriel Tatom
 SGT Timothy Torres
 SGT Donald Weeks
 SPC Caleb Barrett
 SPC Joshua Bastin
 SPC Ryan Drouin
 SPC Zachary Durgin
 SPC Justin Fagan
 SPC John Hamilton
 SPC Garrett Illerbrunn
 SPC Erik Mikkelsen
 SPC Steven Mullett
 SPC Stephen Rojas
 SPC Anthony Rubado
 PFC Michael Kosmack
 PFC Charles Montgomery
 Avn Opr 2nd Class Cory Hall (Navy)

350K—Unmanned Aircraft Operations
 SFC Dwight Phaneuf
 SSG Ian Geissler
 SSG Jason Ramos
 SSG Troy Reier
 SSG Leslie Todd
 SSG Gregory Vasquez

PROMOTION SELECTIONS

The fiscal year 2007 Colonel, Reserve Components/Army Promotion List results were released Feb. 21. AAAA congratulates the following 31 aviation branch officers.

Allen, Fred W. *
 Arnold, Jeanne A.
 Barbee, Paul D.
 Bolton, Alan K.
 Bongiovanni, Joseph
 Brewer, Thomas R.
 Cline, Klt L.
 Corkery, Christopher *
 Creekmore, Joseph P.
 Ducharme, Darryl J.
 Dykes, David A. *
 Dykes, Mark G. *
 Gaston, Robert B.
 Gereski, David N. *
 Gunning, Barbara L.
 Kwan, Donald Y.
 Madison, Jerry F.
 Maner, Zachary E. *
 McMillin, Robert E. *
 Pelty, Christopher *
 Powell, Dane W.
 Radke, Jeffrey S.
 Rasmussen, Shawn A.
 Ratliff, William L.
 Ricci, Albert J. *
 Robinson, Rodney S. *
 Shafer, Anthony D.
 Singer, Bennett E. *
 Townsend, Todd D. *
 Traylor, John M. *
 Wilcoxson, Alan V. *

* = AAAA Member
 + = Life Member

PROMOTION SELECTIONS

The fiscal year 2008 Captain, active Army competitive category promotion board results were released Feb. 14. Congratulations to the following 313 aviation officers.

SEQ # NAME

2131 Abbott, Ryan N.
 297 Abebie, Yonatan S.
 1180 Abrams, Stephen R. *
 2031 Aldaya, Paul W.
 4070 Alderman, Aaron G.
 3565 Anderson, Geoffrey *
 122 Anthony, Christopher
 3099 Austin, Dallas K. *
 1917 Axtell, Mark A. *
 1739 Bachert, Griselda M.
 1802 Bailiff, Andrew J.
 2059 Bales, Michael D.
 2330 Barno, Robert J. *
 2222 Beekman, Heidi J. *
 2372 Beissinger, Michael
 1956 Berg, Lukas Benjamin
 1381 Bertelli, Alexander *
 1391 Bess, Jeffrey C.
 2247 Beyer, Kristen D. *
 675 Bingler, Billy D.
 287 Birkle, Jason A.
 4336 Bliss, Nathan J.
 2113 Bojarski, Jacob E.
 1930 Bonheim, Jeffrey M. *
 2930 Bowman, Ariel M.
 3889 Branasosa, Mark
 3252 Brantingham, Jonathan *
 1671 Brauch, Douglas C. *
 2230 Brent, Lindsay A.
 2107 Bright, Devin R.
 2990 Briscoe, James R.
 3913 Brooks, James D.
 2068 Brown, Darryl L.
 1592 Brown, Jeremy A.
 2802 Broyer, Katherine A.
 1126 Burleson, Clint E. *
 2408 Cahill, Nicholas J. *
 2256 Cambra, Joshua J.
 2052 Carpenter, Clayton
 3919 Carrion, William II *
 637 Carver, Jonathan J. *
 2973 Chagnard, Erin E. *
 278 Chandler, Jared A.
 283 Chen, Deborah L.
 4073 Chen, Michael A.
 3892 Chew, Rasul H.
 2527 Chung, Andrew H.
 220 Clemmons, Joshua W. *
 3050 Coatney, Christopher
 1840 Cochran, Sean R. *
 279 Coe, Jonathan A.
 1985 Coker, James M. *
 2069 Colbert, Christopher
 2047 Colgary, Anthony F.
 2081 Collins, Logan P.
 2463 Combs, Jennifer L.
 3019 Conklin, Mark E.
 3251 Connors, William F. *
 3107 Corsentino, Joseph
 451 Cotto, Ricky
 202 Cowie, Alison E.
 1731 Cox, Adair L.
 1243 Crabtree, Lucas M. *
 687 Crawford, Brian J. +
 2139 Crael, Adam B.
 125 Cusack, Steven R.
 682 Dargavell, Michael
 2013 Davis, Benjamin J.
 1944 Davis, Kristin A.
 2724 Davis, Sean J.
 1825 Decheck, Michael J.
 3048 Devlin, Brian A. *
 2946 Digrezo, Micah J. *
 1420 Dinehart, Taylor D.
 3304 Divico, Matthew C.
 2364 Domitrovich, Robert
 2228 Doyle, Heather C. *
 3166 Ellis, Eric M.
 2934 England, Joshua D.
 2730 Erwin, Tiffany L.
 3952 Evans, Kenneth B. *
 2010 Ferriter, Edward A.
 2292 Flanigen, Paul R.
 2054 Folau, Samson E.
 2220 Fuscillaro, Anthony
 2012 Gabriel, Michael R. *
 1850 Gerace, Nicholas J.
 2288 Gerbas, Christopher
 2318 Gjellstad, Aaron M. *
 8 Glasgow, Randal C.
 274 Glassman, Eric M.
 3484 Goode, Delvin M.
 2962 Graves, Joshua D.
 3035 Gray, Marshall L.
 2502 Green, Brian P. *
 3708 Greer, Nathan L.
 350 Haas, Brian L.
 2150 Haemmerlein, Philip
 1954 Hamnerstrom, Anne M.
 1242 Hancock, William R. *
 1844 Hanson, Paul W.

POTM

PEOPLE ON THE MOVE

3984 Haralson, Todd J.
1194 Harmon, Michael S.
2347 Harmon, Samantha M.
4318 Harrison, Ryan L.
1415 Hayward, Joshua C.
1623 Heath, Aaron E.
3331 Hedrick, Walter IV
1581 Heikes, Dana J.
2152 Heisey, Matthew A.
3174 Heiss, Philip O.
1853 Henry, Oz Jr.
1023 Hensley, Leslie R.
3557 Hernandez, Timothy
4309 Hickey, James B.
2129 Hirsch, Benjamin M.
78 Hillopeter, Tyler J.
1416 Horton, Jeremy N.
2250 Huff, Blake K.
272 Hughes, Jayson L.
1765 Irvine, Jeremy L.
3256 Johnson, Jacob T.
2101 Johnson, Kyle P.
1034 Jones, Matthew R.
3091 Kaplan, Matthew J.
2356 Kavanaugh, Thomas P.
2531 Keefer, Zachary J.
2050 Keller, Adam C.
2182 Kelly, Shannon
282 Kennedy, Justin D.
2403 Keogh, Cameron M.
2025 Kim, Tae E.
1421 King, Charles W.
4187 Kirkpatrick, Juliet
2060 Kivioja, Kyle A.
127 Kohr, Brandon M.
2018 Kuhlmann, Peter L.
2394 Kurtzweil, John P.
2118 Kurtzweil, Miju Y.
121 Kuth, Jared E.
2045 Lachner, Elizabeth
3040 Laird, Morgan H.
3700 Langford, James E.
2215 Laslo, Eric R.
1495 Leach, Erin H.
2265 Lee, Mark J.
3293 Lewis, Jonathan C.
1524 Lewis, Zachary M.
1832 Lindeman, Deborah L.
2287 Linnington, Michael
2440 Livingston, Lisa M.
3316 Luzama, Eric P.
678 Longworth, Nathan P.
1051 Lossing, Christopher
1835 Loughnane, Kevin M.
3181 Luoma, Kyle R.
2285 Lutz, Brian G.
1708 Macklin, Lionel Jr.
2041 Maher, Daniel F.
1953 Maksim, Nicholas J.
3639 Mallicoate, Natalie
2271 Mamone, Peter S.
853 Mansir, Krista M.
2048 March, Benjamin H.
2338 Marinos, Jared M.
934 Malovich, Jason J.
712 Mattingly, Scott K.
2028 Mazar, Matthew E.
2114 Mazeres, Lev L.
2111 McAllister, Charn P.
1029 McCarty, Ryan C.
2140 McDaniel, Benjamin
2402 McDonald, Joshua L.
139 McKnight, Paul
1195 McMillan, Terence L.
126 McNair, Marvin B.
724 McNeal, Matthew D.
1024 Meinders, Jeffrey B.
1025 Mendez, Daniel N.
1979 Menn, Thomas J.
275 Merritt, Sean A.
1085 Messare, Scott M.
2988 Meyer, Brian T.
1897 Meyer, Joshua A.
2046 Miami, Tania M.
3569 Middleton, Brian M.
3077 Milas, Paul J.
1687 Minnie, Paul R.
276 Monas, Keni B.
2319 Monroe, Chad A.
203 Moore, Jeffrey P.
3113 Moore, Marques C.
2332 Morris, William C.
2056 Morse, Daniel D.
3343 Moyer, Michael J.
3279 Mulder, William W.
681 Mulholland, James C.
1909 Murphy, Ryan A.
2024 Nadig, Andrew C.
3434 Naigle, Shawn C.
1757 Nallier, Joseph M.
2994 Nelson, Anthony C.
2242 Nelson, Russell J.
124 Nicholson, Kiri C.
72 Nixon, Brandon E.
1615 Ortmann, Brandon J.
3317 Overmyer, Alan R.
2391 Pace, Scott P.
2950 Pangallo, Laura E.
207 Pansi, Anthony D.
2142 Parker, Nathan L.
2496 Pasquantonio, Greg
1193 Payne, Brian L.
2993 Pease, David F.
1935 Peterson, Scott C.
2040 Pirrman, Scott J.
3741 Phillips, Joshua M.
2467 Pickett, Daniel A.
3977 Pierce, Bryan P.
1569 Pierce, Thomas G.
2214 Plitsch, John A.
2324 Plowey, Ryan A.
3593 Podolak, Annette M.
2225 Powell, David T.
1950 Powers, James M.
2508 Preston, Gary E.
3894 Price, Samuel M. III
204 Puzzo, David J.
2262 Pyant, William C.
1191 Reeves, Sean J.
1074 Rennercox, Christopher
1189 Rettke, Aaron
1408 Reyna, Efrain
3042 Richerl, Thomas C.
1383 Ridge, Ross M.
1720 Ridley, Robert A.
2777 Riley, Kevin T.
4189 Robinson, John R.

3065 Rodriguez, David G.
381 Rogers, Clifton E.
3047 Romaneski, Jonathan
2354 Rossi, Christopher
3213 Rother, Amoreena L.
2110 Rucker, Eric N.
4067 Rumpf, Casey A.
3459 Russell, Lawrence W.
2218 Ryan, Kevin E.
277 Samiof, Adam M.
2939 Samuels, Morgan R.
226 Schaefer, Clifford
2325 Schlieber, Eric S.
1580 Schoonover, Kenneth
2086 Schrang, Oliver S.
2135 Schwab, Jason D.
2026 Schwandt, Kurt A.
2273 Seales, Jason H.
2145 Sedlak, Robert M.
2109 Sempel Benjamin A.
3918 Shands, Kirk K.
1864 Shanley, Eric J.
1707 Sheehan, Jeremia Z.
4054 Shields, Tyrone D.
2116 Sickler, Robert I.
2379 Sik, Joshua S.
2269 Simoni, Renaldo D.
2129 Simsk, Balint
88 Skidmore, Matthew E.
3888 Smith, Aaron K.
2399 Souza, Steven K.
3987 Spence, Brandon M.
2765 Stahlberg, Alicia R.
3023 Stachler, Sean R.
2493 Starling, Dustin J.
849 Stevens, Grant B.
2362 Stillwell, Andrew N.
1938 Strozer, Paul M.
851 Sullivan, Lynn W.
2926 Sullivan, Ryan M.
2282 Swainlett, Stanley S.
1749 Swann, Nathaniel L.
3927 Swiney, Mark A.
3196 Talley, Tara E.
3740 Tanner, Carole A.
2321 Tapay, Janice V.
3320 Thomas, Charles A.
2921 Thomas, Michael A.
3247 Thomas, Peter A.
1183 Timmons, Jeffrey L.
1802 Toerber, Timothy R.
2071 Travis, Ryan T.
3113 Trent, David C.
2253 Tully, Michael G.
2123 Turner, Harold E.
110 Tynes, Jerrett D.
1351 Valletta, Michael D.
2106 Van Epps, Matthew R.
1432 Vaninwagen, Rebecca
79 Vaughn, Phillip T.
1196 Villanova, Bolivia
1474 Walden, Melinda M.
1968 Wall, Benjamin J.
2147 Welch, Ryan P.
2166 Wesmiller, Matthew
1835 Wharton, Jacob A.
709 Whitte, Michael A.
89 Wilson, Linus D.
1873 Wise, James W.
3095 Wocher, Michael J.
2286 Wood, Alan K.
99 Young, Dwayne M.
1418 Zayas, Russell D.
4104 Zimmerman, Kiera K.

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. Note: Due to the small size of Class 08-07, it was combined with Class 09-08 for graduation.

Class 08-08, 47 Officers, Graduated February 21

ABOLC

LT Jonathan D. Sauer	DG
LT Alexander D. Fox	HG
LT Cory J. Wroblewski	HG
LT Joel F. Anderson	
LT Daniel R. Brown	
LT Ryan D. Bruner	
LT Tyler T. Buck	
LT Sarah S. Domme	
LT Vito J. Errico	
LT Catherine B. Forsyth	
LT Seth A. Gulsby	
LT Justin N. Izzo	
LT Gabriel A. Lucero	
LT Peter M. Malhews	
LT Kyle F. Rogers	

AWOBC

WO1 David F. Donon	DG
WO1 Jeremy M. Gomez	HG
WO1 Christopher A. Lord	HG
WO1 Jacob R. Retig	HG
WO1 Matthew J. Scott	HG
WO1 Jeffrey D. Johnston	CLG
WO1 Elvin M. Alvarez	
WO1 Damien M. Anderson	
CW2 Erik M. Bratton	
WO1 Daniel L. Brown	
WO1 Aaron A. Cook	
WO1 Matthew J. Cryster	
WO1 Pell F. Davis	
WO1 William C. Hargrove	
WO1 Vernie E. Honaker II	
WO1 Christian F. Humphreys	
WO1 Erick R. Knarzer	
WO1 David L. Lockhart	
WO1 Todd A. Loskot	
WO1 Christopher J. Malher	
WO1 William R. Myrick Jr.	
WO1 Paul A. Noecker	
WO1 Timothy I. Pool	
WO1 Aaron S. Ramirez	
WO1 Daniel Reyna	
WO1 Brandon L. Robinson	
WO1 William F. Simon	
WO1 Jason L. Smith	
WO1 Jared L. Tait	
WO1 Jonathan B. Thomas	
WO1 Nicholas R. Willden	
WO1 Ryan D. Yates	

DG = Distinguished Graduate

HG = Honor Graduate

CLG = Commandant's List Graduate

* = AAAA Member

* = Life Member

NEW MEMBERS

Members without Chapter Affiliations

CW4 Marlin L. Adkins
 SFC Julio E. Ascencio
 CW4 Scott T. Bare
 Lyle Becka
 Timothy L. Childrey
 Philip Churchill
 CW4 Robert E. Clark, Ret.
 Simon H. Cooper
 SGT Brandon W. Curnutte
 Jimmy Floyd
 Rami N. Ghanem
 CW2 Matthew Greathouse
 MAJ Colin A. Gunn
 Randy Hall
 Blair Heethuis
 Ron Hire
 COL Gregory Hymel
 CW4 Marlin Kang
 SFC David T. Kearney
 Terry Key
 CW5 Edmond A. LaFantasie, Ret.
 Henry D. Lester
 WO1 Nathan J. Locke
 Brian W. Millard
 Dennis E. Mirabile
 Kimberly Prato
 CPL Steven M. Rabinovich
 CPT Thomas A. Ricks
 MAJ Dane E. Rodgers
 CW4 Granville D. Shrader
 PFC Monica K. Smith
 CW2 Douglas J. Studer
 Clarice Tomeiro
 Amela Wilson
 CW2 Anthony J. Zimlich
AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
 SFC Bryant E. Alcorn Sr.

Wilma A. Frank
 SFC Collin L. Hayle
 Michael B. Lewis
 Douglas R. McIntosh
 SSG Brandon L. Vernon
ALOHA CHAPTER
HONOLULU, HI
 CW3 David A. Seasons
AMERICA'S 1ST COAST CHAPTER
JACKSONVILLE, FL
 CPT Michael J. Peck
ARIZONA CHAPTER
MESA, AZ
 Harold A. Lee
AVIATION CENTER CHAPTER
FORT RUCKER, AL
 2LT Tanguy N. Balou
 2LT Katherine J. Brennan
 WO1 David A. Coombs
 WO1 Derek J. Cooper
 2LT Joshua J. Durham
 2LT Kyle J. Friesen
 2LT Jeffray A. Godfrey
 WO1 Quentin D.B. Hastings
 WO1 Jacob L. Hicks
 CW2 Cecil L. Jackson
 CW2 Murray W. Jones
 WO1 David L. Koplin
 CPT Christopher J. Kuzinski
 WO1 Eric A. LeRoy
 LTC Michelle L. Malinowski
 LTC Zachary E. Maner
 2LT Michael J. Meyer
 WO1 Eric A. Nilson
 WO1 Jude C. Okpala
 2LT Crosby J. Olsen
 WO1 Philip A. Patterson
 WO1 Justin Riendeau
 CPT Joshua R. Ruisanchez

WO1 Michael D. Thomas
 WO1 James B. Trout
 WO1 Timothy J. Unterseher
 WO1 Gabriel J. Whetsel
 WO1 Seth M. Wiellg
 WO1 Eric T. Willett
 WO1 Joseph M. Wonacott
BAVARIAN CHAPTER
HOHENFELS, GERMANY
 MAJ Daniel M. Roberts
 CW4 Beorn Whelstone
BIG RED ONE CHAPTER
FORT RILEY, KS
 CSM Roderick B. Wilkins
BLACK KNIGHTS CHAPTER
WEST POINT, NY
 Ms. Talana R. Blanc
 CW5 Richard E. Korycinski
 CDT Andrew C. Poler
 Antony V. Vargas
BLUEGRASS CHAPTER
FRANKFORT, KY
 WO1 Larry Arnett II
 CW3 Barry S. Brown, Ret.
 MAJ Judith A. Brown
 WO1 Temperance N. Brown
 CPT John A. Cantu
 CPT Robert W. Cornwell
 SGT Travis I. Dunn
 Ricky A. French
 PFC David C. Johnson
 SGT Stephen A. Lawson
 MAJ Walt J. Leaumont
 SPC Amanda N. Marlow
 COL J. Hunter Mathews
 SFC Michael J. McIntosh
 Gregory L. Nelson
 SPC Dillon M. Ney
 SGT Adam R. Oed

Amy Osbourne
 CW4 Rick R. Runkle, Ret.
 SGT Carrie A. Ryan
 CW3 Bill R. Sloan, Ret.
 PFC Corey L. Smith
 LTC Matthew F. Stone
 WOC Nicholas Vinson
 Amanda L. Weakley
 CW4 Ronald C. Wise
 SGT Bryson E. Yarbrough
CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IA
 Steve Schau
CENTRAL FLORIDA CHAPTER
ORLANDO, FL
 Carol M. Berardo
 John E. Bishop Jr.
 Cindy Carlisle
 Kelly S. Caudill
 Kevin Clark
 Linda S. Daolies
 Ronda M. Grata
 LTC Bob Heinlein, Ret.
 John M. Hight
 Scott A. Kinser
 Justin C. Kirkwood
 Larry McCracken
 David Shorrock
 Mark Sibons
 Maureen L. Talley
 Valerie R. Thompson
COLONIAL VIRGINIA CHAPT.
FORT EUSTIS, VA
 SSG Paul M. Arends
 CW2 Mark T. Davis
 SFC Stephen M. Estep
 Maurice R. Hammond
 CSM Carolyn B. Johnson

Continued on page 105



AAAA Scholarships

Supporting the Aviation Soldier and Family



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

ARMY RELEASES 2009 BUDGET REQUEST

The Army announced Feb. 4 the details of its \$140.7 billion budget request for fiscal year 2009. The Army is asking for an across-the-board 3.4 percent military pay raise for Soldiers.

A key objective includes growing Army components and restoring balance to the personnel end strength by increasing the active Army end strength to 532,400 and the Army Guard to 352,600.

A nearly \$5B Army aviation procurement request would build: 28 ARH-70A (\$439M), 36 UH-72A (\$224M), 63 UH-60M (\$1.2B), 16 new and 23 remanufactured CH-47F Chinooks (\$1.2B); apply upgrade conversions to 32 AH-64 to the Longbow Block II model, field target acquisition designation sight/pilot night vision sensors conversions to aircraft, and other modifications in the fleet (\$639M); acquire aircraft survivability equipment (\$491M), and buy 7 C-23J aircraft.

The FY09 budget supports the combined arms training strategy and aircrew training manual specific flying-hour requirements for each type of aircraft, including training in cockpits and simulators for individual crewmembers and collective proficiency.

A defense supplemental budget of \$70B was requested with the FY09 budget as a "bridge fund" in support of the Iraq and Afghanistan Wars until after the presidential inauguration since it was impossible to estimate the rest of the 2009 operational costs at that time.

SURGE EVALUATION

In early April, GEN David Petraeus is to present to Congress his evaluation of the coalition situation in Iraq and his recommendations of the actions that should taken in July based on conditions and needs in the theater.

Defense Secretary Robert Gates remarked in January that the withdrawal of the five surge brigades by the end of July would leave an overall U.S. troop level of over 130,000 and that it would be prudent to observe the consolidation of coalition operations and let things settle a bit before deciding further withdrawals.

Previously, Gates expressed the hope that the U.S. military presence can drop to 100,000 by the time the president leaves office.

President George Bush is expected to make his troop strength decisions based on the recommendations of Petraeus, the U.S. Central Command, the Joint Chiefs of Staff and other involved departments.

FY08 DEFENSE SUPPLEMENTAL REQUESTED

Defense Secretary Robert Gates urged Congress on Feb. 6 to approve the \$102.5 billion remainder of the \$189.4B supplemental budget to support the orderly management of the Iraq and Afghanistan War operations during the remainder of fiscal year 2008. Spirited debate is expected this spring between the majority and minority parties on the defense



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

supplemental as the presidential election approaches.

REVISED ARMY MANUAL RELEASED

In January, Army Chief of Staff GEN George C. Casey Jr. remarked that it will take about four years to put the Army back in balance. Casey said he had changed his early 1990s view from "if we could do conventional warfare we could do anything" to "the need for new doctrine covering offensive, defensive and stability operations."

This thrust was supported by the Army's Feb. 29 release of the updated Field Manual FM 3-0 *Operations*. Army units will need to be at home station for at least 18 months to train for full spectrum operations.

To put the force back in balance in an era of "persistent conflict," Casey has launched four imperatives:

- Sustain our Soldiers, families and civilians.
- Prepare our Soldiers for success in current operations.
- Reset to restore readiness and depth for future operations.
- Transform to meet the demands of the 21st Century.

NATO TROOPS REQUESTED FOR AFGHANISTAN

Defense Secretary Robert Gates strongly urged NATO allies Feb. 10 during a conference in Germany to provide combat troop and helicopter reinforcements for the Canadian, Dutch and Danish forces fighting hard in the Helmand and Kandahar provinces of southern Afghanistan. The French have offered some assistance to the Canadians, while the forces of other NATO countries continue to operate with caveats.

2009 VA BUDGET SUBMITTED

On Feb. 4, the Secretary of Veterans Affairs, Dr. James B. Peake, released the VA's fiscal year 2009 \$93.7 billion budget that is \$3.4B more than 2008.

The new budget calls for \$42.7B in discretionary spending that is mostly for healthcare and \$46.7B in funding for compensation, pension, educational assistance, home loan guarantees and other benefit programs.

Under the new budget the VA will strengthen its collaboration with DOD for world-class healthcare and benefits to veterans, service members and their families – including progress

toward the development of secure electronic patient healthcare records that can be shared by both departments.

The budget will allow the VA to continue implementing the recommendations of the President's Commission on Care for America's Returning Warriors.

CNGR REPORT RECEIVED

After two and a half years, the final report of the congressionally chartered independent Commission on the National Guard and Reserve was released Jan. 31. Considered to be the most comprehensive review in the last 60 years, the CNGR reevaluated the relationship of the reserve components with the active forces, the States and the Country after the RC's shift from the Cold War strategic reserve mission to its operational reserve mission of today.

On Feb. 15, when holding a review for the TMC and other veteran organizations, the CNGR advised that Congress had adopted some of their ideas in the 2008 National Defense Authorization Act, and that half of their 95 recommendations could be adopted without legislation, and the remainder would require considerable management to resolve and implement and need similar wide-sweeping legislation of a Goldwater-Nichols Act variety.

The CNGR did not provide the fine details needed to aid the TMC in moving forward in gaining flight pay equity for RC aviators.

Based of the stormy reception of the report by some stakeholders, a period of time will be required to study and chart a way forward from the recommendations.

TMC PRESENTS GOALS TO CONGRESS

On Feb. 7, three members of the Military Coalition testified on key measures from the TMC's coordinated goals which include issues from active duty, reserve component and retired service members, as well as survivors and families, to the House Armed Services Committee's Personnel Subcommittee.

While agreeing with the worthiness of the requests, members of the HASC subcommittee responded by asking the TMC and other presenters to prioritize their needs.

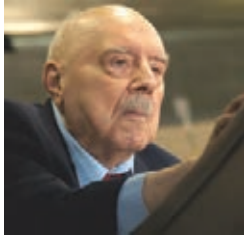
This is due to the difficulties that will be encountered obtaining additional funding under the House's "pay-as-you-go" rules.

The full Coalition statement is available at www.themilitarycoalition.org.

AAAA News

IN MEMORIAM

Frank Nicholas Piasecki



PIASECKI FAMILY PHOTO

Vertical aviation industry pioneer Frank N. Piasecki, 88, founder and president of the Piasecki Aircraft Corp., died Feb. 11 at his home in Haverford, Pa. Piasecki, a 1974 Army Aviation Hall of Fame inductee and long time member of AAAA, was one of the original inventors of the helicopter.

Born Oct. 24, 1919 in Philadelphia, he was the only son of Polish immigrants Nikodem and Emilia Piasecki. In 1940, Piasecki received his Bachelor of Science degree in Aeronautical Engineering from New York University. It was that same year that the 21-year-old Piasecki and other young engineers from the University of Pennsylvania founded the P.V. Engineering Forum, which later evolved into what is today the Rotorcraft Division of the Boeing Company.

His interest in rotary wing aircraft led Piasecki to develop and fly America's second successful helicopter, the PV-2, in 1943. Subsequently, his efforts were then directed toward the development of the world's first tandem rotor helicopter, the XHRP-1, and its flight in 1945. Piasecki's innovative XHRP-1 design is largely credited with transforming the helicopter from a small aerial observation platform into an aircraft with broad military and commercial applications. The XHRP-1 was capable of carrying three times the payload of any helicopter flying at the time and was the prototype leading to the Army's H-21 Shawnee and the H-25 "Army Mule" helicopters. In the late 1950s, Piasecki founded the Piasecki Aircraft and served for a half-century as the company's chief executive officer and chairman of the board. His company pioneered numerous, highly-innovative rotorcraft designs, including the Aerial Geep flying cars, the Pathfinder Ring-Tail High-speed Compound Helicopter, the Sea Bat Unmanned Helicopter Drone; the Heli-Stat, a heavy lift hybrid aircraft; and most recently flight testing on the X-49A SpeedHawk VTDP Compound Helicopter.

During his 67-year career, Piasecki was the recipient of 24-patents for his pioneering work, and numerous honors. President Ronald Reagan in 1986 presented Piasecki with the National Medal of Technology, the nation's highest technical award; and the Smithsonian Institute presented him with the National Air and Space Museum Lifetime Achievement Award in 2005.

Piasecki is survived by his wife, the former Vivian O'Gara Weyerhaeuser; two daughters: Lynn Piasecki Cunningham, and Nicole Piasecki Heymann; five sons: Frederick, Frank, Michael, John and Gregory Piasecki; and thirteen grandchildren.

In lieu of flowers, the family requests that contributions be made to the American Helicopter Museum and Education Center in West Chester, Pa.; or to the "Piasecki Fund for Math and Science Education" at St. Malachy School in Philadelphia.



CSM Harry H. Frazier Jr.

Retired CSM Harry H. Frazier, 61, died Feb. 2 at his residence in Kempner, Texas. A long time member of AAAA, Frazier was the Association's 1991 recipient of the Army Aviation Materiel Readiness Award for an industry member for his work with Dyncorp International. He is survived by his wife Helga Frazier and was laid to rest in the Central Texas State Veterans Cemetery.

FALLEN HEROES

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



SSG Washington

Operation Iraqi Freedom

SSG Javon Washington, 27, of Pensacola, Fla., died Feb. 11 at Camp Buehring in Kuwait City, Kuwait, from injuries sustained in a vehicle accident.

Washington was an air traffic control operator assigned to Co. F, 6th Bn., 101st Avn. Regt., 101st Cbt. Avn. Bde., Fort Campbell, Ky.

The incident is under investigation.

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

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

NEW MEMBERS *continued from page 102*

SFC Gregory P. Lanham
SSG Jose J. Ortiz
CW3 T.B. Przychoda
SSG William J. Pupplo
SFC Christopher D. Riggs
SGM Ernesto Rios, Ret.
SSG Robert E. Stauffer
SFC James M. Trent
SSG Orlando J. Vazquez
CONNECTICUT CHAPTER
STRATFORD, CT
Robert M. Burnett
COL Mark H. Rousseau
CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
Dwayne A. McQuade
DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
Leo C. Spanier
CW4 Richard Wince
EDWIN A LINK MEMORIAL CHAP
BINGHAMTON AREA, NY
Jeffrey W. Holbrook
EMBRY RIDDLE EAGLE
DAYTONA BEACH, FL
SGT William H. Agnor
EMPIRE CHAPTER, ROCHESTER, NY
PV2 Matthew E. Hiser
FLYING TIGERS CHAPTER
FORT KNOX, KY
SFC Gabriel A. Arreola
1LT Jose L. Falcon
CPT Joshua D. Germann
SPC Jesse K. Hunter
Keith W. Meiers
SFC Randall D. Prater
CW4 Stanley K. Slinker
GREATER ATLANTA CHAPTER
ATLANTA, GA
CW5 Scott A. Moe
Charles K. Torrence
GREATER CHICAGO AREA CHAP.
CHICAGO, IL
David Stack
IRON MIKE CHAPTER
FORT BRAGG, NC
CPT Frederick S. Gerber
JACK H. DIBRELL/ALAMO/
FORT SAM HOUSTON, TX
LTC Travis C. Richards
JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
SPC Anthony C. Boatwright
CW2 Frank T. Campagna
SPC Daniel L. Kelley
MAJ John W. McElveen
COL Robert L. Scoggins, Jr.
PFC Chelsey D. White
KEYSTONE CHAPTER
INDIANTOWN GAP, PA
1SG Jeff C. Huttie
SSG Patrick E. Scharrel
LINDBERGH CHAPTER, ST. LOUIS, MO
James A. O'Malley
Thomas R. Schloemann
MACARTHUR CHAPTER
NEW YORK/LONG ISLAND AREA, NY
Alan Greenwald
Max Gross
LTC Robert J. Szempruch, Ret.
MICHIGAN GREAT LAKES CHAP.
GRAND LEDGE, MI
CW3 Gerald A. Towler
MONMOUTH CHAPTER
FORT MONMOUTH, NJ
John A. Borsellino Sr.
Don Orfield

MORNING CALM CHAPTER
SEOUL, KOREA
CW2 Michael J. Anderson
CW2 Aaron W. Assad
MAJ Regginial R. Barden II
MAJ Jason L. Hoge
CW2 William J. Hutchens
CPT Jason D. LaTendresse
MAJ David Law
CW2 Mark A. Lewis
CPT Brandon G. McRay
1LT Timothy R. Toerber
MOUNT RAINIER CHAPTER
FORT LEWIS, WA
Jeffrey S. Ahmdt
CW3 Richard E. Bovey
CW2 Rebecca J. Chambers
NORTH COUNTRY CHAPTER
FORT DRUM, NY
1SG David E. Barrett
CPT Lucas M. Fischer
MAJ Mark C. Gillespie
CW4 Michael J. Wheeler, Ret.
NORTH STAR CHAPTER
ST. PAUL, MN
Tom Bierman
Jim Burk
Wanda Campbell
Mike Cooney
Jed Leonard
Dick Maki
Mark McCormick
Mike Moore
Bob Rupakus
Dennis Vogel
NORTH TEXAS CHAPTER
DALLAS/FORT WORTH, TX
Robert M. Auld
Robert A. Brady
Rick Dupre
Steven Edwards
CPT Donald G. Fleischman
Robert W. Frost
Samuel T. Hicks III
Charles Kevin Hitt
Russ King
Tim McCaffrey
Larry N. Mitchell
CPT John F. Murphy, Ret.
John P. Norvell
Robert J. Scholes
Eran Sofer
Roy Strong
Mark A. Sutherland
Craig D. Sybrant
COL Robert N. Waage, Ret.
Derek Wolf
Robert A. Woodward
OLD TUCSON CHAPTER
MARANA, AZ
PFC Stephanie M. Gordon
OREGON TRAIL CHAPTER
SALEM, OR
MAJ Alan R. Gronewold
PHANTOM CORPS CHAPTER
FORT HOOD, TX
SFC Antonio Gonzales
CW4 David M. Rose
SSG Darrell Williams
PIKES PEAK CHAPTER
FORT CARSON, CO
CW4 William A. Franklin
RHINE VALLEY CHAPTER
HEIDELBERG, GERMANY
CW3 Leslie R. Shavers
RIO GRANDE CHAPTER
EL PASO, TX

CPT Dale P. Bond Jr.
MAJ Alvaro F. Roa
MAJ Erich R. Then
SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
CW2 Matthew P. Burke
SPC Edgardo Ortiz
SFC John L. VanVactor
SHOW ME CHAPTER
JEFFERSON CITY, MO
2LT Cody A. Anfinson
MAJ John Francis
CW2 Richard A. Lawrence
CPT Nicholas K. Pianalto
MAJ Gordon E. Vandivort
SOUTHERN CALIFORNIA CHAPTER
LOS ANGELES, CA
Richard E. Richter
Candy Yee
TAUNUS CHAPTER
WIESBADEN, GERMANY
CW2 Betsy L.C. Rayburn
TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
Timothy L. Allison
Carl B. Anderson
Emmett N. Austin
MAJ Patrick Badar
SFC Andrew D. Bice
Jacob Birmingham
Chip Broad
Charlotte E. Brooks
MAJ Bradley N. Bruce
Tom Carroll
Chuck Charlton
Russell Chunn
Brian Coker
Ken Comer
Michael W. Cook
Eric Cuffie
James Dale
Barbara C. Drake
Keith Edgar
Bobby Ellis
Richard Fisher
Carla Gafford
MAJ O'Neil Gayle
Denika J. Harrell
Barbara M. Hatcher
Thomas J. Havir
Jody Hicks
Wilson Ho
Jeffery Hylemon
Arlie D. Keister
CW4 David C. Kern, Ret.
Angie Kielsmeier
Steve Lane
Clarence Lee
CW4 Mark E. Little
Alivio Mangieri
Al Martin
Tonya K. Maurice
Jennifer C. Meeks
Sergio G. Menchaca
David Milburn
Charles D. Minor
David L. Mohan
Cheryl A. Muskevitsch
Steve Parker
William Parsons
Patsy Prevost
Andrew R. Ramsey
Odeal Richardson
Cheryl M. Richmond
Brenda Ruehlamm
Jennifer Rusak
John W. Savage

CW4 Thomas J. Solich Jr., Ret
Sheryl Solomon
Deborah J. South
Jim Springer
Lonnie J. Thompson
Rod Thompson
Afton Travens
Richard Trudeau
Ruben Valle
Jeff Waddail
Diana Washington
Kara L. Werndli
Mark Whitaker
Dr. David B. Williams
John L. Wright Jr.
Dennis R. Yeargain
THUNDER MOUNTAIN CHAPTER
SIERRA VISTA, AZ
CSM Lawrence J. Owens, Ret.
UNIV OF NORTH DAKOTA CHAP.
GRAND FORKS, ND
David C. Boisner
MAJ David W. Hall
UTAH CHAPTER, WEST JORDAN, UT
LTC Lamar Blair
LTC William R. Cluff
CW4 Fabian Salazar
VOLUNTEER CHAPTER, SMYRNA, TN
SGT Jason L. Kirby
VOODOO CHAPTER
NEW ORLEANS, LA
LTC Patrick R. Bossetta
CPT Jacques F. Comeaux
WO1 Kevin P. Dice
CW4 James R. Gately
CPT Andre P. Jeansonne
CW3 Martha M.L. Murphy
CW4 Michael R. Stanco
SPC Timothy S. White
WASHINGTON-POTOMAC CHAPTER
WASHINGTON, DC
LTC Nicholas Anthony
David Blakemore
Michael R. Bush
LTC David L. Byus, Ret.
CW4 Bernard Catanzarito
SPC Joshua Falgout
Greg Gaal
SPC Gregory Glover
COL Timothy E. Gowen
Delbert M. Hardiman
LTC Kenneth H. Homer Jr.
SGT Christopher L. Kenndey
LTC Ian B. Klinkhammer
SPC Marc Kunes
Hyo Sang Lee
Richard Lee
Tom Linthicum
CPT Matthew J. Mansell, Ret.
SPC Patrick Martin
SPC Manuel Mercadovalera
CW5 John M. Metcalf
SPC Erick Pacheco
SPC Amoris Padilla
SPC Josue Perez
SPC Erick Skinner
COL George R. Smith III
SPC Vernon Smith
MAJ William J. Smith Jr.
SPC David Wiesma
LTC Carl D. Wiley, Ret.
WRIGHT BROTHERS CHAPTER
COLUMBUS, OH
MAJ Bill N. Scharff, Ret.
ZIA CHAPTER, SANTA FE, NM
CW2 Race B. Baker
CW3 Guy C. Gleason

NEW AAAA ORDER OF ST. MICHAEL RECIPIENTS

BRONZE

MSG Sara Carter
 ISG David Tew
 CW5 Francisco Perales
 CW4 Kenneth Seanard
 CW4 Dann Myers
 CW5 Donald Washabaugh
 ISG Joseph Wilgeroth
 CW3 Matthew Skiver
 ISG Duane Dohrman
 SFC Nigel Cornwall
 CW4 Anthony Lombardi
 ISG Perfecto Capinia
 ISG James Sellers
 CSM Ismael Medina
 CW5 Jimmie Evans
 CW3 Willie D. Dunning IV
 CPT Michael P. Roder
 Randall L. Sherman
 Thomas Isaacs, III
 CW5 Gil R. Major
 CW4 Tracy L. Stapleton
 MAJ Hector A. Gonzalez
 CW5 David E. Unruh
 MSG Venetia M. Stanko
 CW4 Kenneth Seanard
 CW4 Dann Myers
 CW5 Donald Washabaugh
 ISG Joseph Wilgeroth
 CW3 Matthew Skiver
 ISG Duane Dohrman
 SFC Nigel Cornwall
 CW4 Anthony Lombardi
 ISG Perfecto Capinia
 ISG James Sellers
 CSM Ismael Medina
 CW5 Jimmie Evans
 DAC Richard F. Pratt
 MAJ Maxey L. Chad
 DAC Greald L. Whitaker
 MSG Brian R. Cornett
 Mary Barefoot
 DAC Charles W. Smith
 CW4 Stephen G. Crouch, Ret.
 CPT Gerald Bonner
 Kai Becker
 CW4 Chris Elenz
 LTC Robert Schulz
 Dudley C. Carver
 CPT Dario Calabrese
 ISG Scott E. Nutter
 COL Richard R. Beauchemin
 SSG Christian Roberts

SFC David Marrero
 SFC Eric Hartman
 SFC Sara Carter
 ISG Jarrard F. Banks
 CW3 Charles Branson
 SSG Gene Belis
 CPT Patrick Zenk
 CW3 Lazaro Hernandez
 SSG Patrick B. Rose
 CW4 Theodore V. Dean
 MAJ Ronald J. Aquino
 LTC Samuel Lamb

NEW CHAPTER OFFICERS

North Country Chapter

COL Erik C. Peterson,
 President; LTC James E. Baker,
 Senior Vice President; CPT
 Charity O'Dell, Secretary;
 MAJ Paul Bryce Anderson,
 VP Membership; CW5 Dale C.
 Lindgren, Ret., VP Civilian
 Membership; LTC Billingsley
 G. Pogue, VP Scholarship;
 CSM Kenneth E. Patton, VP
 Enlisted Affairs; CSM Patrick
 McGuire, VP Enlisted
 Scholarship; CPT Michael
 Hale, VP Awards

Utah Chapter

LTC James M. Bledsoe,
 President; LTC Lamar Blair,
 Senior Vice President; LTC
 William R. Cluff, Treasurer;
 CW4 Fabian Salazar, VP
 Membership Enrollment

SOLDIER OF YEAR

SGT Tikkora N. Dixon
Aviation Center Chapter

SOLDIER OF QUARTER

SPC Gregory Glover
Washington-Potomac Chapter

SOLDIER OF THE MONTH

SPC Joshua B. Orr
 December 2007
Jimmy Doolittle Chapter

SPC Anthony C. Boatwright
 SPC Danie L. Kelley
 PFC Chelsey D. White
 January 2008
Jimmy Doolittle Chapter



Colonial Virginia Chapter

One lucky guy at Fort Eustis, Va., was the winner of the CVC's fund raising "Aviation Print" raffle. Chapter President Mark S. Jones presented **WO1 Fernando Ortiz** with a limited edition, professionally framed, print of "Passing the Torch" by Joe Kline of the Aviation Art Hanger on Dec. 19 at the Army Aviation Logistics School headquarters. Ortiz is a student in the Department of Trades Training at USAALS. The raffle was used to raise funds for the chapter's Aviation Ball and scholarship program.

SPC Timothy S. White

December 2007

Voodoo Chapter

NCO OF YEAR

SGT Romualdo N. Portes

Aviation Center Chapter

NCO OF QUARTER

SGT Christopher L. Kenndey

4th Quarter 2007

Washington-Potomac Chapter

DRILL SERGEANT OF YEAR

SFC John a. Thomas

Aviation Center Chapter

DISTINGUISHED INSTRUCTOR

DAC Maurice R. Hammond

SFC Gregory P. Lanham

Sept. - Dec. 2007

Colonial Virginia Chapter

ACES

MAJ James r. Yastrzemsky

Black Knights Chapter

Ann S. Stahl

Central Florida Chapter

CPT John F. Murphy, Ret.

North Texas Chapter

CSM Leon Hite Jr., Ret.

Tennessee Valley Chapter

CW5 Kevin P. Dares

Voodoo Chapter

NEW LIFETIME MEMBERS

MAJ Stephen B. Alexander

MAJ John B. Broam

CW4 Peter M. Daly, Ret.

CSM Ronald W. Dvorsky Jr.

CW5 Ray E. Jackson, Ret.

LTC Richard P. Keating, Ret.

Ronald F. Livingston

CPT Eric E. Ladd

CPT Jacob E. May

COL John C. Newcomer

COL John P. Obemire, Ret.

Richard B. Steward

CW4 Gerald C. Strange, Ret.

1LT Frank I. St. Charles IV

LTC Florian A. Thiring, Ret.

COL Duart P. Townsend

CPT Peter C. Wright III

CW5 David E. Unruh

NEW INDUSTRY MEMBERS

Armick, Inc.

Polaris Industries

Science and Engineering

Services

Secure Communication

Systems

Swift Engineering, Inc.

The Protective Group, Inc.

IN MEMORIAM

CPT John N. Cashman, Ret.

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



PHOTO BY VICKY TONN

Aviation Center Chapter

On the occasion of his second retirement from active duty, **CW5 William R. Tompkins** received the Silver medallion of the Order of St. Michael from MG Virgil L. Packett II Jan. 28 at Fort Rucker, Ala. Tompkins returned from retirement in 2005 to serve as the branch chief for Unmanned Aircraft Systems at the Directorate of Evaluation and Standardization. There, he provided expertise and standardization oversight, and personally wrote Army Regulation 95-23, which was the first regulatory guidance for UAS. He later served as the chief warrant officer of the DES. Tompkins was the Army's first AH-64D instructor pilot, later had a critical role in the development of the first gunnery training plans, and then assisted in the development of the simulation requirements for the Longbow crew trainer. A master aviator with more than 5,000 accident-free hours, he has instructed more than 200 students during his career. Tompkins is planning to work as a civilian AH-64D instructor pilot at Fort Rucker and spend time with his family and church.



PHOTO BY MICHELLE OWENS

Aviation Center Chapter

Retired **CW5 Dudley Carver** had the special honor of being inducted into the Honorable Order of St. Michael by the Army's vice chief of staff and his son Jan. 31 at Fort Rucker, Ala. GEN Richard Cody and CW2 Eric Carver joined together to present the Bronze medallion to Carver, a Department of the Army civilian OH-58D instructor-pilot with Co. C, 1st Bn., 14th Avn. Regt. Carver was recognized for his service to the nation, including 27 years of active duty from 1973 to 2000. He initially served as an airborne Ranger with 1st Bn., 75th Inf. Regt., and as a Ranger instructor before completing flight school in 1979. Carver completed 13 deployments in support of military operations in the Persian Gulf, to include Operations *Ernest Will*, *Prime Chance*, *Desert Shield* and *Desert Storm*. He performed night over-water combat operations from Navy vessels that resulted in the recapture of several Kuwaiti islands, earning him the Distinguished Flying Cross. He also has served as a standardization and maintenance officer and later was the OH-58D branch chief with the Directorate of Evaluation and Standardization. Today, with more than 9,000 flight hours, he continues to fly as a civilian instructor pilot at Hanchey Army Heliport. Above, Eric Carver watches as Cody congratulates the senior Carver.



PHOTO BY CHARLIE BEAULAIR-GUNNELS

Voodoo Chapter

CSM Don Everett, command sergeant major for the State Aviation Command of the Louisiana Army National Guard, inducted **SFC Mike W. Gunnels** into the Honorable Order of St. Michael Dec. 2 at the Army Aviation Support Facility #2 in Pineville, La. Everett, the VC V.P. for Membership, presented Gunnels with the Bronze medallion in recognition of his 38 years of military service in Aviation. Gunnels is a platoon sergeant with the 812th Med. Co. (Air Ambulance) and has served as a UH-1H aircraft mechanic and crew chief over the years.

Aviation Branch 25th Anniversary Golf Tournament

The Aviation Center Chapter is teaming up with the Officers and Civilians Spouses' Club to host the Army Aviation Branch's 25th Anniversary golf tournament on Thursday, April 24 at the Silver Wings Golf Course on Fort Rucker, Ala. This year's goal is to raise \$25,000 to support the AAAA and OCSC college scholarship programs. Anyone is interested in tournament sponsorship, playing or making a donation may contact Denise Aylesworth at (334) 300-6321 or denise.aylesworth@us.army.mil



COURTESY PHOTO

Frontier Army Chapter

FAC President Michael C. Sevcik inducted retired **LTC John J. Reeder** into the Honorable Order of St. Michael Sept. 26 at Fort Leavenworth, Kan., with the presentation of the Bronze medallion and certificate. Reeder is a senior analyst with the Army Force Management Support Agency's Leavenworth office and works on aviation transformation and modernization planning with the Office of the Deputy Chief of Staff, G8, on the Army Staff. Reeder was honored for over 40 years of dedicated service to Army Aviation. He retired in 1994 from the Army Reserve with over 6,000 flight hours, 2,000 hours as an instructor pilot.



PHOTO BY CW4 CHRIS LOWE



PHOTO BY DAN WEISENHEIMER

Connecticut Chapter

The Conn. Chapter donated \$1,500 to the Connecticut National Guard Foundation, Inc., during their Jan. 24 chapter meeting in Milford. The CNGF is a non-profit corporation organized to provide temporary financial assistance and support for members of the state National Guard, NG retirees, members of the organized state militia, and authorized reserve component family readiness groups. The CNGF provides benefits such as clothing, food, medical and surgical aid, and general care and relief. The funds were raised by a raffle and donations for companies such as: Avionics Technologies Inc, Hamilton Sundstrand, Sikorsky Aircraft, Vought Aircraft Industries, Spectrum Associates and the Lord Corp. Picture here are chapter officers and guests (l to r): Tom Nicolett, V.P. for Government Affairs; Ron Kwalek, secretary; Joe Pisano; Laura Mazzadra, V.P. for Events & Marketing; Al Trancetti, CNGF; Maureen Fino, V.P. for Programs; John Esposito, V.P. for Northeast Region; Bill May, V.P. for Membership; Doug Shidler, president; and Norma Nardozi, treasurer.

Zia Chapter

ZC President LTC John Fishburn presented the Bronze medallion of the Order of St. Michael to **CW4 Mark Vieth** during his retirement party Feb. 9 in Sunland Park, N.M. Vieth, an OH-58 standardization instructor pilot with the New Mexico Army National Guard, retires after more than 28 years of active Army and Guard service. In 1994, Vieth began service in the NMARNG's counterdrug program as an OH-58 pilot with the Reconnaissance and Interdiction Detachment in Las Cruces. There, for the next 13 years, he participated in the apprehension of more than 2,500 undocumented aliens crossing the U.S and Mexican border, and helped seize more than 5,000 pounds of marijuana and 1,000 marijuana plants; as well as nearly \$9 million worth of cocaine supporting the U.S. Drug Enforcement Administration. Vieth, a AAAA life member, is a master aviator with over 7,000 hours without an accident or serious mishap. He plans to fly next as a pilot for the U.S. Border Patrol.



PHOTO BY CWS DEAN E. STOOPS

Bluegrass Chapter

Still AAAA's fastest growing chapter, the Bluegrass Chapter passed the 250 member mark with the joining of **SGT Bryson E. Yarbrough**. BGC President COL Benjamin F. Adams III, left, presented Yarbrough with a framed 250th Member certificate on Feb. 3 at the Army Aviation Support Facility for the Kentucky Army National Guard in Frankfort. Yarbrough is a light vehicle mechanic with Co. B, 2nd Bn., 147th Avn. Regt.; a unit under the 63rd Theater Avn. Bde., KYARNG.

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

UPCOMING EVENTS

JULY

- July 2-6 **VHPA 25th National Annual Reunion**,
San Antonio, TX
- July 18 **AAAA Scholarship Executive Committee Meeting**,
NGRC, Arlington, VA
- July 19 **AAAA Scholarship Selection Committee Meeting**,
NGRC, Arlington, VA

AUGUST

- Aug 10-13 **AUVSI**, Washington Convention Center, DC

SEPTEMBER

- Sept 20-22 **NGAUS 130th General Conference**, Albuquerque, NM

OCTOBER

- Oct 6-8 **AUSA Annual Meeting**, Washington Convention
Center, DC
- Oct 6 **AAAA Scholarship Board of Governors Meeting**,
Washington Convention Center, DC
- Oct 6 **AAAA National Executive Board Meeting**,
Washington Convention Center, DC
- Oct 20-24 **USAWOA Annual Meeting**, Aberdeen, MD

ARMY AVIATION MAGAZINE

Upcoming Special Focus:

MAY

- Operations Other Than War
- Annual Convention Recap

JUNE

- Special Operations Aviation

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Please check one: ☐ New Membership Application ☐ Change of Address

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 business expenses.

Rank/GS Grade	First Name	MI	Last Name
Sex			
Mailing Address			
Mailing Address			
City	State	Zip + 4 Code	
Active Duty or Civilian Job Title and Unit or Firm name		E-Mail	
Area Code	Office Phone	Area Code	Residence Phone
Area Code	FAX		
Consent: <input type="checkbox"/> I do <input type="checkbox"/> I do not consent to the publication or release of the above information to third parties.			
Signature		Date	
Citizenship	Nickname	Spouse's Name	

AAAA ANNUAL DUES

Applications other than those listed below:

() 1 yr, \$26; () 2 yrs, \$47; () 3 yrs, \$70

Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below;

Wage Board 12 DACs & Below:

() 1 yr, \$15; () 2 yrs, \$27; () 3 yrs, \$39

Add \$5 per year if you have a foreign, non-APO address.

Add \$15 if your check is drawn on a foreign bank.

☐ Check enclosed payable to "AAAA" or charge to
☐ AMEX ☐ Diners Club ☐ Mastercard ☐ VISA

Card No.

Amt \$ Exp. Date 3 Digit Sec.Code

Signature: Date:

() Army Active Duty () Defense Industry
() ARNG () JAGR () Foreign Military Service
() USAR () JAGR () Other _____
() DAC

() Army Retired () Former

() Other US Military Service _____

Check (✓) Your Professional Qualification:

Are you a former AAAA member? ☐ Yes ☐ No

If yes, what year did you join?

Chapter Affiliation Preferred

Print Name of Recruiter

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.

The 2008 induction will take place at the AAAA Annual Convention, April 6 - 9, 2008 at the Gaylord National Resort and Convention Center in National Harbor, Maryland.

Nominations are currently being requested for the 2009 induction.

The deadline for receipt of 2009 nominations is May 1, 2008.

CHIEF WARRANT OFFICER 4 JERRY R. RILEY

ARMY AVIATION HALL OF FAME 2004 INDUCTION

Retired CW4 Jerry R. Riley exhibited outstanding courage, professionalism and dedication to Army aviation as an Army aviator, contract civilian, and as a Department of the Army civilian.

Riley amassed 950 combat hours as a UH-1H aircraft commander during the Vietnam War with the 101st Airborne Division, and his bravery under fire and combat flying skills were recognized with the award of two Distinguished Flying Crosses.

After leaving active duty in 1976, Riley became a contract flight instructor at Fort Rucker, Ala., becoming assistant flight commander and winning a safety award for 3,000 flight hours without accident or incident.

In 1977, he restarted his military service as an Army Reserve aviator with the 282nd Aviation Company and the 33rd Aviation Group, going on to serve the nation for 27 years.

In that capacity Riley took part in deployments to Europe, supported various units in the southeastern United States, and participated in numerous counter-drug operations.

As a Department of the Army civilian instructor pilot and the standardization officer for the Aviation Training Brigade, forerunner of today's 110th Avn. Bde., at Fort Rucker, Riley's professionalism had a profound effect on the Aviation community throughout the Army.



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