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ON THE COVER

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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES**Oregon Guard Aviation Heads to Iraq**

The Army National Guard is deploying 110 Soldiers and 12 HH-60 medevac helicopters from Salem, Ore. to Iraq. The troops departed Jan. 30 to Fort Sill, Okla., for pre-deployment training. The Soldiers will spend about 400 days away from home. A Black Hawk helicopter and crew from the Idaho ARNG served in Oregon through March, and then was replaced by two Indiana ARNG helicopters until the Soldiers return from Iraq.

More Indiana Guard Aviation to Iraq

The Headquarters and Hqs. Company of the 38th Cbt. Avn. Bde., Indiana ARNG, was notified Jan. 29 of its mid-2009 activation for deployment to Operation Iraqi Freedom. Nearly 130 Soldiers from the Shelbyville based unit will first train at Fort Sill, Okla. to hone their skills for a one year tour in southern Iraq. The unit is led by COL David C. Wood and CSM John A. Watson. Approximately 75 Soldiers with Co. C, 1st Bn., 137th Avn. Regt., mobilized Jan. 3 for training at Fort Sill. Another 150 Soldiers from three different companies of 2nd Bn., 238th Avn. Regt. left in November and are serving in Kuwait.

N.H. to Name Bridge for Fallen Crew Chief

The New Hampshire state Senate approved Feb. 4 the naming of the Route 127 bridge over the Blackwater River in Webster as the SGT William Tracy Memorial Bridge after a local fallen hero. The 27-year-old Tracy from Webster died Feb. 25, 2003 when his UH-60 helicopter crashed during a nighttime training mission near Camp New Jersey, about 31 miles northwest of Kuwait City before the

invasion of Iraq. He was a crew chief with Co. B, 5th Bn., 158th Avn. Regt., 12th Avn. Bde. The Senate is also planning to name the Route 202 bridge over the Isinglass River in Barrington after SPC Jesse Scott Conger, who was killed in 2002 in a truck crash while training for mountain combat. Both bills are pending state House approval.



ARMY PHOTO BY SFC STEVEN PETIBONE

N.Y. Chinook Crews Train Canadian Comrades

The need for hands-on environmental flight training brought Canadian aircrews heading to Afghanistan to the New York Guard's Army Aviation Support Facility #2 in Rochester. Soldiers from Co. B, 3rd Bn., 126th Avn. Regt., who returned last April after a 10-month tour in Afghanistan, used their CH-47 Chinooks and some upstate snow to train the Canadians on Afghan flying conditions from Jan. 12 to 25. Canada's 408th and 430th Tactical Helicopter Squadrons, whose CH-146 Griffon and CH-47 aircraft are already in country, will fly in the Khandahar Province. Here, CPT Eric Fritz, left, and Canadian CPT Martin LeFrancois prepare for a 3-hour night training flight Jan. 20 in a CH-47.

2010 Hall of Fame Nominations Open



Now is the time to submit your nominations for the 2010 induction into the Army Aviation Hall of Fame.

Official nomination forms along with a list of the current Army Aviation Hall of Fame members can be found on the AAAA website at www.quad-a.org.

Nominations must be received in the AAAA National Office on or before May 1, 2009.

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AAAA President's Cockpit



Count Down to the 2009 AAAA Annual Convention

We are rapidly approaching our Annual Convention in Nashville, Tenn., and I have some good news and some bad news.

The good news is we have record registration and exhibit sales. The bad news is that the Opryland Hotel is sold out! In fact, it is overbooked with over 2,600 rooms per night accounted for. We do have two additional overflow hotels on line and will be adding more as needed. There will be shuttle bus service to and from the Opryland.

We will be doing a few things differently this year at the convention. First, the annual Membership Meeting is being pulled out of the annual luncheon and scheduled as a stand-alone event on Sunday afternoon. During the meeting we will hold elections and give you a report of our stewardship over the past year. We will provide refreshments, so please plan to attend.

Second, Tom Harrison, our fundraising chairman for the Scholarship Foundation, will make a presentation on how your chapter can start or increase its scholarship program.

Your AAAA officers have been on the road over the last few months. In addition to Fort Rucker's Aviation Senior Leaders Conference we reported on last month, we enjoyed the hospitality of the Tennessee Valley Chapter's Joseph P. Cribbins Product Support Symposium in Huntsville, Ala.

They had record attendance and exhibits, and outstanding speakers like retired generals Doug Brown and Dick Cody (our first and second branch qualified four-star Army aviators, respectively). The event culminated in the awards banquet that honored our Outstanding Logistics Support Unit of the Year - the 412th Avn. Spt. Bn. in Germany and our 2008 Materiel Readiness Award recipients from industry.

Special thanks to new TVC President Bill Weaver and his team for an outstanding event. Immediately after the symposium, our Central Florida Chapter held their 180th consecutive monthly meeting in Orlando, Fla. Bill Harris, our executive director, flew from the Cribbins Symposium to Orlando for this milestone accomplishment.

Imagine, 15 years of monthly meetings, though hurricanes and tropical storms, the "dot com" bubbles and recessions. The CF chapter has done a remarkable job of sustaining the spirit and camaraderie it has been famous for. Thanks to CFC President Jerry Stahl for his terrific leadership of this chapter.

Finally, we just supported two events in Kentucky. Our Bluegrass Chapter in Lexington and the Louisville chapter of the Vietnam Helicopter Pilots Association both held dining outs on March 7, which immediate AAAA Past President BG



AAPI PHOTO BY JAMES BULLINGER

Aviation Hall of Fame Gets Renovation

The Army Aviation Hall of Fame in the U.S. Army Aviation Museum at Fort Rucker, Ala., faced a challenge following the induction of 12 notable persons during the 2007 AAAA convention in Atlanta. The AAHOF only had enough wall space to hang three of the 12 portraits – it was full! The Army Aviation Museum Foundation, a 501c non-profit organization supporting the museum (a U.S. government facility) developed a renovation plan to resign the hall within its existing space. The AAAA National Executive Board voted to provide the project's financial support and in mid-2008 after the necessary government approvals were obtained, the hall closed for a face lift. AAAA provided \$32,186 for the reconstruction and another \$6,927 for portrait maintenance and hanging. Reopening Jan. 19, currently 128 portraits fill about 48 percent of the new available space, providing room for inductions for the next 20 to 25 years. Here, AAAA Executive Director William "Bill" Harris visits the AAHOF on Jan. 29 with Foundation Manager Dianne Nowicki to view the changes. For more on the AAHOF, visit AAAA's website at www.quad-a.org, or the Museum at www.armyavnmuseum.org

(Ret.) Tom Konitzer and Bill Harris covered for us. It was a great example of how AAAA bridges the gap between the new and the old, and the current and retired military communities.

AAAA: Supporting the Army Aviation Soldier and Family is what we are all about.

See you in Nashville!

Jim Snider
AAAA President
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From The Aviation Branch Chief



Taking an Enterprise Approach

By MG James O. Barclay III

While simultaneously shifting gears to meet increased training requirements in support of the Army's Force Generation model the Aviation Branch operational tempo continues to increase as we remain the most requested combat asset for ground commanders.

This is why the U.S. Army Aviation Center of Excellence (USAACE) team continues to review every aspect of aviation to ensure we are properly manned, trained and equipped to meet every future requirement.

The demands we currently place on our personnel, equipment, and systems will not diminish and are geared to become more complex.

One observation that emerged from the review was that success greatly depends on preserving functional communication practices among the many level of the Army's components and commands (i.e. Training and Doctrine Command, Forces Command, Army Materiel Command, Fort Rucker and Installation Management Command, as well as National Guard, Army Reserve and active components). It is about being more effective, not just more efficient.

Maintaining serviceable communication lines with all Army components and commands is paramount as we prepare our young men and women for combat.

In late January, USAACE hosted the 2009 Aviation Senior Leaders Conference (AvSLC), which serves as an annual forum for Aviation senior leaders to interact and discuss the relevant aviation warfighting issues of today and the future.

In keeping with this year's theme: *"One Team, One Fight, One Future,"* leaders from other Army components and commands were encouraged to attend and share their insights concerning better ways for us to integrate



ARMY PHOTO BY SGT TRAVIS ZELINSKI

The USAACE hosted the Aviation Senior Leaders Conference Jan. 26-30, which allows leaders to interact, share and discuss the relevant aviation warfighting issues of today and the future. Shared experiences and lessons learned help benefit training and readiness for Soldiers such as these with Co. F, 3rd Bn., 227th Avn. Regt., 1st Air Cav. Bde., who quickly dismount a UH-60 Black Hawk helicopter to provide security during a downed aircraft training exercise Jan. 15 at Fort Hood, Texas.

and enhance our partnerships.

During the conference, we focused on topics such as supporting units in the fight, and how the Army's move toward an "Enterprise" concept of management affects aviation and the future of the branch.

Supporting Units in the Fight

Our single most important mission is our support to the units and the warfighter. The Aviation Branch continues to send Soldiers into combat and noncombat missions around the globe and the feedback from commanders is that these Soldiers are doing extremely well.

While the ground combat brigades prepare to drawdown in Iraq, aviation

is seeing a plus-up with shorter dwell time and less predictability in deployment cycles.

As the focus shifts from Iraq to Afghanistan, an increased demand on aviation units in that theater has already occurred. We currently have four headquarters in Iraq and the branch has recently received a request for forces that calls for a second combat aviation brigade to go to Afghanistan. Soldiers from the 82nd Airborne Div. are scheduled to fill that request.

It is not an easy mission, and I don't see any changes in the near term. That is why we pride ourselves on filling our branch with quality people.

It is diligence, dedication, spirit of



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ARMY PHOTO

The USAACE is part of the support to the Army in generating trained, equipped and ready forces for operations around the world. Here, CW2 Joshua Locke, a CH-47 Chinook pilot with the 2nd Bn., 1st Avn. Regt., prepares his aircraft for take-off on a night air assault mission for Operation Santa Monica, April 6-7, 2008, in northern Iraq.

innovation and the flexibility of our people that gets the mission done.

Every member of our aviation family – no matter their uniform, position, component or organization – is valued and critical to accomplishing our mission.

Together we all keep USAACE relevant and ready to support the Army as it generates trained, equipped and ready forces for operations around the world. Whether conducting training at the various Centers of Excellence or deploying forward to support the Global War on Terrorism, each and every one of you continue to exceed my expectations.

The Enterprise

The USAACE leadership is fortunate to be working with the very best leaders in our Army to guarantee that we deliver the combat aviation capabilities that our ground force com-

manders need. Synchronizing this effort from Fort Rucker is the Capabilities Development and Integration Directorate.

The CDID works closely with the Army Staff to understand the demand for combat power; with the Forces Command to integrate training; the Human Resources Command to man the force; the Aviation and Missile Command and the Program Executive Office for Aviation to equip and sustain the force; and our Directorate of Evaluation and Standardization to assist our brigade commanders with their units so that they are fully ready to deploy when called upon.

This team of professionals also has direct contact with all of the major commands across the Army to understand the near term and future demands for aviation.

Our efforts to date have included: the acquisition of additional aircraft for the training fleet at Fort Rucker, and providing mobile training team assistance to the 82nd Cbt. Avn. Bde. in their preparations for an early deployment to Operation Enduring Freedom, to name but two.

There are many more initiatives working everyday with equal vigor and importance. This “Enterprise” concept shows a great deal of promise for the expansion of mobile training, new equipment fielding, and operational assistance to our combat formations and training sites.

Taking full advantage of existing resources provides the flexibility and agility to equip and train more Soldiers without sacrificing training standards.

Another effort we are aggressively working is the expansion of roles and missions of the Eastern, the Western, the Fixed Wing and the High Altitude Army National Guard Aviation Training Sites. Each of these organizations brings increased aviation capability to the Army Force Generation model that we must capitalize upon. If we are to approach full integration and interoperability, we have to continue to incorporate these organizations into the Aviation Enterprise for both active and reserve formations.

We are *One Team*, unified in *One Fight*, with *One Future*.

Aviation Warfighters Forum

The quality of training that our

Aviation Soldiers receive is kept current through the lessons learned integration (L2I) program.

The L2I fuses experiences and best practices of our deployed formations with current doctrine, emerging technology, acquisitions, and analysis of the branch so that our next to deploy units will benefit from these lessons before they complete their train up to deploy and fight.

To support this effort, the USAACE has developed the *Aviation Warfighters Forum* as a conduit to gather this information and discuss it in a collaborative manner.

This Army Knowledge Online (AKO) based web tool is the portal through which aviation formations can impact training, force development, manning and equipping for current and future operations.

Future training enhancements are not only tied to the L2I program, but to fielding of new, complex airframes and systems. You can access the Aviation Warfighters Forum at <https://www.us.army.mil/suite/group-page/87020>.

The Future of the Branch

This past year has been challenging and very successful for aviation. Transforming and resetting our aviation formations are two significant challenges we faced while simultaneously remaining ready and relevant to the fight.

While we have many successes to show for our efforts, they were only milestones, not end states.

We continue to work hard to support the reset of our formations while fielding the Sky Warrior-A unmanned aircraft system, AH-64D modernized target acquisition and designation system, and the UH-60M Black Hawk and the CH-47F Chinook model aircraft.

Our OPTEMPO demands that we improve our ability to conduct training in a manner that minimizes the time Soldiers spend away from their families and home stations. We will accomplish this through predictive planning and on time resourcing.

Given the myriad of ongoing efforts across the aviation community, we maintain a long range planning focus to better posture ourselves for upcoming missions in a coordinated manner.

Keeping aviation an integral part of

the future modular force, requires a clear vision of our objectives, roles and responsibilities to effectively compete for and receive the necessary resources to take the branch into the future. Success will be obtained by constantly re-evaluating our training institutions and properly introducing new technology to the field where and when required.

The evolution of new and improved capability is tied to implementing new strategies, processes, supporting infrastructure adjustments, the effective introduction of integrated technology, and an appropriate investment in the training and development of our leaders and Soldiers.

As we prepare to assemble in Nashville this May for the 2009 Army Aviation Association of America Convention, attendees must come geared to engage in the same topics, issues and challenges discussed at the AvSLC. It is no coincidence that this year's AAAA theme is exactly the same as the AvSLC's theme.

Synchronizing our efforts across the board is imperative, whether it's among the Army commands and components, or our industry partners and



ARMY PHOTO BY SGT MATTHEW E. JONES

The USAACE has developed the AKO based *Aviation Warfighters Forum* as part of the lessons learned integration program. Then it uses the data modify and enhance training for deploying units. Here, Brad Harris, left, and Bob Gardner play Iraqi insurgents about to engage UH-60 aircraft from the 1st Bn., 137th Avn. Regt., 28th Cbt. Avn. Bde., during a training exercise Feb. 10 at Fort Sill, Okla. The 28th CAB, Pennsylvania ARNG, is preparing for a rotation to Iraq.

professional organization supporters, because we will continue to face challenges.

As long as we remain committed to "One Team, One Fight, and One Future," we cannot fail.

Above the Best!

MG James O. Barclay III is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence at Fort Rucker, Ala.

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Chief Warrant Officer of the Branch Update



Aviation Maintenance Technician 151A Roles and Responsibilities

By CW5 Jeffrey A. Reichard and CW5 Jimmie Evans

As our Army continues to evolve, so do the roles and responsibilities of the aviation maintenance technician (151A).

Aviation maintenance technicians are no longer simply the technical experts within their field. They have evolved to become creative problem solvers and adaptive technical experts who are also fully capable of fulfilling roles as combat leaders, trainers, advisors and commanders as well.

As technology advances within today's modern Army aircraft, so must the aviation maintenance technician. In an increasingly complex aviation branch, these warriors have developed into ground-breaking integrators of emerging technologies, as well as energetic teachers and confident warriors.

The aviation maintenance technician (AMT) must attend progressive levels of education and training as they expand their expertise while fulfilling their duties throughout various assignments within their career.

They are responsible for administering, managing, maintaining, operating and integrating Army systems and equipment across the full spectrum of Army operations.

Additionally, AMTs are highly skilled experts in the technical field of aircraft maintenance management.

The maintenance technicians in the ranks of warrant officer one (WO1) thru chief warrant officer five (CW5) fulfill duties at the most basic team or detachment levels of the aviation maintenance companies or aviation support companies up to and including Department of Defense master level positions based upon experience and training gained through professional education.

The technical supply officer, quality control officer, component repair platoon leader, production control officer, armament officer and safety



Aviation maintenance technicians serve as technical supply officers, quality control officers, component repair platoon leaders, production control officers, armament officers and safety officers to keep aviation units mission ready. Here, a pair of UH-60L Black Hawk helicopters from the 25th Cbt. Avn. Bde. land in a unit field maintenance area for servicing during an October 2008 training rotation at the National Training Center at Fort Irwin, Calif.

officer are but a few roles and duties typically fulfilled by the AMT.

In addition, they are also capable of performing duties in various joint command and Department of the Army staff positions.

Senior ranking AMTs participate in assignment oriented training (AOT), which includes safety officer, aircraft armament, logistics management development, and Army maintenance manager courses. Completion of this training ensures the Army is provided the most capable aviation maintenance technicians possible.

In addition to AOT, training with industry is an option for senior CW3s and CW4s who are selected for follow-on assignments to a program management office.

In closing, we see that 151A aviation maintenance technicians have vast experience, training, and knowledge in managing personnel, supplies, and equipment in addition to facilitat-

ing assets to maintain and repair Army rotary and fixed-wing aircraft.

These confident and energetic warrant officers are no longer simply the technical experts, but are truly invaluable integrators of new and emerging technologies throughout Army aviation.

Additionally, I would like to congratulate **CW4 Eugene Minter**, a 151A Aviation maintenance technician, and to **CW4 Sam Baker**, a 154C CH-47 instructor pilot, on their selections to represent the Aviation branch at the next intermediate level education course at Fort Leavenworth, Kan.



CW5 Jeffrey A. Reichard is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. CW5 Jimmie Evans is the chief of the Warrant Officer Training Division with the U.S. Army Aviation Logistics School, Fort Eustis, Va.



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Command Sergeant Major Update



Knowledge Management Update

By CSM Donald R. Sanders

In support of the Department of the Army's Knowledge Management objectives, the Army Aviation Center of Excellence here at Fort Rucker, Ala., stood up the *Aviation Net* portal for use by our aviation Soldiers.

Field Manual 6-01.1, dated Aug. 31, 2008, is a recent publication that addresses Army Knowledge Management (KM) implementation.

What is Knowledge Management?

As stated in the Army KM principles, "knowledge management is a discipline that promotes an integrated approach to identifying, retrieving, evaluating, and sharing an enterprise's tacit and explicit knowledge assets to meet mission objectives.

The objective of the principle is to connect those who know with those who need-to-know (know-why, know-what, know-who and know-how) by leveraging knowledge transfers from one-to-many across the Global Army Enterprise."

Simply stated, knowledge management is the art and science of connecting people who need the right knowledge, at the right time, to those who have it.

Knowledge Sharing

Knowledge is a very valuable asset that can be applied to everything in our branch from professional to personal circumstances.

For instance, a Soldier can share information about a new operations cell tactic, technique and procedure so other Soldiers deploying to Operations Enduring or Iraqi Freedom have the knowledge needed to be more effective and reduce risk to the mission.

To begin to share tacit knowledge, we as a branch must encourage, teach and promote a knowledge-sharing



The new *Aviation Net* knowledge management website can benefit Soldiers such as SPC Chad Wageman, an AH-64D Apache helicopter crew chief with Co. B, 4th Bn., 227th Avn. Regt., 1st Air Cav. Bde. He and fellow Soldiers can help share tips and knowledge on issues like how to assemble the improved outer tactical vest (seen here Feb. 3 at Fort Hood, Texas) and on other topics.

culture to help people understand the value of their knowledge.

This will increase collaboration among peers and enable one to learn from the experience of others.

This can be accomplished through such methods as team-peer assistance, virtual teaming, communities of practice, and in forums.

Documentation of these learning activities can then produce an explicit knowledge source which can be

used to train others in the future.

Listed here are some principles that Soldiers need to know to better use and exploit KM.

Core Principles of Collaboration

1. Responsibility to Provide: A "need-to-share" should be replaced by "responsibility to provide" mind set.

2. Empowered to Participate: Soldiers and civilians are empowered to participate and share insight in virtual collaborative communities without seeking prior permission.

3. User-Driven: Collaborative communities are self-defining, self creating and adaptable. Users own the collaborative community – not the IT providers.

4. Train and Educate KM Leaders, Managers and Champions: The rationale is to create a culture of collaboration and the Army needs to educate the next generation of KM change agents who understand KM principles and technologies, and can effect change to accelerate meeting mission objectives. The implications are the development of curriculum and instructional delivery methods identified to train and educate the force in KM competency at all levels of the Army.

5. Prevent Knowledge Loss: Here the rationale is knowledge is perishable. It has a life cycle and the life cycle can't begin until it is documented and assessed for its value.

Joining *Aviation Net*

Accessing the Aviation Net and becoming a member is easy. From any non-secure NIPR net computer, open the internet browser.

In the URL address window type: <https://forums.bcks.army.mil>. Then log onto the Battle Command Knowledge System (BCKS) with your AKO credentials or your CAC card.

Once into BCKS, click on the "Professional Forums" link, and then the "Index-All Professional Forums" link.

When the next Webpage loads, click on either of the "*Aviation Net*" links that appear on the page. You are now on the front page of *Aviation Net*.

To become a member of *Aviation Net*, click on the "Become a Member" tab. Complete and submit the online form. You will be notified via email when your request has been processed.

Summary

We have hired James McKinley, a trained BCKS facilitator, to design, develop and maintain the *Aviation Net*.

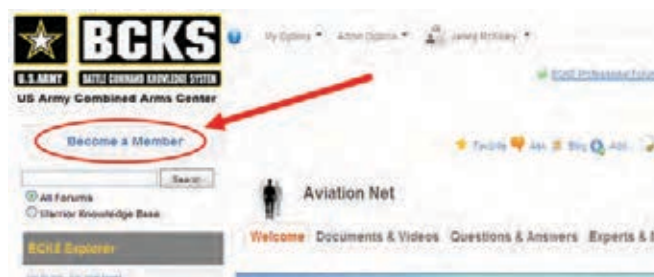
Any recommended changes can be posted in *Aviation Net*, or you can contact McKinley via email at: james.mckinley1@us.army.mil.

Above the Best!

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



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CW5 Gary Arne, the tactical operations officer for Task Force 34 (34th Cbt. Avn. Bde.) with the Minnesota Army Guard deployed to Joint Base Balad, prepares for a Jan. 22 mission in Iraq. Arne is completing his fourth decade of aviation service, having first flown during the Vietnam War; he has earned three Silver Star medals and accumulated over 12,000 flight hours.

SPECIAL FOCUS:
ARMY NATIONAL
GUARD AVIATION

Ready and Relevant

Decisively Engaged at Home and Abroad

By COL Garrett P. Jensen with COL (Ret.) Kevin G. Scherrer

read•y [red-ee] – completely prepared or in fit condition for immediate action or use.

rel•e•vant [rel-uh-vuh nt] – bearing upon or connected with the matter at hand; pertinent.

LTG Clyde Vaughn, our director, uses these terms to describe today's Army National Guard (ARNG). His aviation force is certainly that and more.

With 40 percent of the total Army's aircraft authorizations, 49 percent of its aviation companies and, on average, about one-third of the force deployed overseas, Guard aviation is critical to the war fight abroad and essential for operations on U.S. soil.

Spread out over 53 states, territories and the District of Columbia, Guard aviation consists of one command, 11 brigades, 5 groups, 53 battalions, and numerous smaller organizations.

These formations have a dual mission and they train and prepare accordingly. When mobilized by the

Secretary of Defense, on behalf of the president, they execute their federal mission (e.g. deployment in support of the Global War on Terrorism).

When ordered to state active duty by their adjutants general on behalf of their governors, they execute their state missions supporting efforts such as fire fighting, flood and hurricane relief, and other natural disasters.

To help synchronize these efforts and provide national policy, standardization and resources, the Aviation and Safety Division works as a coordinating agency at the ARNG Readiness Center in Arlington, Va.

Forward Deployed

Since 9-11, Guard aviation has been a key component of Army forces deploying overseas.

Over a dozen ARNG aviation formations mobilized and deployed to the Middle East in the initial phase of Operation Iraqi Freedom.

Since then, the Guard has been a consistent contributor, and typically it has the equivalent of two aviation

brigades deployed to OIF, or to Operation Enduring Freedom, or to Kosovo.

Currently, Task Force 34 is performing the OIF corps support requirement out of Joint Base Balad, flying sorties that range from ring routes to attack helicopter missions.

TF-34 is formed around the 34th Cbt. Avn. Bde. (CAB) of the Minnesota ARNG, and is augmented by several other states.

Similarly, the 1st Bn., 106th Avn. Regt. of the Illinois Guard is spearheading aviation efforts in Kosovo, and Co. B, 1st Bn., 126th Avn. Regt. of the Calif. ARNG is providing CH-47D Chinook support in Afghanistan.

Engaged at Home

Meanwhile, Guard aviation missions here in the U.S. cover the entire spectrum of domestic operations.

Last summer and fall, the Guard provided over 90 observation, utility and cargo aircraft to the Gulf Coast area for relief efforts following Hurricanes Dolly, Ike and Gustav.

ARMY PHOTO BY SGT LYNETTE HOKE



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9180-0109



Here, CW5 Jeff Apke, left, and CW2 Joel Newburn with the 1st Bn., 185th Avn. Regt., Arkansas ARNG, prepare to support another fire-fighting mission during their active duty call up last July to support wild fire operations in California. Army Guard aircraft dropped more than 30,000 gallons of water on the fires.

During these operations, the Guard successfully employed the new UH-72A Lakota light utility helicopter, garnering key lessons learned on how this aircraft can best support civil authorities.

Last July, Guard aviation forces deployed to California to support wildfire-fighting efforts, employing UH-60 Black Hawks and CH-47 Chinooks in the roles of medical evacuation, "Bambi" bucket water drops, and general support roles.

More recently, the 29th CAB of the Maryland ARNG and TF 1-131 Avn. Regt. from the Alabama ARNG, augmented by several other state assets, supported the presidential inauguration with air traffic services, MEDEVAC, and air movement support in Washington, D.C.

If present trends continue, demand for our aviation support of domestic operations will only increase in the future. In preparation, we've increased our efforts to plan



An Army Guard crew chief guides a local rancher to load hay aboard a CH-47 Chinook for delivery to livestock stranded without food or fresh water in the aftermath of Hurricane Ike in September. Responding to natural disasters is one of the missions of the Army Guard.

for contingencies, standardize our procedures and modernize our equipment.

Pedaling Quickly and Safely

Guard aviation operational tempo and our safety record remains a point of pride.

In fiscal year 2008, Guard crews flew over 237,000 hours while in a non-federalized status and only recorded three Class A mishaps (one of which was due to material failure), two Class B mishaps, and seven Class C mishaps. None of these mishaps accrued any fatalities or serious injuries.

A focused effort on composite risk management, combined with an experienced aircrew population, helps keep our fleet flying safely.

Getting Ready

Beyond sustaining a force ready for combat and supporting efforts at Fort Rucker, Ala., institutional training at the various Army National Guard Aviation Training Sites (AATS) has become more relevant and more in-demand.

At the Western AATS (WAATS) in Marana, Ariz., Guard trainers are now conducting AH-64D supplemental qualifications, and will shortly begin supplemental instructor pilot qualifications. This is in addition to the long-standing AH-64A and OH-58A/C training courses conducted at WAATS.

Also, working with the Unmanned Aircraft Systems (UAS) Training Battalion at Fort Huachuca, Ariz., WAATS has completed new equipment training for two new RQ-7 Shadow UAS platoons, with the potential for another 8 to 10 platoons over the next few years.

The High Altitude AATS at Eagle, Colo., continues to support units deploying to Afghanistan, having trained almost 400 aviators in mountain-flying techniques in FY08.

The Eastern AATS (EAATS) at Fort Indiantown Gap, Pa., is the institutional training base for the UH-72A, and will significantly expand this operation over the next few years.

The EAATS also conducts a wide range of UH-60 and

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CH-47 courses to supplement Fort Rucker.

Finally, the Fixed Wing AATS in Bridgeport, W.Va., continues to provide advanced flight training for C-12, C-23, and C-26 aviators.

Staying Relevant

Aside from overseas combat missions and civil support operations state-side, the ARNG is fully-engaged with force structure conversion and aircraft modernization.

The new Security and Support Battalions, which will each be fielded with 32 UH-72A Lakotas, are well-suited to perform domestic operations stateside, as well as missions in permissive environments overseas.

Twenty of the 200 total Lakotas for the Guard have already been accepted, of the Army's purchase of 345 UH-72s. We will station them across 45 states, territories and the District of Columbia.

The Guard is already exploiting their capability improvements over the UH-1 and OH-58, and designing a robust mission equipment package that best suits domestic operations.

In the attack mission design series, the Guard is roughly midway through modernizing, with half of our Apache battalions equipped with AH-64D Longbows, or in the process of fielding.

In the fixed-wing arena, the Guard will accept the first of its 40 C-27J Spartan Joint Cargo Aircraft in fiscal year 2010 – which will amount to 74 percent of the total Army fleet.

Replacing the C-23 Sherpa, this heavy-lifter will bring

Army intra-theater airlift to a new level and will no doubt be in high demand overseas.

Finally, the fielding of new UH-60M aircraft have started and the CH-47F fieldings are programmed and funded to ensure that ARNG aviation remains a relevant contributor to the total Army force.

People

We all know that the Army *is* people. So we think it fitting to end this article with an example of the fine people in Army National Guard aviation.

SGT Daniel J. Young, a former Marine who currently works as a correctional officer, is a member of Co. A, 2nd Bn., 147th Avn. Regt. in St. Paul, Minn. He joined the Guard in 1999 and has supported several domestic operations, including Hurricane Katrina relief.

Recently Young deployed to OIF and while supporting a special operations aviation element, he earned the Distinguished Flying Cross.

To SGT Young and all of the 35,000 dedicated aviation Minutemen, who put their lives on-hold and at-risk to do the nation's bidding, we say "thanks and well-done!"



COL Garrett Jensen is the chief of the Aviation and Safety Division for the Army National Guard Directorate in Arlington, Va. Retired COL Kevin Scherrer is an aviation analyst support contractor with System Studies and Simulation, Inc., working with COL Jensen.

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SPECIAL FOCUS:
ARMY RESERVE AVIATION

Army Reserve Aviation

Citizen-Soldiers Serving Above the Best

By COL Alvin L. Foshee and MAJ William S. Wynn



The sun literally never sets on U.S. Army Reserve aviation with its worldwide support of Army and joint operations. Here, a USAR CH-47D Chinook helo from Co. B, 1st Bn., 214th Avn. Regt. prepares for a night re-supply mission during the unit's participation in Operation Maple Guardian at Camp Wainwright in Alberta, Canada.

CANADIAN FORCES COURTESY PHOTO

The role of the United States Army Reserve (USAR) and its aviation component has expanded dramatically since the events of Sept. 11, 2001.

As our nation's military forces continue to fight the Global War on Terrorism and provide constant vigilance to support and defend the United States against any and all threats, this reliance upon the reserves by our nation has required the Army Reserve to transform from a *strategic* reserve force to an *operational* reserve force.

Army Reserve Aviation

With over one million Soldiers available at any time, the Army Reserve provides a highly skilled, flexible force that can support the Army when and where they are needed most.



USAR PAINTING BY DON STIVERS

The Army Reserve has a rich history which includes aviation support. The USAR commissioned this painting "Shoulder to Shoulder" by artist Don Stivers, which depicts the service of the Citizen-Soldier to the nation.

Since 1908, the Army Reserve has served with excellence and honor in every major military and humanitarian engagement of the past 100 years, playing integral roles in World War I, World War II, Korea, Vietnam, the Cold War, Grenada, Panama, Operation Desert Storm, Somalia, Haiti, Bosnia, Kosovo, Afghanistan and in the Iraq War.

Since Army aviation's first beginnings in WWI as the Army Air Service, its ranks have been made up of reservists. Of particular note is CPT Eddie Rickenbacker, who was a recipient of the Medal of Honor and hailed as America's "Ace of Aces" with 26 air victories (a record for any U.S. military pilot), who was also an Army Reservist.

The legacy of Rickenbacker lives on in the spirit of all USAR aviation Soldiers.

Today's Citizen-Soldier maintains, supports and flies some of the world's most sophisticated and capable aircraft. Reserve aviation Soldiers find themselves and their equipment in high demand and represent a viable operational asset.

The employment of USAR aviation ranges from mobilization overseas for the Global War on Terrorism (GWOT), to providing humanitarian relief in the continental United States. To date, 100 percent of Reserve aviation units have been called upon and completed multiple deployments in support of the GWOT.

Structure

All USAR tactical aviation falls under the functional command and control of the 11th Avn. Command (AC), headquartered at Fort Knox, Ky.

The 11th AC was formally activated Sept. 16, 2007, and is led by BG Matthew C. Matia and CSM Robert D. Casher. This unit has command and control of over 4,000 Soldiers, and operates a fleet of both helicopters and fixed-wing aircraft.

The USAR tactical aviation force structure is comprised of the 11th AC and the following:

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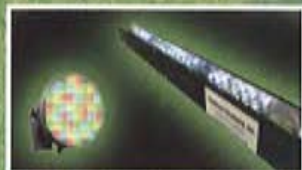


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ARMY PHOTO BY MAJ ANDREW D. CECIL



“Flying Tigers” Soldiers of the 8th Bn., 229th Avn. Regt., work together to arm and refuel one of their unit AH-64D aircraft during aerial gunnery training at Yano Range, Fort Knox, Ky.

- 1 enhanced aviation brigade.
- 2 armed reconnaissance battalions.
- 2 theater support fixed-wing battalions.
- 2 general support aviation battalions.
- 1 provisional aviation support battalion.
- 1 airfield operations battalion.
- 3 direct reporting aviation companies.
- 1 multi-composition (active & reserve component) CH-47 helicopter company, with support detachments.

The 244th Avn. Bde.

The 244th AB, under the command of COL John J. Gallagher and CSM Gregory Dorsey, is headquartered at Fort Dix, N.J., and is the largest aviation brigade in the Army.

When ordered, the brigade’s mission is to conduct theater aviation operations to support military operations of war and/or operations other than war for a combined forces land component commander.

The brigade is made up of three battalions: the 2nd Bn., 228th Avn. Regt., a fixed wing unit; and two general support aviation battalions, or GSAB, the 5th Bn., 159th Avn. Regt. and the 7th Bn., 158th Avn. Regt.

The final unit comprising the 244th AB is Co. M of the 158th Avn. Regt., which is a consolidated maintenance company, located at the Carswell Joint Reserve Base in Grand Prairie, Texas. The unit is currently under the process of restructuring and will eventually become the 90th Avn. Spt. Bn., the Reserve’s first ASB.

Both of the GSAB units are unique

to the Army in that they are multi-component battalions comprised of units and Soldiers from both the USAR and the Army National Guard.

In addition, these GSAB are distinctive in that they each have two assigned air ambulance (AA) medical evacuation companies instead of just one each.

2-228th Avn.

The brigade’s fixed-wing unit, the 2-228th Avn., is a theater aviation battalion, or TAB, and is the largest type unit in the Army operating C-12U and UC-35 aircraft. Known as the “Winged Warriors,” the battalion headquarters is located in Willow Grove, Pa., with subordinate units located in Johnstown, Pa.; Dobbins Air Force Reserve Base, Ga.; Fort Rucker, Ala.; and Fort Bragg, N.C.

5-159th Avn.

The “Dragon Masters” of the 5-159th Avn. are headquartered at Fort Eustis, Va., and is made up of six companies located in three states.

The unit’s headquarters company (HHC); Co. B, a CH-47D company; Co. D, an aviation maintenance company; and Co. E, a forward support company, are all co-located at Fort Eustis. Its Co. A, which is a command aviation company (CAC), and Co. F, an air ambulance medevac company, are both located in Clearwater, Fla. The unit’s second air ambulance unit, Co. C, is a multi-component HH-60 company from the Wyoming ARNG.

7-158th Avn.

The brigade’s second GSAB, the

“Longhorns” of the 7-158th Avn., are similar in design and located at Fort Hood, Texas, with subordinate units in five states.

The HHC; Co. D, an aviation maintenance company; and Co. E, an FSC, are co-located with the battalion headquarters. Co. A, also a CAC, is located in Victorville, Calif.; and Co. B, a CH-47D unit, is located in New Century, Kan., with a flight detachment at Fort Carson, Colo.

Co. C, also a multi-compo medevac unit, is from the Oregon ARNG in Salem.

Units of the 11th AC

The remaining Reserve aviation units report directly to the 11th AC. The 2nd Bn., 229th Avn. Regt., and the 1st Bn., 158th Avn. Regt., are armed-recon units of the USAR. The 6th Bn., 52nd Avn. Regt., is the USAR’s second fixed wing TAB. The 2nd Bn., 58th Avn. Regt., an airfield operations battalion, is the only air traffic services element in the Reserve.

The unit not only provides airfield management, terminal services, airspace information and tactical control for its assigned airspace – but is also paving the way for future active and reserve component Soldiers in the ATS field by providing state-of-the-art simulations training.

Attack Capable

The “Flying Tigers” of 8th Bn., 229th Avn. Regt., is the first USAR unit to field the AH-64D Longbow attack helicopter and is currently undergoing this transformation process. The unit, which is located at Fort Knox, has been called upon for both peacekeeping and combat deployments, accumulating over 15,000 flight hours while in Iraq and Bosnia.

Cavalry Conversion

The “Fast Guns” of the 7th Sqdn, 6th Cav. Regt., had a long and distinguished history that spans from its conception in 1861 in the regular Army to the unit’s Reserve re-designation in 2008 as the 1st Bn., 158th Avn. Regt. Now an attack-recon battalion, the 1-158th Avn. and subordinate companies are located in Conroe, Texas.

During its tenure as the 7-6th Cav., it received 28 presidential unit citations for distinguished service – participating in campaigns in the Civil War, the Indian wars, the war with

Spain, the Mexican Expedition, and in WWI and WWII.

Soldiers of the 7-6th Cav. participated in Operation Desert Storm, in the Bosnia peacekeeping mission, in Operation Desert Spring in Kuwait, and in operations Iraqi Freedom and Enduring Freedom.

More Fixed Wing Warriors

The "Flying Dragons" of the 6th Bn., 52nd Avn. Regt., TSB operate both the C-12U and UC-35 aircraft.

The unit is geographically dispersed, with the headquarters located at Los Alamitos, Calif., and units at Fort Knox, Fort McCoy and Fort Hood.

In 2008, the unit distinguished itself by flying over 10,000 accident and mishap free hours, compiled in the execution of numerous missions around the world, including Afghanistan and Iraq.

In addition to providing theater aviation support to both combat theaters, the unit has provided aviation support to the Joint Operational Support Airlift Center and the Operational Support Airlift Command in Alaska, the continental U.S., and Central and South America.

The 11th AC also has command over three companies providing corps-level support. The first unit is the Corps Support Airplane Company based at Carswell JRB, Texas.

The other units are Co. A., 2nd Bn., 238th Avn. Regt., and Co. A, 1st Bn., 169th Avn. Regt., command aviation companies, at Fort Hood and Fort Bragg, respectively.

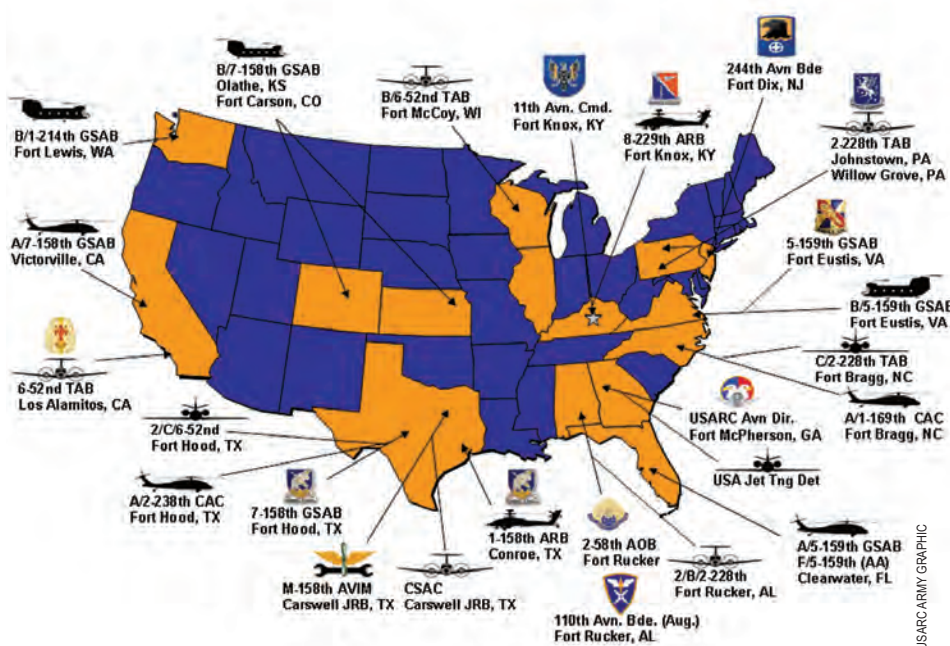
Non-Tactical Assets

The last Reserve elements within the aviation branch are the Aviation Directorate of the U.S. Army Reserve Command (USARC) at Fort McPherson, Ga., and the 110th Avn. Bde. (Augmentation) unit at Fort Rucker, Ala.

The USARC's Avn. Directorate is the executive authority for aviation policy, directives and procedures, and serves as the proponent for the Army Jet Training Detachment.

The AJTD plans, coordinates and executes the UC-35 jet aircraft qualification course for all Army components and for the U.S. Marine Corps.

In addition to these activities, the directorate is charged with providing overall management of all Reserve aviation programs, including manag-



U.S. Army Reserve aviation force structure and asset distribution within the continental U.S.

ing USAR aviation standardization and aviation resource management surveys, training, readiness, operations, organization, aviation transformation, aviation logistics, simulation, operational support airlift, air traffic control services, aviation mobilizations, and annually manages a budget of over \$80 million.

The 110th AB (Aug) is truly an exceptional unit that is composed solely of USAR individual mobilization augmentation (IMA) Soldiers.

This IMA unit is organized as a brigade element with a battalion dedicated to aviation maintenance and a second battalion with a mission to provide flight training.

Established in 1990 during Operation Desert Storm, its purpose is to provide the Army Aviation Center of Excellence (USAACE) with additional cadre to meet aviation training requirements. Unofficially referred to as "the Aug," the unit provides professionally trained instructors in the UH-60A, UH-60M, AH-64D, OH-58D, CH-47D and TH-67 to USAACE as needed.

Enlisted unit members, staff officers and instructor pilots are embedded throughout the installation as drilling augmentees, and fill manning shortages in mobilizing or overseas deployed units.

Way Ahead

As our nation approaches its ninth

year of conflict in the execution of the Global War on Terrorism, the reliance upon the Army Reserve will continue to increase. To this regard, the USAR's global operational requirements will demand AR Aviation and the Citizen-Soldier-Aviator to play a pivotal role.

One such example is the Army Reserve's role in the Army's execution of Task Force ODIN [for observe, detect, identify and neutralize]. TF ODIN was created in 2006 to conduct reconnaissance, surveillance, targeting and acquisition operations to fight makers of improvised explosive devices in Iraq.

Since the inception of TF ODIN, the USAR has provided the personnel structure and C-12 aircraft for the unit's Co. B and has flown over 31,800 combat hours.

As the Army Reserve transforms into a truly operational force, the role of Reserve aviation will be at the forefront of this change by providing the fighting force with highly trained and capable aviation units, filled with skilled, combat-ready Soldiers.

COL Alvin L. Foshee is the director of Army Reserve Aviation and MAJ William S. Wynn is the chief of the Aviation Training and Standardization Division of the U.S. Army Reserve Command, Fort McPherson, Ga.

SPECIAL FOCUS: FIXED WING UPDATE

FWAATS

Providing Training to the Total Army Fixed Wing Community

By MAJ Jeffrey E. Urso and 2LT Michael Howard

The Fixed Wing Army National Guard Aviation Training Site (FWAATS) is nestled in the Appalachian Mountains, within the technology corridor of West Virginia, and has become an increasingly important National Guard training facility.

Located in Bridgeport, it is the only Army training site providing Army aviators of the active duty, Reserve and National Guard with fixed wing airplane flight instruction.

Completed in 1996, the FWAATS training facility consists of over 14,000 square feet of hangar space and over 18,000 square feet of office space.

The facility received its accreditation through the Total Army School System and has been certified as a "School of Excellence" three times by Army Training and Doctrine Command and Fort Rucker evaluation teams.

Premier Flight Instruction

FWAATS provides its students some of the most complex, technically challenging and arduous flight training in the Army in one of three airframes: the C-23 Sherpa, C-12 Huron and the C-26 Metroliner.

Pilot training is comprised of a Fixed Wing Qualification (FWQ), Aircraft Qualification (AQC), Instructor Pilot Qualification (IPQ), Instrument Flight Examiner (IFE), Night Vision Goggle

With the acquisition of the new C-27J Spartan as the joint cargo aircraft, and a replacement for the C-23, the FWAATS is looking down the road at training requirements for the Army. In 2005, FWAATS pilots and other personnel were treated to demonstration flights of its short field take off and landing capabilities.



The Fixed Wing ARNG Aviation Training Site in Bridgeport, W.Va., provides a vast array of training on the C-12, C-23 and C-26 aircraft for the Guard, Reserve and active duty Army aviators.

Qualification and Instructor Pilot Standardization (IPS) courses.

The FWAATS is the only training site catering exclusively to fixed wing aviators teaching the instrument flight examiners course in their current airframes. In the past, fixed wing instructor pilots needing to become instrument examiners attended the examiners course at Fort Rucker, Ala.

The fixed wing IFE course here was developed to provide more relevant training to fixed wing instructor pilots, who operate primarily via instrument flight rules environments.

Pilots attending the course first complete an eight day academic phase followed by three separate flight phases with 26 hours of instrument flight instruction.

The initial qualification and FWQ courses offer an expeditious method

for military rotary wing qualified pilots, who also hold a civilian commercial multi-engine certificate, to become military fixed wing qualified.

Pilots attend a four week course here in lieu of the three month fixed wing multi-engine qualification course.

Future training programs potentially include the Future Utility Airplane; a Task Force ODIN-A (for observe, detect, identify, neutralize-Afghanistan); and the C-27J Spartan joint cargo aircraft courses.

Additionally, we have a plan developed for training initial fixed wing multi-engine qualifications should future operational tempo dictate a need.

C-23 Sherpa Training

The FWAATS C-23 Section, the current war on terror workhorse, continuously provides classroom and



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ARMY PHOTO

The FWAATS is the test bed for many new fixed winged community warfighter technologies. Here, a C-23 pilot is giving the new micro-climate cooling system with chemical and biological protective equipment a trial run.

flight training to entry and experienced pilots, and for flight engineers.

Pilots undergo initial qualification, advanced instrument flight examiner training, instructor qualification and standardization training, and a new night vision goggle (NVG) qualification course developed exclusively by the FWAATS.

The C-23 NVG qualification course was developed to meet the operational need for C-23 detachments to fly with NVG devices while deployed in support of Operation Iraqi Freedom.

Two of our four C-23 aircraft are modified with a fully NVG compatible cockpit and a course management plan was implemented with a Directorate of Training and Doctrine approved program of instruction and flight training guide.

The course was loaded in the Army Training Requirements and Resources System, or ATRRS, and FWAATS has been qualifying all C-23 pilots and flight engineers prior to OIF deployments. Since the fall of 2007, the school has completed 115 NVG qualifications.

The long term plan is to have all of our C-23s NVG modified and the NVG qualification will become the third phase of the C-23 AQC.

The enlisted C-23 Flight Engineer Course qualifies a 15T feeder MOS qualified Soldier by awarding the "G7" additional skill identifier.

This is accomplished by attending a three week course consisting of academic training in all 10 of the C-23 air-

craft systems, along with extensive weight and balance instruction and approximately 15 flight training hours.

The training provides flight engineers with the knowledge of the C-23's systems operation, capabilities and limitations, troubleshooting skills, and incorporates them into the aircrew position.

The C-23 FE students remove and install such operational equipment as passenger seats, cargo pallets and parapod equipment as dictated by the mission requirements.

The duties of the flight engineer include: preflight of the aircraft; completing the weight and balance requirements for each mission; loading and off loading of cargo according to mission needs; and operating critical systems such as refueling, oxygen and internal communications systems during ground and flight operations.

Ramp door operation training is performed on the ground for cargo loading capabilities and in flight to simulate paratroop operations. C-23 flight engineers perform these duties under day, night and NVG conditions.

Other C-23 flight engineer courses include the flight engineer instructor course, the flight engineer standardization course, and the NVG and Parapod courses.

C-12 Huron Training

The C-12 section has responded to the increasing need for SEMA or special electronic mission aircraft pilot training, by qualifying aviators in the C-12 for immediate deployment in support of Task Force ODIN in Iraq and for Operation Enduring Freedom.

Pilots undergo initial qualification, advanced instrument flight examiner training and instructor qualification and standardization training.

Recognizing the need to further enhance the quality instruction, the FWAATS recruited a broad cross section of people from the entire fixed wing community to provide superior technical instruction.

C-26 Metroliner Training

The C-26 section has supported the Horn of Africa mission for over three years, training pilots in initial qualification, and in instructor and advanced instrument flight examiner qualifications. Recently, the C-26 was included in operations in Colombia, which represents an on-

call, rapid response, modern air transport for high priority resupply and movement of key personnel to remote, unserved or feeder sites.

Included in the training for the C-26 is the addition of the Rockwell Collins Pro Line 21 system of advanced integrated avionics, designed with large active matrix liquid crystal displays, to assist flight crews in information management and situational awareness.

The C-26 mission capability has evolved for use of the aircraft for intelligence, surveillance and recon (ISR) in the United States and abroad.

The Air National Guard RC-26 flight training is also conducted at the FWAATS and is the only joint aviation training program in the National Guard.

Maintaining High Standards

In the past year, the FWAATS underwent its first U.S. Army Forces Command aviation resource management survey (ARMS). The results were an outstanding 97.4 percent compliance with Army standards.

Since its inception, the FWAATS has trained over 1,800 Army aircrew members from all states and territories, graduating over 215 in training year 2008 in every facet of fixed wing airframe training.

The Fixed Wing Training Site continues to be the Army's premier instructional organization now and in the future.

This site is poised for additional structural growth as training and mission support increase, meeting the Army's operational aviation mission requirements.

As the FWAATS commander, I welcome new and innovative ideas to enhance the overall quality of aviation training within the fixed wing community.

All of the instructors and supporting staff work relentlessly to enhance the integrity for the Army's fixed wing training successes.

For more, visit: www.wv.ngb.army.mil/aviation/fwaats/



MAJ Jeffrey E. Urso is the commander and 2LT Michael Howard is the operations officer for the Fixed Wing Army National Guard Aviation Training Site in Bridgeport, W.Va.

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The C-27J Spartan

A Joint Cargo Aircraft Update

By John P. Caraway and Robert Clune

SPECIAL FOCUS:
FIXED WING UPDATE

ALLEN NORTH AMERICA COURTESY PHOTOS



The cargo compartment of a C-27J can accommodate up to three 463L pallets of supplies and equipment. Seen here is a humanitarian aid shipment of blood products.



Here, a C-27J aircraft demonstrates its short take-off distance climb-out capability at a Texas airport in 2008.



The Joint Cargo Aircraft (JCA) program is a rarity among Department of Defense programs and an excellent example of an aviation acquisition success story – it is on schedule and within budget.

JCA is an Army-led, joint program that is meeting all expectations for cost, schedule and performance.

After a Defense Acquisition Board Milestone C review on May 28, 2007, and the delivery of the first aircraft #1 on Sept. 25, 2008, the Army and Air Force are rapidly fielding a much needed capability.

What the Army Did Right

At the conception of the program, the Joint Cargo Aircraft Program Office conducted an extensive market survey to determine the existing worldwide aircraft with available capabilities to meet broad requirements.

The Program Office then assisted the combat developers, the Army Training and Doctrine Command's Capabilities Manager for Lift at the Army Aviation of Center of Excellence and the Air Force's Air Mobility Command, by conveying the results and the underlying implications of the market survey.

This direct collaboration significantly assisted the combat developers and afforded a true performance based requirement that supported the Program Office by allowing for full marketplace competition.

Furthermore, the approved capability requirement enabled the Program Office not only an avenue for direct competition, but also supported potential vendors making performance trades that resulted in distinct hardware differences.

The ensuing source selection was truly a best value competition between multiple vendors that supported the first delivery of an aircraft within 12 months of contract award.

The market research and the close collaboration between the Program Office and the combat developer that resulted in the selection of a "best value" aircraft has allowed for both organizations to refrain from any requirements growth that would delay the procuring and fielding of aircraft and trained crews.

Not only was the close collaboration of the requirement development instrumental in quickly procuring and fielding of the aircraft, but tailoring of the test program was equally instrumental.

An early user survey (EUS) was conducted during source selection, which allowed the Army to fly the aircraft before buying it. The EUS afforded the Army the opportunity to compare actual aircraft performance against the contractor's proposed capabilities.

The Program Office has worked diligently with the test community to not redo testing that has already been performed on this aircraft, and has worked successfully with the different test organizations to ensure that only military utility testing is being performed.

The program is on schedule to culminate all testing with the performance of a multi-service operational test and evaluation during the second quarter of fiscal year 2010.

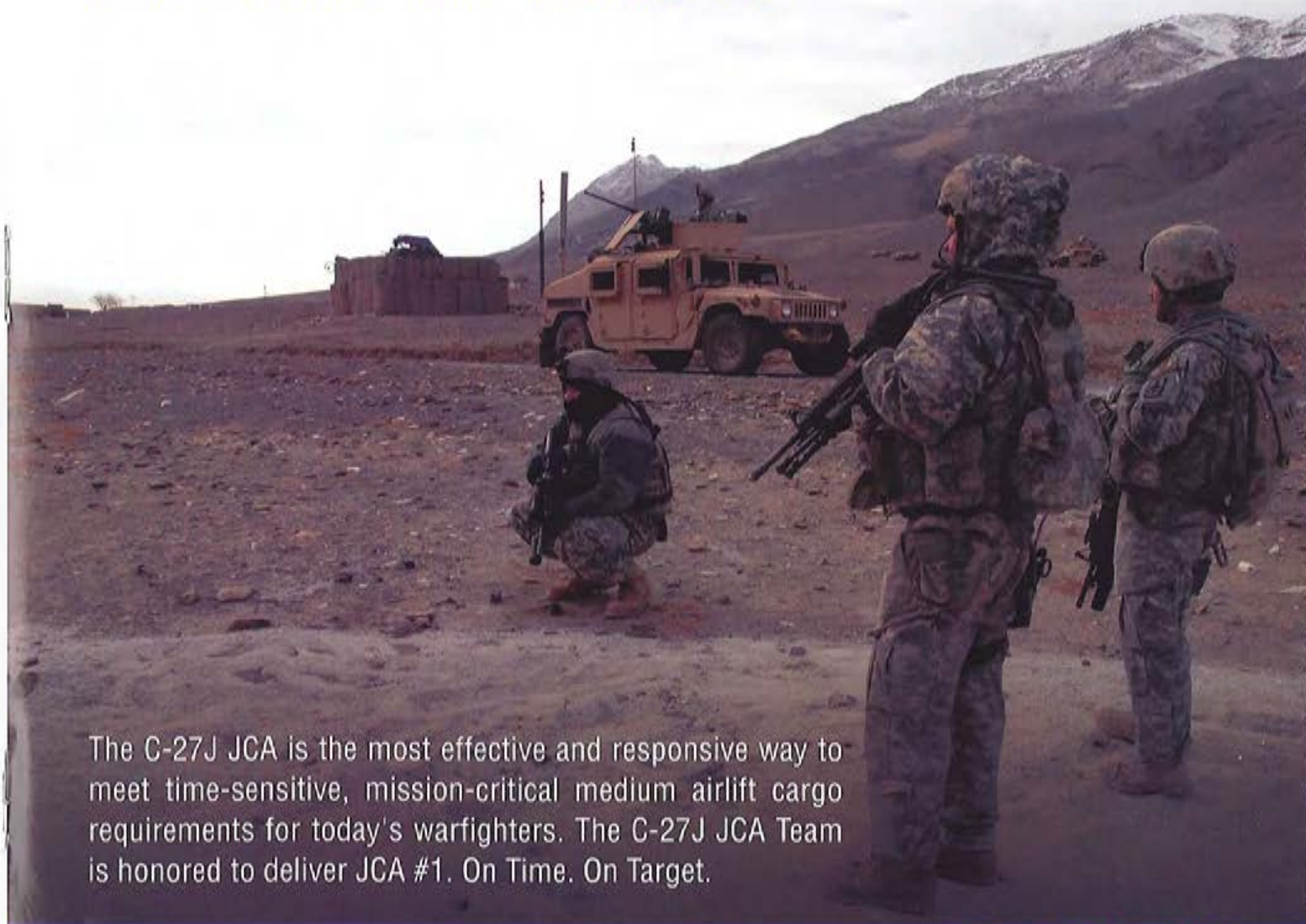
C-27J Spartan

The JCA has been designated as the C-27J "Spartan." The C-27J is a multi-purpose, cargo aircraft capable of performing logistical resupply, casualty evacuation, troop movement, airdrop operations, and humanitarian assistance.

The C-27J is intended to replace the existing C-23 Sherpa fleet and selected C-12 Huron aircraft for the



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The JCA aircraft #1 took its first flight last year on June 16 over Turin, Italy, where Alenia has a production facility. Here the aircraft is seen with its protective corrosion preventative primer before receiving a final coat of traditional military aircraft gray paint.



ALENIA NORTH AMERICA COURTESY PHOTOS

The C-27J Spartan's cockpit includes a state-of-the-art joint military communications suite and is compliant with Communication Navigation Surveillance and Air Traffic Management standards.

Army and augments the intra-theater airlift assets in the Air Force.

The Spartan provides significant capability improvements over the legacy aircraft. The aircraft is capable of self deploying non-stop more than 2,400 nautical miles with a 2,000 pound payload to reach a theater of operations. It has a takeoff ground roll on an unimproved runway of less than 2,000 feet. The aircraft is equipped with modern defensive systems and provides ballistic protection for the aircrew.

It is Communication Navigation Surveillance and Air Traffic Management compliant and includes a state-of-the-art joint military communications suite.

The C-27J maximum gross weight

is 70,000 pounds versus 12,500 pounds for the C-12 and 25,600 pounds for the C-23 and provides exceptional cargo capability. The cargo compartment can accommodate three 463L pallets, six container delivery system (CDS) bundles, up to 46 troops, or two Humvees.

Fielding the JCA

The testing program already kicked off the low rate initial production test phase by conducting live fire armor ballistics testing and aircraft infrared measurements.

This is truly a joint effort. Test events are conducted at the Patuxent River Naval Air Station, Md.; the Naval Air Weapons Center at China Lake, Calif.; the Yuma Proving Grounds, Ariz.; at Eglin Air Force Base, Fla.; Fort Bragg, N.C.; Fort Rucker, Ala.; and at Wright-Patterson Air Force Base, Ohio.

Testing will culminate with a two month multi-service operational test and evaluation using trained Army and Air Force pilots. Both the Army and Air Force have recognized the necessity for the JCA to meet the joint mission critical and time sensitive delivery requirements.

The versatility of this aircraft is now widely recognized by the entire military community, with recent interest in modifying the C-27J to support the U.S. Special Operations

Command activities.

The JCA will be assigned to the Army National Guard, Army Reserve and the Air National Guard units.

Moving Forward

The JCA is needed now; and the criticality of tactical resupply to our forward deployed troops is underscored each and every day. This mission is currently accomplished using C-23 Sherpa fixed wing aircraft, CH-47 Chinook helicopters and ground convoys.

While our Sherpa crews perform valiantly, we must augment their efforts to get time-sensitive mission-critical parts, supplies and people where needed with other means.

The requirement for the JCA to provide dedicated, tactical support to the last tactical mile is both valid and an operational necessity.

The JCA will improve our ability to support the Soldier, free up CH-47s and get convoys off of the road.

The Army and Air Force need this critical capability in theater, for homeland defense, and around the world today.



John P. Caraway is the director of the Joint Cargo Aircraft Product Directorate and retired MAJ Robert Clune is a JCA program integration specialist with the JCA Program Office, Program Executive Office for Aviation, Redstone Arsenal, Ala.

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Product Management Office

Update

By LTC Keith J. Brown



The EO-5 Airborne Reconnaissance Low is one of the Army's legacy airborne intelligence, surveillance and reconnaissance capability aircraft that FWPMO is maintaining, which will eventually be replaced by the new Aerial Common Sensor aircraft.

SPECIAL FOCUS: FIXED WING UPDATE

The Army's fixed wing aviation community continues undergoing unprecedented acquisition and modernization efforts. Fixed wing missions span the spectrum of utility, cargo and special electronic mission aircraft (or SEMA) – and transformation efforts continue to positively impact each mission area.

The Fixed Wing Product Management Office (FWPMO) ensures that the proper aircraft are acquired, adequately maintained, and safely modernized through centralized life-cycle management. The FWPMO manages a fleet of 256 aircraft, including the C-12, the RC-12 Guardrail Common Sensor, the EO-5 Airborne Reconnaissance Low, the UC-35, C-23, C-26, C-20 and C-37.

Worldwide, fixed wing units accumulated more than 120,000 flight hours in 2008, with more than 26 percent of these hours logged in support of combat theater operations.

Although the primary focus of FWPMO is sustaining fixed wing operations in theater, other efforts include depot operations, cockpit modernization, RESET, service life extension programs, and aircraft procurement.

Significant activities are underway to meet objective fleet goals and achieve critical Army capabilities, which include:

- The Aerial Common Sensor is scheduled to replace the RC-12 and EO-5.
- RC-12s are undergoing significant cockpit and mission equipment modernization.



The C-23 Sherpa aircraft cockpits are receiving night vision goggle compatible modifications to provide tactical capability and safety for crew members flying night operations in combat and tactical airspace.

- RESET operations are efficiently returning redeploying aircraft to fully mission capable condition.
- Additional fleet initiatives will ensure the continued safety and viability of self-deployment assets.

Aerial Common Sensor

The Fixed Wing team is working closely with the PM for Aerial Common Sensor (ACS) under the Program Executive Office for Intelligence, Electronic Warfare and Sensors and with the Training and Doctrine Command's Capability Manager for Air Sensors in support of the Army's commitment to restart the ACS development program. Our team is providing technical expertise and support for all aircraft related

ACS program issues. The ACS is an airborne reconnaissance, surveillance and target acquisition (RSTA) and an intelligence, surveillance and reconnaissance (ISR) capability that will eventually replace the Army's legacy airborne ISR asset: the Airborne Reconnaissance Low (ARL) and Guardrail Common Sensor aircraft.

The ACS will be a manned, high performance fixed-wing aircraft capable of rapid worldwide deployment carrying multiple sensor payloads and intelligence processing; the appropriate air, ground and satellite data links; and aircrew (i.e., pilots and intelligence systems operators). It will be a responsive, self-deployable, RSTA/ISR airborne platform capable of providing real-time sensor-to-shooter informa-



ARMY PHOTO

The FWPMO is working to RESET aircraft returning from combat deployments. Here an Army National Guard C-23 Sherpa crew in Iraq displays a California state flag. The Sherpa has been an invaluable short haul intra-theater asset.

tion to the warfighter.

The RSTA/ISR payload will consist of a suite of modular, scalable intelligence sensors and processors that can operate alone or in combination with each other. The ACS has a Joint Requirements Oversight Council approved capabilities development document.

RC-12 Modernization

Although the RC-12 is scheduled for replacement by the ACS, the Army's current fleet must remain a viable, deployable asset. PM Fixed Wing is working in concert with the Product Director for Aerial Intelligence Surveillance and Reconnaissance to integrate and deliver a modern suite of cockpit instruments and mission equipment.

The RC-12 fleet will be modernized and result in 30 percent fewer mission equipped aircraft with a much needed common cockpit.

The modernization effort will take five years and be accomplished at locations across the United States. The cockpit modernization is currently underway at Stevens Aviation in Greenville, S.C. The wing re-wiring, new wing-tip pods and other airframe upgrades will be made by Hawker Beechcraft in Wichita, Kan.

The last phase of modernization will be mission gear installation and testing conducted by Northrop Grumman in Sacramento, Calif. Current RC-12 aircraft will be modernized and the first unit equipped will be fielded in 2010. Some of the oldest RC-12 aircraft will be retired upon completion of final fielding of the modified versions.

The qualification course at Fort Huachuca, Ariz., has received the RC-12 aircraft and will provide the necessary training for new RC-12 pilots to the field. Aviators currently qualified in the RC-12 will receive additional training in Sacramento during system testing with their assigned unit.

RESET

The mission of the RESET program is to restore returning aircraft from deployments to fully mission capable condition.

The goals are to synchronize depot and modernization efforts with a "one touch" on a unit's aircraft; communicate and coordinate with units early in the RESET planning cycle to minimize impact on unit training and operations; and provide continuous and seamless Aviation and Missile Command and Program Executive Office-Aviation support.

Aircraft currently in the RESET program include the C-12, RC-12, UC-35, C-20 and the EO-5. Significant benefits include correcting deferred deficiencies, early detection of corrosion on aging aircraft, and modification of scheduled maintenance at both the unit and depot facility based on recent lessons-learned.

Additional Fleet Modifications

The platform managers have successfully led and completed numerous significant milestones in the past year. These accomplishments are significantly improving fleet safety and ensuring the viability of our self-deployment assets.

The C-12, RC-12, C-20, C-23, EO-5 and C-26 cockpit modernization initiatives will meet international and subsequent Department of Defense requirements for communication, navigation and surveillance and air traffic management, often referred to as global air traffic management.

This effort evolves the legacy flight deck from analog instruments to fully integrated electronic systems, extending the service life and allowing worldwide deployability.

Our European based aircraft also received the Mode "S" enhanced surveillance to meet the Eurocontrol March 2009 mandate.

The C-23B+ Sherpa aircraft have received night vision goggle compatible cockpits. This modification provides a new tactical capability and safety advantage, aiding crew members during night combat operations and in heavily-congested tactical airspace. Additionally, a contract was established for the C-23 Safety Avionics Modification with the prototype effort currently in development.



LTC Keith J. Brown is the product manager for Fixed Wing with the Program Executive Office for Aviation, Redstone Arsenal, Ala.



35TH ANNIVERSARY OF
WOMEN IN ARMY AVIATION

Women In Army Aviation Today

By MAJ Jennifer A. Phelps

Editor's note: The following is the second of three articles leading up to the Association's 2009 National Convention in Nashville, Tenn. This year marks the 35th anniversary of women serving in the Aviation Branch. We thank newly promoted MAJ Jennifer Phelps for her contribution to this series. She addresses women serving in combat operations today.

As we approach the 35th anniversary of women in Army aviation, we can look back and see just how far they have come. From 2LT Sally Murphy being the Army's first female aviator to receive her wings in 1974, to women flying in support of combat operations since 1989 — women's roles in aviation have only continued to grow over the years.

Women now represent over 10 percent of the aviation community and are conducting the full spectrum of aviation operations across the asymmetrical battlefield as scout, attack, assault, heavy lift, medical evacuation and fixed wing pilots.

From close combat support to air assaults deep into enemy territory, they have been flying alongside their male counterparts for years.

Throughout the Global War on Terrorism, female aviators have proven themselves time and again, often under enemy fire. They have served distinctly as flight leads, air mission commanders and pilots in command, and they do it with no hesitation, or thought that they are female.

Forces on the ground do not care



PHOTOS BY CW3 RICHARD KING

Straight out of flight school in early 2007, 1LT Erin Leach found herself being tested in combat as a UH-60 platoon leader in Afghanistan with the 2nd Bn., 82nd Avn. Regt. Female pilots like Leach are proving themselves as leaders and aviators, performing equally or better with their male counterparts. Leach is pictured here ready for an Oct. 1, 2007 mission and flying on another mission over an Afghan community.



who is flying — they just want their resupplies to arrive on time, they want accurate fire support when needed, and they want to be inserted on time in the correct landing zone to accomplish their missions and defeat the enemy. Women are doing just that, symbolizing how far they have come within aviation and in the conduct of combat operations.

Women, Leadership and Aviation

Many ask, "Is it difficult to lead in a male dominated field such as aviation? Do the men accept you as a pilot, a crew chief, a commander, or as a platoon sergeant?"

I would argue that it doesn't matter the role, or the fact that an individual is male or female; but that every leader, Soldier, pilot or non-commissioned officer faces the same challenges together as equals based on their abilities. Leadership is challenging, but it is also rewarding.

Though flexibility in leadership techniques is a must as situations and individuals may be different, leaders with a philosophy based on compassion, values and a vision will go far.

With these qualities, they will be able to successfully motivate others to accomplish anything. This equally applies to both males and females alike.

At times, a stigma may remain within some units that women are weaker leaders resulting in them having to work harder to be accepted and feeling the constant need to prove themselves. However, this atmosphere within the aviation field is not as prevalent as it once was in the past.

Over the past 35 years, women have proven themselves time and again, making it easier for the women of today to succeed to where they no longer face the same levels of discrimination within the aviation community.

According to CPT Hartleigh Caine, an AH-64 pilot and former company commander, "The opportunities open to women after 35 years continues to expand as women have earned the trust and confidence of their superiors and peers. This is nowhere more true than in attack aviation where women have had the opportunity to work with ground forces to help shape the battlefields of Operation Iraqi Freedom and Operation Enduring Freedom."



Women – such as CW3 Stephanie Rose, left, and CPT Hartleigh Caine, both AH-64D Longbow attack helicopter pilots with the 4th Cbt. Avn. Bde., pictured here in Iraq in April 2006 – are flying combat aviation missions in direct support for their ground force brethren.

From the lowest ranks to the senior aviation officers, women are serving in diverse positions, both in combat and garrison.

Today's Aviation Leaders and Soldiers

Women in aviation have come a long way since the days of 2LT Murphy and those that followed in her footsteps with all of them breaking down barriers so that today's females only have the sky as their limit.

Army aviation now has females consistently serving as company and battalion commanders in combat.

COL Laura Richardson led the 5th Bn., 101st Avn. Regt. during Operation Iraqi Freedom 1 from 2003 to 2004 and now commands the garrison at Fort Meyer, Va.

CPT Monica Foley led Troop O of the 4th Sqdn., 3rd Armored Cav. Regt. from October 2005 to December 2006, while her fellow troop commander, CPT Khirsten Schwenn, led Troop S in support of combat operations during OIF 3.

Female commanders such as these show how far women have come in aviation, many times exceeding the expectations of their Soldiers and chain of command.

However, it is not just our more senior officers being tested. Straight out of flight school, female aviators are immediately being tested in combat. They no longer have the luxury of reporting directly to a unit in garrison,



CPT Brooke Taylor, a seasoned CH-47 Chinook pilot, had a mission on July 18, 2005 to fly Hamid Karzai, president of the Islamic Republic of Afghanistan, during her deployment in support of Operation Enduring Freedom.

such as 1LT Erin Leach who reported to her unit in Afghanistan in March 2007 and immediately was assigned as a UH-60 platoon leader within the 2nd Bn., 82nd Avn. Regt.

Direct out of flight school, 1LT Sarah Piro led her scout platoon in the 4th Sqdn., 3rd ACR, in the Iraqi theater during 2003; and then again in 2005-2006 serving under her female troop commander CPT Monica Foley.

Not only are women, such as Leach and Piro, proving themselves as aviators, but they are performing at or above the levels of their male counterparts.

In addition, we now have women serving within the brigade aviation elements (BAE) working hand-in-hand with ground commanders in the planning of aviation operations.

LTC Carey Wagen served as the BAE officer for the 4th Bde. Cbt. Team with the 82nd Airborne Div., during a 2007 deployment in support of OEF in Afghanistan. Her experience was both rewarding and challenging despite having to overcome the stigma of being a female and a pilot within the infantry brigade.

It was not long though before she earned their respect and was recognized as an extremely capable planner and expert in the aviation field. Today Wagen commands the 2nd Bn., 82nd Avn. Regt. at Fort Bragg, N.C.

The aviation community is not only composed of officers and pilots, but also crew chiefs, flight engineers and maintenance personnel. Without a doubt, they are essential to the success of each commander's mission, and women contribute significantly throughout each of these fields.

CW2 Tommi Weber, today with

Co. B, 7th Bn., 159th Avn. Bde., served as a CH-47 flight engineer for 10 years before graduating from flight school in 2006; she has witnessed the transition of women in aviation from the perspective as both a maintainer and a CH-47 pilot.

Times have definitely changed where women in both fields are now more widely respected and accepted as equals.

The Way Ahead

The women of yesterday may have set the stage for each of these women, but it is these company, battalion and brigade-level aviation officers and Soldiers who are the role models for the female aviators and Soldiers of tomorrow. They are the ones that will be providing the mentorship and support to junior female aviators as they take on challenging roles within their respective organizations. They are the ones making an even stronger foundation for the future.

Today, it has become even more important for women to identify with female role models that they can look to for advice and mentorship; and next to that, it is even more vital to seek out fellow females for friendship and support.

Though women are becoming more prominent within the aviation community, they are still the minority, and the support and mentorship that women provide for each other will ensure the continued success of the aviation females of tomorrow. It has been three and half decades since the first female earned her wings and over 15 years since women began flying in support of combat operations, and the story has only continued.

Women have accomplished many things over the past 35 years, and they will only continue to grow. As BG Anne F. Macdonald, aviation's first female active duty general officer, stated in her article last month, "Army Strong is Aviation Strong" – and women's contributions have significantly ensured exactly that.



MAJ Jennifer A. Phelps is currently obtaining her Masters in Public Policy Management degree at Georgetown University as a part of the Joint Chiefs of Staff and Office of the Secretary of Defense internship program in Washington, D.C. She will be assigned to the Pentagon in June.



ARMY PHOTO

One Year Later

An Aviation BNCOC Mobile Training Team Update

By MSG Carlton E. Lumbley

Last May in ARMY AVIATION magazine, we reported the launch of the U.S. Army Aviation Logistics School's (USAALS) basic noncommissioned officer course mobile training team (BNCOC MTT) initiative.

In January 2008, on its inaugural mission, the BNCOC MTT conducted simultaneous training for the 10th Mountain Division at Fort Drum, N.Y., and the 25th Infantry Div. at Schofield Barracks, Hawaii.

By the end of fiscal year 2008, the USAALS cadre had completed eight MTT classes, training nearly 300 Soldiers across four divisions that also included the 82nd Airborne and the 1st Cavalry divisions.

Now just more than a year later, COL William W. Braley and CSM Anthony L. Samuels, USAALS senior leaders, took time to reflect on this ground-breaking program, which some have called the way of the future.

According to Braley, the BNCOC MTT is "...designed to support the Army Force Generation model. The program accelerates training, without reducing the curriculum or the quality of the training."

Traditionally the Army teaches its noncommissioned officer education system courses in an institutional setting managed by branch-specific centers and schools. However, the increased operational tempo and combat operations have complicated efforts to offer sufficient courses at the right times.

In response to this problem, USAALS chose to deliver the common aircraft maintenance portion of BNCOC through a mobile training team.

"If you cannot get to us, we will get to you," said Samuels, the USAALS command sergeant major.

"Our primary objective is ensuring the right training gets to the right Soldiers when they need it so they can continue their professional development and growth – especially during a time of war when their leadership is central to our nation's success and the safety of our Soldiers," Samuels said.

The primary objective of the MTT delivery method is to reduce the backlog of qualified and eligible BNCOC candidates, mainly staff sergeants, who could not attend a resident course because they are deployed to, returning from, or preparing to deploy

A USAALS mobile training team traveled to Fort Hood, Texas, in March 2008 to run a portion of the Basic NCO Course for aviation Soldiers of the 1st Cav. Div. and other aviation units.

to either operation Enduring Freedom or Iraqi Freedom.

"We have to be clear on terms – *backlog* is specifically those staff sergeants who have not attended BNCOC," Braley said, "The goal then is to enroll those Soldiers who need to get to BNCOC in the accelerated MTT program, thus meeting [Army Force Generation] requirements and reducing that backlog."

Although not its primary purpose, the mobile training team concept provides a means for Soldiers returning from theater to remain at home station with their families while they get important training.

Division and brigade-level commanders and command sergeants major are very positive in their response to the BNCOC MTTs.

"While the program supports [Army Force Generation], commands are reaping the benefits of increased morale among Soldiers and their families," Braley said.

Braley added, "The end result is that the BNCOC MTT allows Soldiers increased time at home station following deployments – we're seeing an increase of 27 to 50 percent more time at home for Soldiers, depending on their MOS. That is a big deal for the Soldiers and their families."

An important lesson learned over the past 12 months is about class composition.

"Brigades are filling the BNCOC MTT slots," Braley said, "But to get everything we can out of this program, it is critical to send the staff sergeants who are supposed to be enrolled in BNCOC to fill those slots. If we use BNCOC MTT slots for promotable sergeants or sergeants, then we're simply not getting everything we can out of the course – we're not getting at that backlog."

The BNCOC MTT is fully funded for fiscal year 2009 and will increase from 8 to 10 classes and train nearly 450 Soldiers.



MSG Carlton E. Lumbley is the chief of the Advanced Aviation Logistics Division at the U.S. Army Aviation Logistics School, Fort Eustis, Va.

2008 Parker Awards Honor Best Aviation Units

By James Bullinger

The U.S. Army Aviation Center of Excellence honored the best battalion-level aviation units Jan. 29 at Fort Rucker, Ala. The winners of the 2008 LTG Ellis D. Parker Outstanding Aviation Unit competition were recognized at an annual awards luncheon held during the Aviation Senior Leaders Conference.

On Jan. 31, 1992, Army Chief of Staff GEN Gordon R. Sullivan announced during Parker's retirement ceremony the establishment of a Department of the Army level award in honor of Parker in recognition of his accomplishments in developing Aviation as a new branch.

Parker served as the third Aviation branch chief and the commanding general of the U.S. Army Aviation Center from 1985 to 1989, the initial formative years.

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 James O. Barclay III, USAACE commanding general, and retired LTG Mark Curran presented the awards.

Top Unit & Best Combat Unit

The overall winner of the 2008 Ellis D. Parker Award and the outstanding unit in the Combat category is the **2nd Sqdn., 17th Cav. Regt.**, 101st Cbt. Avn. Bde., Fort Campbell, Ky.

As Task Force "Out Front" deployed to Operation Enduring Freedom, they flew more than 20,000 combat hours in Afghanistan. They conducted over 3,800 combat missions in direct support of two brigade combat teams, which included over 50 deliberate air assault operations and 300 medical evacuation missions. The squadron's battle damage assessment included 213 enemy killed in action; and 11 caches, 6 air defense systems, and 5 improvised explosive devices destroyed.



The 2008 Parker award recipients: front row (l to r): LTC George Hamontree and CSM Jorge Soriano, 412th Avn. Spt. Bn.; CW3 Jess McGee and CSM Donald Wright, 2nd Bn., 1st Avn. Regt. Back row: LTC Robert Hutson and SGM Necati Akpinar, 1st Bn., 212th Avn. Regt.; LTC John Lynch and CSM Raymond Gibson, 2nd Sqdn., 17th Cav. Regt.; and LTC Michael Tetu, 2nd Bn., 1st Avn. Regt.

They maintained an overall 82 percent mission capable rate and dispensed in excess of 3.6 million gallons of fuel.

LTC John Lynch and CSM Raymond Gibson accepted the award.

Best Combat Support Unit

The winner of the outstanding Combat Support unit is the **2nd Bn., 1st Avn. Regt.**, Cbt. Avn. Bde., 1st Inf. Div., Fort Riley, Kan.

As TF "Fighting Eagles" deployed to Operation Iraqi Freedom 07-09, they flew more than 24,000 combat hours in Iraq. They conducted 141 combat air assault missions, evacuated over 2,400 casualties, and controlled over 700,000 air traffic movements from 6 different locations in an area of operations the size of the state of Pennsylvania. The battalion also transported more than 73,000 passengers and 10.8 million pounds of cargo, while sustaining an operational readiness rate of 82 percent for air and 98 percent for ground assets.

LTC Michael Tetu, CSM Donald Wright and CW3 Jess McGee accepted the award.

Best Combat Service Support Unit

The outstanding Combat Service Support unit is the **412th Avn. Spt. Bn.**, 12th Cbt. Avn. Bde., Katterbach, Germany.

As TF "Professionals," they supported both the 12th CAB and TF 49 during their OIF rotation 07-09. Their

Soldiers sustained 150 aircraft flying over 110,000 combat flight hours by conducting aggressive unscheduled maintenance and completing more than 231 aircraft phases and inspections. They processed over 124,000 requisitions, completed 11,000 work orders, and dispensed 8 million gallons of JP-8 jet fuel during 16,000 refuel operations. Additionally, they maintained a 97 percent fully mission capable rate for all assigned equipment and conducted two downed aircraft recovery missions in hostile enemy territory.

LTC George Hamontree and CSM Jorge Soriano accepted the award.

Best Table of Distribution and Allowances Unit

The winner of the outstanding unit in the Table of Distribution and Allowances category is the **1st Bn., 212th Avn. Regt.**, 110th Avn. Bde., Fort Rucker.

The "Wings of Freedom" battalion flew over 79,300 flight hours, in four different airframes, with no Class A, B or C accidents. Most notably, they conducted over 36,000 flight training missions, averaging at least 150 aircraft launches per day, to train 2,417 students across 29 different programs of instruction. Additionally, they safely operated and managed Lowe and Shell fields, two of the Army's busiest heliports, supporting more than 225 aircraft.

LTC Robert Hutson and SGM Necati Akpinar accepted the award.

AAAA Presents 2008 Functional Awards

Story and photos by James Bullinger

In conjunction with the U.S. Army Aviation Center of Excellence, AAAA paid tribute to the 2008 National Functional Awards winners Jan. 28 during the annual Aviation Senior Leaders Conference at Fort Rucker, Ala.

AAAA's Senior Vice President, BG (Ret.) Rod Wolfe, and MG James O. Barclay III, Aviation branch chief and USAACE commanding general, were joined by LTG James H. Pillsbury, deputy commanding general of the Army Materiel Command; CW5 Jeff Reichard, 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.



MG James Barclay with 1SG Edward Dossett, CPT David Sarrette and LTG James Pillsbury.

The Raytheon Company sponsors all of the Air Traffic Control awards.

The **Air Traffic Control Company of the Year** is Co. F, 2nd Bn., 1st Avn. Regt., 1st Cbt. Avn. Bde., serving at Contingency Operating Base Speicher, Iraq. The men and women of Co. F supported the 1st CAB and the Multinational Division – North during Operation Iraqi Freedom Rotation 07-09. Through outstanding dedication and focus on mission accomplishment, Co. F achieved success in all their missions, regardless of complexity. In the face of adversity, the Soldiers leaned forward and met each challenge with internal solutions, providing quality air traffic controllers and controlled airspace, and quality managed airfields. CPT David Sarrette and 1SG Edward Dossett accepted the award on behalf of their Soldiers.



Barclay, 1SG Dossett, CPT Sarrette and Pillsbury.

The **Air Traffic Control Facility of the Year** is Speicher Tower, Co. F, 2nd Bn., 1st Avn. Regt., 1st Cbt. Avn. Bde., at Contingency Operating Base Speicher, Iraq. The Soldiers of Speicher Tower at Al Sahra Army Airfield on COB Speicher were responsible for providing safe, orderly and expeditious handling of air traffic in support of OIF 07-09 from September 2007 through 2008. Speicher Tower controlled more than 340,000 aerial movements of air traffic and facilitated the transport of more than 90,000 military and civilian passengers and 100,000 tons of cargo. CPT David Sarrette and 1SG Edward Dossett also accepted the award on behalf of their unit.



Barclay with SSG Pedro Barreto Jr. and Pillsbury.

The **Air Traffic Maintenance Technician of the Year** is SSG Pedro Barreto Jr. with Co. F, 2nd Bn., 1st Avn. Regt., 1st Cbt. Avn. Bde., at COB Speicher, Iraq.

Barreto is the communications and navigation electronics repair supervisor for Co. F and provides direct support to the 1st CAB and the Multinational Division – North. As part of Task Force Iron, Barreto performs unit maintenance on all assigned air traffic services equipment. He is a quiet professional who supports a company dispersed across a country, in combat conditions and makes the mission happen.



Retired CW4 Robert and Donna Price, parents, and wife Darysabel Price, accept SSG Robert Price's award.

The **Air Traffic Control Manager of the Year** is SSG Robert A. Price Jr. with the 1st Bn., 58th Avn. Regt., in Iraq.

Price exceeded all expectations while serving as the "Enroute" platoon sergeant within his airfield operations battalion. The absolute epitome of an ATC manager, Price worked diligently to maintain the highest standards of ATC service and professionalism through constant coordination with his tactical team leaders, facility chiefs and his chain of command. He met every challenge head-on and his engaged leadership is directly responsible for the success of the 1-58th Avn.

Price was deployed and his wife Darysabel Price and parents retired CW4 Robert and Donna Price accepted his award.



Barclay with SSG Omar Arteaga and Pillsbury.

The **Air Traffic Controller of the Year** is SSG Omar Arteaga with Co. F, 2nd Bn., 1st Avn. Regt., 1st Cbt. Avn. Bde., in Iraq.

Arteaga has earned through sweat and skill this ATC award for his outstanding achievement as the facility chief at Forward Operating Base Warhorse. His dedication and attention to detail set him apart from his peers in the ATC community. He demonstrated that he was well prepared and dedicated to the overall accomplishment of the missions that he was assigned under harsh combat conditions.

AAAA Presents 2008 Functional Awards



MAJ David Doran, 1SG Scott McCoy, WO1 William Caddell and CW2 Shaun Lazier.

The **Aviation Fixed Wing Unit of the Year** is **Co. A, 641st Avn. Regt.**, Army National Guard, Portland, Ore. FlightSafety International sponsors this award.

Co. A, with detachments in Oklahoma, Washington and South Dakota, compiled an impressive set of accomplishments while in Iraq. They flew 4,045 flight hours, moving 9,040,165 pounds of cargo and transporting 21,047 passengers. The company flew six aircraft per day; two aircraft above and beyond the established daily mission requirement of the Multinational Corps-Iraq.

MAJ David Doran and 1SG Scott McCoy accepted on behalf of their unit.



SFC Michael Morgan and wife Lori.

The **Aviation Trainer of the Year** is **SFC Michael A. Morgan** with Headquarters and Hqs Co., 10th Cbt. Avn. Bde, Fort Drum, N.Y. L3 Communications sponsors this award.

Morgan is the 10th CAB's non-rated standardization instructor and trained more than 75 crew chiefs and door gunners in preparation for deployment. He personally developed the curriculum, produced all the training aids and handouts, and taught the bulk of the classes. He developed and implemented a new door gunnery range that enabled utility and cargo helicopter combat crews to perform multi-ship formation gunnery fire from all weapons stations simultaneously. This training was accomplished safely, with zero mishaps, and set a new standard for future aerial door gunnery ranges. Both the assault and general support battalions successfully completed training prior to

deployment, qualifying over 106 gunners in day and night vision goggle conditions.



Barclay, MAJ Susan Fondy and Pillsbury.

The **Army Aviation Medicine Award** was presented to **MAJ Susan R. Fondy** with HHC, 1st Bn., 101st Avn. Regt., 101st Cbt. Avn. Bde., Fort Campbell, Ky. This award is sponsored by the Gentex Corporation.

Fondy distinguished herself as the Task Force No Mercy flight surgeon. Her tireless efforts served as a force multiplier, ensuring all Soldiers were medically trained and ready to deploy in support of Operation Enduring Freedom. Throughout the deployment, she dedicated her services in three distinct areas: first, she placed a tremendous emphasis on preventive medicine within the aviation task force. Second, Fondy spent countless hours flying in support of medical evacuation missions, earning several distinctions including an Air Medal for Achievement. Finally and essential to the overall mission, Fondy conducted two medical capability missions which provided much needed care to host country nationals.



SSG Matthew Kinney and wife Trisha.

The **Army Aviation Air/Sea Rescue** award is sponsored by Goodrich Hoist and Winch and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **1LT Micah J. Morino**, **CW4 Joseph N. Callaway**, **SSG Matthew S. Kinney** and **SGT James J. Frailey** with Co. C, 6th Bn., 101st Avn. Regt., 101st Cbt. Avn. Bde., Fort Campbell, Ky.

On Sept. 6, while serving as medevac standby crew "DUSTOFF 36" in Jalabad, Afghanistan, they received an urgent evacuation mission. They flew to the Korengal

Valley to help U.S. Soldiers ambushed during a patrol by intense small arms fire and rocket propelled grenades. The attack killed two Soldiers and wounded six others. One of the wounded was blown off a mountain-side, falling 200 feet and breaking his back. Despite heavy anti-aircraft fire, which had already damaged one of the AH-64 escorts, the DUSTOFF 36 crew continued hoisting the wounded out. The weather deteriorated throughout the mission and by the final hoist iteration the aircraft was engulfed in a storm with 35 knot winds, rain, hail and zero visibility. Despite no ground references, the crew continued with a dual hoist of the final patient and flight medic. The hoist jammed with both Soldiers dangling 10 feet below the aircraft. The crew began to hover down the side of the mountain to a village below; but the hoist began to work before reaching the valley floor. The remaining AH-64 using its forward looking infrared system provided guidance to DUSTOFF 36 as they slowly worked their way out of the storm.

SSG Kinney accepted the award on behalf of the crew who are still deployed.



SSG Robert Congdon and wife Bonnie.

The **Army Aviation Dustoff Flight Medic of the Year** award, sponsored by Air Methods Corporation, was presented to **SSG Robert E. Congdon** with Co. C, 2nd Bn., 3rd Avn. Regt., 3rd Cbt. Avn. Bde., Hunter Army Airfield, Ga.

Congdon distinguished himself as a UH-60A flight medic in Operation Iraqi Freedom from May 6, 2007 to July 17, 2008. He supported combat operations in the greater Baghdad area of operations, accumulating more than 300 combat flight hours and executing over 250 medevac missions, most of which were flown in low illumination conditions. On Jan. 18, 2008, Congdon was involved in a high profile mission that made national and international news in which he rescued wounded Soldiers following an improvised explosive device blast while under fire. For this action he was awarded the Bronze Star with Valor and had his actions read into the congressional record by Rep. Jon Porter, Nevada 3rd Congressional District.

AAAA Spouses' Corner

A Home Away from Home for Wounded Warriors and their Families

By Judy Konitzer

Where do Soldiers and their extended family members go to learn to cope with war related disabilities as individuals, as couples and as families?

For those receiving treatment at Brooke Army Medical Center (BAMC) at Fort Sam Houston, Texas, the Warrior and Family Support Center (WFSC) affords them the place. When Soldiers, Sailors, Airmen and Marines are seriously injured overseas, they are evacuated from the theater of operations to major medical facilities at military installations here in the states.

The BAMC is one of the world's best trauma centers and many of these Wounded Warriors receive their care here. Due to the seriousness of their injuries, some remained here for extended periods of time, sometimes exceeding 12 months.

BAMC physicians noticed the need for family members to be intimately involved in the rehabilitation of loved ones, and that a vital part of their recovery means the need to have a "safe" environment away from the hospital.

The WFSC concept was authorized by the garrison commander and led by the Army Community Service.

In Dec. 2003, the doors opened to a 1,200 square foot room on the second floor of the Powless Hall Guest House, and since then over 280,000 visitors have used that facility with its host of programs.

A New Center, Enhanced Services

In January 2007, the center was visited by Steve Huffman, one of two brothers owning the Texas based Huffman Developments.

Huffman subsequently spearheaded a \$5.6 million charitable project and built a 12,000 square foot facility with world class amenities worthy of the sacrifices of the service members and their families.

The WFSC recently opened on



The Warrior and Family Support Center is a spacious facility offering a wide range of services and support for recovering wounded warriors and their families and caregivers at Fort Sam Houston.

Dec. 1, providing a friendly, comfortable, fully-wheelchair accessible environment that encourages healing.

It is here that wounded warriors and family members can take a break, watch a movie on a big screen TV, play video games, check email, use the internet, select a book or magazine to read, make a phone call, or just grab a cup of coffee. Here they can connect with other injured warriors or extended family members and receive emotional support and answers to questions; as well as extend rehabilitation away from the hospital.

Food is a universal language, and the large kitchen is a main gathering place. Every Thursday a local church or organization provides dinner for around 150 folks. To celebrate "Fat Tuesday," the staff cooked up gumbo to celebrate in the Mardi Gras style. Volunteers are already signed on until next January.

There's a classroom with computers offering educational opportunities, and a donor is willing to pay



Judith "Mom" Markelz, highlighted in the circle, expresses her jubilation for the opening of the new Warrior and Family Support Center during the ribbon cutting last Dec. 1 with wounded warriors, family members and friends.

tuition and books for anyone wanting to advance their education.

Several others have volunteered to teach classes here too, which is important because some of these recovering warriors will be looking for new careers.

A barbeque pavilion to accommodate popular cookouts is wired with outdoor stereo speakers and overlooks an arbor and garden, which

offers varied surface types, ramps with no rails, uneven surfaces and inclines to maneuver through, emulating things those rehabilitating are going to see at home.

The WFSC currently schedules over 60 off-base activities monthly, from sporting events to plays, concerts, fiesta, shopping trips, luncheons, dinners, bingo, fishing trips, etc.; all of which are free.

Everything is donated by a very supportive local community and has the full cooperation of BAMC and the garrison command.

The new facility certainly encourages healing, but the stability and love behind the concept of the center lies in the hearts of its staff members and volunteers.

They Call Her “Mom”

Judith Markelz has managed the center since its inception. She took the job initially for six months when her husband served as the deputy BAMC commander. Now five years later, she and eight staff members, and 68 volunteers (with a waiting list), continue to reach out with hugs and embrace those who come to San Antonio to help heal.

For outpatients at the BAMC and The Center for the Intrepid (a rehabilitation facility to treat amputees and burn victims), treatment and therapy may occupy only a few hours out of the day.

Without a place to go and activities to participate in, they face constant isolation and the threat of depression, and for their families, weeks or longer in a strange community can be overwhelming. Many families give up everything – friends, jobs, health care, etc. – when they come here. “Without these families, these Soldiers will not heal. Support is everything,” Markelz said.

“Many family members panic when they get the news that their service member has been injured, regardless of the severity, and they leave immediately for the hospital,” Markelz added. “Some arrive even before their wounded warrior.”

“One mother got off the airplane with two left shoes on, because when she got that phone call...she put something on and got on that airplane with no money, no credit card and only the clothes on her back,” Markelz explained.

She acknowledges that for many National Guard and Reserve families, some not even living remotely close to a military base with the normal chain of support, find coming to San Antonio to be especially hard, and this stretch to help their loved ones heal can be overwhelming.

Families stay in the Fisher House or the post guest house initially when their wounded warriors are hospitalized, which for some becomes an extended period. Once their wounded warrior is transferred to the barracks for continuing rehabilitation, families sometimes return home. Throughout, however, all are integrated into a larger family network and have an opportunity to have some normalcy, even if for only a few hours a day.

Markelz’s caring and passion have earned her the affectionate title of “mom” by those who are struggling to find normalcy in their lives, which have been destroyed by enemy fire, bombs and other hazards of military service.

First Hand Experience

Our Aviation Branch Chief MG James O. Barclay III and his wife Debbie know all too well and fully appreciate the compassion, love and support provided by Mom Markelz and her staff, while their son rehabilitated at BAMC after receiving injuries in Afghanistan.

“We arrived at BAMC in the dark, exhausted from the worst news of our life,” Debbie said. “The four days prior included two transcontinental flights (1 in a C-17 with 13 other burn patients), four days in intensive care at Landstuhl hospital, and the fear of the future smothering us,” she said.

“It truly feels like you are lost with no compass or map. The best advice I received was to immediately find Judith Markelz,” Debbie said, “When I met her, instantly I knew someone ‘had my back.’ She has created a simple one-stop place to meet your needs and answer your questions.”

“Judith doesn’t baby the wounded warriors, she helps them get better. She understands the importance of socializing and doing it yourself,” Debbie continued.

“The goal is to meet their needs and give them experiences to get them back out in public and build confidence. It is all about surviving and getting back to that feeling of normal.

In Need of Supporters

The Warrior and Family Support Center is sustained with goods, services and financial donations from businesses, churches, schools and private individuals.

Contribution help the WFSC to provide gift cards, phone cards, games, baked goods, diapers and formula, DVDs, disposable cameras, music, personal hygiene products, etc., to wounded warriors and their families.

If you would like to make a donation, place contact the Warrior and Family Support Center, Attn. Judith Markelz, 2010 Stanley Road, Suite 95, Fort Sam Houston, Texas 78234-5095.

She doesn’t do it for them, but offers opportunities and the tools for them to do it themselves,” Debbie said.

“During this critical time, there is help to the families to navigate through a very complex and complicated process. So many of them have no military background, and it is like they have been dropped into a foreign country without knowing the language.”

“My family owes Judith and her team a tremendous debt. She is a strong and dedicated woman with a God-given gift at helping warriors and their families to recovery. She is truly an American patriot and we all love her,” Debbie added.

Always There When Needed

The WFSC is open 13 hours a day, 7 days a week. “This is a place to honor wounded warriors, a place where they can come and be themselves,” Markelz said, “We owe them. They deserve it. It’s the right thing to do!” She beams when she says, “I have the best job in the world and I love it. Life here is good.”

Markelz invites anyone who claims they are having a bad day to “...come see me!”

To reach Judith Markelz, call (210) 241-0811 (accessible all times) or email: judith.markelz@us.army.mil.



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

Ask The Flight Surgeon



The Impact of Traumatic Brain Injury

By Dr. (COL) John P. Albano with Dr. (MAJ) Nicole Powell-Dunford

Q: *What is Traumatic Brain Injury?*

FS: Traumatic brain injury (TBI) is a broad term describing neurologic conditions when the brain is suddenly damaged either by blunt or penetrating trauma against the skull. Effects range from momentary dizziness to prolonged coma with symptoms including headache, confusion; to changes in vision, hearing, sleep, mood and/or concentration. The U.S. Army Aeromedical Activity (USAAMA) assesses TBI under the head injury policy letters, which further differentiates by the symptoms to mild, moderate or severe head injuries. Based on symptoms, other policy letters may also come into play.

Q: *How does a TBI affect my Flight Status?*

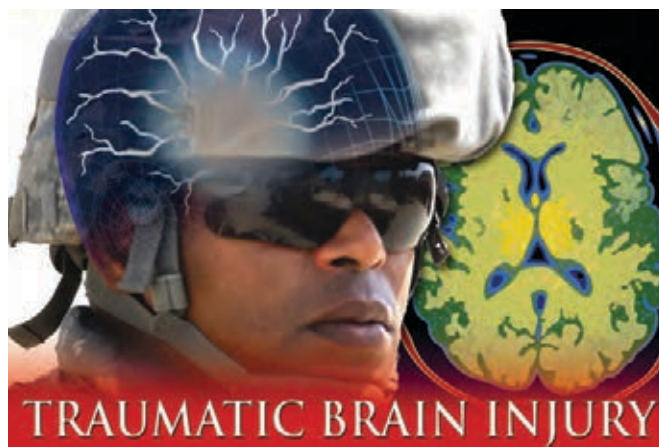
FS: Contrary to popular belief, not all head injuries result in automatic permanent grounding of an individual. Most head injuries that result in a loss of consciousness are “mild” and do not require grounding beyond 30 days. If any symptoms are prolonged beyond the mild category, the injury is considered to be at least “moderate,” requiring at least 3 months of grounding. If significant injury is discovered on testing, a longer duration of grounding is often necessary and required. Post-traumatic seizures are an increased risk in those who have *moderate* to *severe* head injury.

Q: *Why are Traumatic Brain Injuries grounding?*

FS: Over 10 percent of individuals with apparently mild injuries will actually be diagnosed with a serious condition after full medical evaluation. Head injuries can cause headaches, and reduce focus and concentration for months. They may even lead to sudden seizures well after a return to consciousness. USAAMA has prescribed a work up to include CT and/or MRI scans and neurologic evaluation to assess memory, concentration and focus – qualities that are essential for safe flight.

Q: *So what's this talk about Mild TBI?*

FS: Because of body armor's life saving effects, we are seeing more cases of blast and overpressure affects on the brain. Think of mild TBI, or mTBI, as a concussion. In this definition, one can suffer brain trauma without losing consciousness. The risk is that, after exposure or repeat exposure to a blast-overpressure scenario – like from an improvised explosive device or a roadside bomb detonation – the Soldier gets his “bell rung,” then shakes off the proximal confusion, and drives on with the mission without realizing there may be residual affects that may need medical attention.



Q: *What's being done about the prevalence of mTBI?*

FS: The issuance of All Army Activities (ALARACT) message 153/2007 announced the Army's Mild Traumatic Brain Injury and Post Traumatic Stress Disorder Awareness and Response Program. It includes unit level training on the recognition of symptoms consistent with mTBI and PTSD, and inclusion of specific screening questions in the post-deployment health reassessment. USAAMA is currently revising the aeromedical policy letters on “head injury” to better address mTBI. Aerospace medical researchers are conducting a joint, multi-center prospective controlled study to see if hyperbaric oxygen may be used as an adjunct treatment for TBI and recovery. For aircrew and aeromedical providers, increased awareness, recognition and evaluation remains the key components in managing this condition and keeping crews safely flying.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues. As always, fly safe!

The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.



Dr. (COL) John Albano is a flight surgeon and the Army associate director to the U.S. Navy Aerospace Medicine Residency Program, Pensacola NAS, Fla. Dr. (MAJ) Nicole Powell-Dunford is also a flight surgeon and a resident in aerospace medicine.

Industry News

And Announcements Related to Army Aviation Matters

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

Army Buys Attack Helos for Iraqi Air Force

The Army awarded a \$7.03 million contract Feb. 18 to **Bell Helicopter** of Hurst, Texas to provide three 407 model helicopters modified into armed scout variants for the Iraqi government. The aircraft are to be armed with Hellfire missiles, 2.75-inch rockets and machine guns for the Iraqi air force. The first aircraft is scheduled for delivery in late 2010. An additional 24 armed aircraft are expected to be ordered by Iraq. The Army's Aviation & Missile Command is the contracting activity.



BELL HELICOPTER PHOTO

Fixed Wing Supporter Recognized



VOYAGEUR AIRWAYS COURTESY PHOTO

LTC Keith Brown, the Fixed Wing Product Manager with PEO-Aviation, assisted by Andy Warren, the EO-5 assistant product manager, presented a certificate of appreciation Feb. 10 to Max Shapiro, president of **Voyageur Airways** in North Bay, Canada. The presentation was made in recognition of the Voyageur workforce at their North Bay facility,

where they provide depot maintenance services for the Army's EO-5 aircraft. Voyageur, under subcontract from King Aerospace Inc., is intensively managing depot maintenance to provide a rapid reset and turnaround on EO-5 aircraft returning from support in Iraq.

SAIC Tapped for Next-Generation Training Devices

Science Applications Intl. Corp. (SAIC), McLean, Va., announced Feb. 5 it was awarded a simulation and training omnibus contract (STOC II) by the Army's Program Executive Office for Simulation Training and Instrumentation. Under the contract, SAIC will perform a full range of life-cycle management to include front end analysis, design, development, fielding, and sustainment of training and testing systems, instrumentation and gaming system simulators to the Army and Defense Department. The 10-year multiple-award contract has a two-year base performance with three option periods, for a total ceiling value of \$17.5 billion.

Contract Awarded for KW Logistics Support

DRS Technologies, Inc., Parsippany, N.J., announced Feb. 4 it had received a contract not to exceed \$913 million for logistic support of the mast-mounted sight (MMS) systems on OH-58D Kiowa Warrior helicopters from the Army's Aviation and Missile Command. The contract covers spares, repairs and services ordered from Jan. 1, 2009 through Dec. 31, 2013 from depot repairs, field service, forward repair activities, program management and engineering services, to support in the U.S. and on the battlefield.

Army Orders More Raven UAS

AeroVironment, Inc., Monrovia, Calif., announced Feb. 4 the Army has exercised an option under an existing contract and ordered additional RQ-11B Raven unmanned aircraft systems (UAS) and associated services for fiscal year 2009 requirements. The aggregate order value is \$41.7 million. AV also received Jan. 22 an additional \$16.7 million order for the production of 50 new Raven unmanned systems with AV's digital data link (DDL) and includes DDL retrofit kits for 206 existing systems. The introduction of DDL enhances the Raven's capabilities by increasing the number of communication channels by a factor of four, enabling use of more systems where needed.

Army Extends LM's M299 Launcher Contract

Lockheed Martin, Orlando, Fla., reported Feb. 4 the award of a \$31.3 million contract to provide additional helicopter-mounted M299 launchers used to carry and launch Hellfire missiles. Under the modification of the Army's 2007 Launcher Bridge 3 contract, LM will supply an additional 298 M299 launchers, 134 launcher electronic assemblies and multiple spares. Deliveries are scheduled to be completed in 2011.

Next-Gen UAS Data Link has First LB3 Flight

The **Longbow LLC**, Orlando, Fla., a joint venture of Lockheed Martin, and Northrop Grumman, reported Jan. 28 the successful first powered flight of the Longbow unmanned aircraft systems tactical common data link assembly (UTA) aboard an AH-64D Longbow Block III helicopter. The UTA is a two-way, high-bandwidth data link that allows the Longbow crew to control sensor and flight path of UAS at long ranges and receive real-time, high-definition streaming video on their multi-function displays. During testing the UTA successfully acquired and tracked an unmanned Little Bird aircraft in flight.

ATK Gears Up Apache Ammo Production

Alliant Techsystems (ATK), Minneapolis, Minn., was awarded Jan. 27 a \$36 million contract to provide lightweight 30mm M789 high explosive dual purpose tactical ammunition and M788 training ammunition to the United Kingdom's Ministry of Defence under a U.S. Army foreign military sales program. Production and delivery is scheduled for fiscal year 2010. The ammunition supports the British fleet of AH-64 Apache helicopters.

Boeing Shoots UAS Down with Laser

The Boeing Company, reported Jan. 26 the successful demonstration of a laser system mounted on an Avenger combat vehicle to shoot down a small unmanned aircraft (UAS) during tests at White Sands Missile Range, N.M. Their Laser Avenger achieved its test objectives by using its advanced targeting system to acquire and track three small UAS flying against a complex background of mountains and desert. The laser shot down one UAS from an operationally relevant range. The Army's Cruise Missile Defense Systems project office observed the Boeing-funded initiative to demonstrate maturing directed energy weapons. "We doubled the laser power added sophisticated acquisition, tracking and pointing capability," said Lee Gutheinz, a Boeing program director.

Advanced Aviation Blue Force Tracker Performance Demo

ViaSat Inc., of Carlsbad, Calif., working with the Army, successfully demonstrated in January the connectivity of the new "ArcLight" Army Aviation Blue Force Tracking 2 (BFT2) satellite communication network aboard a UH-60 Black Hawk helicopter at Fort Eustis, Va. The BFT2 communication network delivered Internet Protocol traffic over an Inmarsat I4 satellite channel to an aviation BFT2 terminal on a Black Hawk maneuvering at speeds up to 150 knots. The ability to achieve both higher data throughput and support flight dynamics improves the BFT2's mission utility. "The demonstration showed the flexibility of ArcLight technology and the innovative antenna design of the BFT2 terminal, which enables vehicles and aircraft to connect with higher bandwidth capacity even at low satellite elevation angles," said Frank Ganaden, ViaSat's chief BFT2 engineer.

Industry News *Continued*

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

FLIR Services, Inc., Wilsonville, Ore., was awarded Feb. 23 a \$6.4M contract for 13 Star Safire II systems; five imaging systems support kits; three operator training and three maintenance training sessions. Work is to be completed by June 30.

Army Armaments Inc., Hunt Valley, Md., was awarded Feb. 11 a \$9.3M contract modification for additional engineering services hours for laser designator low rate initial production and tactical common data link interoperability compliance, universal ground control station and universal ground data terminal integration in support of the Shadow 200 unmanned aircraft system. Work is to be completed by April 30, 2010.

L3 Communications Corp., Arlington, Texas, was awarded Feb. 5 an \$8.8M contract for aviation combined arms tactical trainer (AV-CATT) engineering change proposals for synthetic environment core support tasks, SE core v1.0 spiral upgrade, king pin replacement and Longbow Lot 6 1/10 retrofits. Contract work ends Dec. 31, 2010.

The Boeing Co., Ridley Park, Pa., was awarded Jan. 30 a \$7.3M contract for research with the primary objective of the program to carry out Phase 1 of the DiscRotor Risk Reduction Study. The DiscRotor concept consists of a fixed-wing aircraft fitted with a retractable single rotor. The DiscRotor concept has substantial potential to provide a high-speed, high-altitude aircraft (400+ knots true airspeed at 30,000 ft.) with the hover and low-speed characteristics of a helicopter. Work is being performed at Philadelphia and Blacksburg, Va., with a completion date of July 31, 2011.

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Alenia North America	29	Robertson	27
Boeing-Military A&M Systems.	1	SES, Inc.	11
Brackett Aircraft Co., Inc.	18	Telephonics Corporation	31
DRS Technologies, Inc.	5	USAA	17
FLIR Systems, Inc.	25	VT Miltope Corporation	13
HUPP Aerospace Defense	15	Westwind Technologies Inc.	19
Northrop Grumman	56		

General Atomics Aeronautical Systems, San Diego, Calif., was awarded Jan. 29 a \$21.7M four-month extension to a current contractor logistics support contract for the I-GNAT Warrior-A and Sky Warrior Block 0 unmanned aircraft systems at multiple locations in support of Operation Iraqi Freedom and Operation Enduring Freedom. The work has an estimated completion date of May 31.

AeroVironment, Inc., Simi Valley, Calif., was awarded Jan. 30 a \$39M contract for fiscal year 2009 systems, initial spares packages and contractor logistics support for the Raven RQ-11B unmanned aircraft system. Work will be performed in Simi Valley with a completion date of Jan. 31, 2010.



ARMY AVIATION ASSOCIATION OF AMERICA

755 Main Street, Suite 4D, Monroe, CT 06468-2830
203-268-2450, Fax 203-268-5870, Web www.quad-a.org

UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION



SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

USAWOA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists, chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

MEMBERSHIP DATABASE INFORMATION

Last five digits of your SSN: _____ Rank: _____ MOS: _____ Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name _____ MI _____ Last _____ Suf _____ Joined Service(yy/mm)

Address _____ Date Birth (yyyy-mm-dd) _____

City _____ State _____ ZIP+4 Home Tel _____

Unit of Assignment _____ Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) _____ FAX Tel: _____

E-Mail Addresses *

(*AKO - us.army.mil preferred)(If both military and civilian are used, place preferred one first)

RELEASE OF INFORMATION Place "X" in appropriate box: ☐ I DO ☐ I DO NOT
want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

CURRENT STATUS Place "X" in appropriate box

☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

CERTIFICATIONS Place "X" in appropriate box

☐ I HOLD a Warrant issued to me by the Secretary of the Army
☐ I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
☐ I AM ☐ I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please

☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr \$50 ☐ 2 Yrs \$100
☐ 3 Yrs \$150 ☐ 5 Yrs \$250
☐ RETIRED MEMBER DUES ☐ 1 Yr \$37 ☐ 2 Yrs \$74
☐ 3 Yrs \$111 ☐ 5 Yrs \$185

☐ Check or Money Order for dues is enclosed, made out to "AAAA".
☐ Charge my: ☐ VISA ☐ MC ☐ AMEX ☐ Diner's Club

Credit Card# (No DEBIT) _____ 3 digit sec. code _____ Expires mm/yy _____

CHAPTER AFFILIATIONS (Check one)

☐ Please affiliate me with the chapters near my home.
☐ Affiliate me with the _____ Chapters
☐ Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date _____ Optional Sponsor or Recruiter (rank & name) _____

Simultaneous MemberShip Form 600-DS (Fill-in) (Revised May 2008)

POTM

PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

Black Georgian Aviator Makes History



ARMY GUARD PHOTO BY SGT TRACY SMITH

Georgia Governor Sonny Perdue pinned stars on newly promoted **BG Joseph M. Well** during a Jan. 7 ceremony in the governor's office in Atlanta. Wells becomes the first black general officer in the 276-year history of the Georgia National Guard. Perdue was assisted by BG Maria Britt, the commanding general of the 11,000-member Georgia Army Guard, who is also Georgia's first female general, receiving her promotion in 2008. Wells, a native of Rome, Ga., is currently the deputy commanding general (reserve component) at the Army's Intelligence Center, Fort Huachuca, Ariz. In civilian life, Wells is a Boeing 777 flight officer with Continental Airlines.

CHANGE OF COMMAND



ARMY PHOTO BY SFC CHRIS SEATON

"Griffins" Change Leaders

COL Timothy J. Edens relinquished command of the 12th Cbt. Avn. Bde. to **COL Robert C. Doerer** during a Jan. 9 ceremony at the Katterbach Army Airfield, Germany. Edens departs after nearly four years in command, leading the reorganization and transformation from the 4th Avn. Bde. into a combat aviation brigade. He also led the brigade in Iraq supporting Operation Iraqi Freedom 07-09. Edens now serves as director of Future Operations on the G3 staff of the V Corps in Germany. Doerer previously served as the chief of the Aviation Branch with the Army's Human Resources Command in Alexandria, Va. Above Doerer, center, passes the 12th CAB colors back to the CSM H. Lee Kennedy after taking command.



ARMY PHOTO

"Corsairs" Get New Commander

LTC Jayson A. Altieri relinquished command of the 2nd Bn., 82nd Avn. Regt., to **LTC Carey M. Wagen** during a Feb. 5 ceremony at Fort Bragg, N.C. Altieri departs to serve as the G5 deputy chief of staff for Military/Civil Affairs on the 82nd Airborne Div. staff. Wagen previously served as the division aviation officer for the 82nd AD. The "Corsairs" are an assault aviation battalion. Here, Wagen, left, receives the units colors from COL Paul Bricker, 82nd Cbt. Avn. Bde. commander, signifying passing command responsibility.

RE-ENLISTMENTS



ARMY PHOTO BY SFC BRENT HUNT

Iron Eagle Soldiers Make Mission

SPC Jeffrey Anderson, right, a UH-60 Black Hawk helicopter crew chief with Co. B, 3rd Bn., 4th Avn. Regt., receives congratulations on his re-enlistment from CPT Benjamin Watt, Co. B executive officer, Feb. 14 at Camp Taji Airfield. With just five months into the fiscal year 2009 mission, Anderson was the Soldier who put the 4th Cbt. Avn. Bde. over-the-top to complete their fiscal year 2009 retention goals just five months into the mission in Iraq. As the keystone Soldier, Anderson's renewal brings the number of "Iron Eagle" Soldiers who have reenlisted to 454, and "re-up" bonuses to more than \$3.5 million. "From my perspective, accomplishing the mission this early in the fiscal year is an incredible feat," said **SSG John West**, 4th CAB career counselor. "It truly shows the willingness and commitment our Soldiers have to continue with the mission and their careers as Soldiers."

COMBAT AWARDS



ARMY PHOTO BY SFC GEORGE WELCOM

Medic's Bravery Earns SS and DFC

A flight medic was honored for his gallantry under enemy fire during a Feb. 19 welcome home ceremony for the 101st Cbt. Avn. Bde. in Hangar 3 at Fort Campbell, Ky. **SSG Matthew Kinney** with Co. C, 6th Bn., 101st Avn. Regt., received the Silver Star and the Distinguished Flying Cross for his bravery and actions in combat when he recovered and treated several wounded coalition Soldiers while under enemy fire during a medical evacuation mission last year in Afghanistan. Kinney is the second Soldier from the 101st CAB to receive the Silver Star for actions during Operation Enduring Freedom IX. Above, retired GEN Richard A. Cody, former Army vice chief of staff, congratulates Kinney following presentation of his awards.



ARMY PHOTO BY SGT JASON DANGEL

Daring Rescue Merits DFC

CW3 James Frederick, an HH-60 aeromedical evacuation pilot, received the Distinguished Flying Cross Feb. 6 during an awards ceremony at Camp Taji, Iraq. Frederick, who serves with Co. C, 2nd Bn., 4th Avn. Regt., earned the award for meticulously piloting his Black Hawk air ambulance helicopter in a hover over a burning building in order to rescue four trapped Iraqi National Police officers off the rooftop at the Joint Security Station Oubaidy in Sadr City, in eastern Baghdad last July 18. Frederick had to maneuver and maintain a stabilized hover approximately seven feet over the rescue location while each officer was lifted one-by-one by hoist into the aircraft. These types of operations are extremely dangerous and vulnerable to enemy attack due to the time the aircraft is stationary. Here, MG Jeffery Hammond, commander of the 4th Inf. Div. and the Multi-National Div.-Baghdad, pins the medal on Frederick.

POTM

PEOPLE ON THE MOVE



ARMY PHOTO BY SGT JASON DANGEL

XO Receives Bronze Star

MG Jeffery Hammond, commander of the 4th Inf. Div. and the Multi-National Div.-Baghdad, congratulates **MAJ Tammy Baugh**, right, executive officer for the 1st Bn., 4th Avn. Regt., after presenting her with the Bronze Star medal Feb. 6 at Camp Taji, Iraq. Baugh served with distinction during former President George W. Bush's last visit to Iraq in December.



ARMY PHOTO BY SFC BRENT HUNT

Pilot Delays Retirement, Earns Air Medal

MG Jeffery Hammond, commander of the 4th Inf. Div. and the Multi-National Div.-Baghdad, shakes hands with **CW3 Robert Murphy**, right, an AH-64D pilot with Co. A, 4th Bn., 4th Avn. Regt., 4th Cbt. Avn. Regt., after presenting him with an Air Medal for his role during former President George Bush's final visit to Iraq Dec. 14, at a Feb. 6 ceremony at Camp Taji. Murphy, a 22-year veteran, had planned to process retirement paperwork, but opted to postpone retiring for one more deployment with his unit. "I was scheduled to retire before this deployment, but I decided to stay," he said. "With my experience, I can help protect the good guys on the ground while teaching the younger pilots what I know."



ARMY PHOTO BY PFC JASMINE N. WATTHALL

North Carolina Army National Guardsmen with the Headquarters Co. of Task Force 449, aka TF Hurricane, earned their combat patch during a Jan. 17 ceremony at Baghdad International Airport. COL Paul D. Barbee, TF 449 commander, presented patches to 123 Soldiers to formally recognize their service in a combat zone. The Hurricanes will wear the 10th Mountain Div. unit patch on their right shoulder sleeve, signifying their support to Multi-National Division-Center in Iraq. Here, **CPT Veronica E. Beltran** receives her combat patch from Barbee during the ceremony.

HONORS



ARMY PHOTO BY SGT MIKE ALBERTS

25th CAB Aeromed Professionals Among the Best

The Society of the U.S. Army Flight Surgeons recognized three 25th Cbt. Avn. Bde. medical Soldiers as among the Army's best in their career field during a Feb. 13 awards ceremony at Wheeler Army Airfield, Hawaii. **MAJ Bradley Pearson**, left, an emergency medicine specialist (EMS) and a flight surgeon (FS) with the 3rd Bn., 25th Avn. Regt., earned the Society's 2009 Spurgeon H. Neel U.S. Army Distinguished Flight Surgeon of the Year award. **CPT Wayne Johnson**, center, an aeromedical physician assistant, also with the 3-25th Avn., and **CPT Ryan DeBoard**, an EMS and an FS for the 2nd Bn., 25th Avn., were recognized for their excellence,

each receiving a 2009 Aeromedical Outstanding Achievement Award. Pearson was instrumental in the mass evacuation of approximately 8,000 patients throughout northern Iraq while deployed from Nov. 2006 through Oct. 2008. In the fall of 2007, four massive vehicle-borne explosive devices detonated in northern Iraq killing at least 500 people and injuring hundreds more. Pearson and his 3-man team deployed to relieve a hospital that was already overwhelmed. Upon arriving, Pearson assumed responsibility for the 18 worst patients, all of whom were transferred by helicopter to the Kurdish city of Dahuk. Pearson and his team didn't lose a single patient in flight. Annually, the Society identifies and awards a select few for their contributions to their respective Army aviation units.



ARMY PHOTO BY SGT 1ST CLASS BRENT HUNT



ARMY PHOTO BY CPT KATHERINE ZYLIA

Top Soldiers for 2008 in 4th CAB

Two Soldiers with the Multi-National Division-Baghdad were selected for outstanding performance in 2008. Top, LTC David Fleckenstein, 2nd Bn., 4th Avn. Regt. commander, congratulates **SSG Jamiell Dominguez**, a medic with his unit at Camp Taji, after awarding her the Army Commendation Medal Jan. 14 for winning the MND-B 2008 Noncommissioned Officer of the Year. Dominguez was also the Soldier of the Year for the 4th Inf. Div., the Forces Command and competed for the Army's Soldier of the Year in 2007. Above, CPT Bryan Darilek, Co. E commander, awards a certificate of recognition to **SGT Thomas A. Elfar**, a petroleum supply specialist with the 1st Bn., 4th Avn. Regt., named as the 4th Cbt. Avn. Bde. Soldier of the Year. He competed against more than 20 hand-selected Soldiers from the 3,000 strong 4th CAB to win after a series of boards.



ARMY PHOTO

Pennsylvania Guard Achieves "Star" Status
The **Army Aviation Support Facility #1** at Fort Indiantown Gap, Pa., became the first Army National Guard facility to be awarded a "Star Status" flag for meeting the standards of the Voluntary Protection Program of the Occupational Safety and Health Administration. Ed Selker, OSHA deputy regional administrator for Region III, awarded the star status flag to the command during a Jan. 21 ceremony. The post partnered with Tobyhanna Army Depot and General Electric as mentors and the partnership led to forming post employee committees that created bottom-up change. As a result the post quickly started to see a drop in accident rates. OSHA's VPP review noted that the workplace accident rate for AASF #1 is 47 percent below the national average for similar facilities. Here, from left, are: MG Jessica Wright, Pennsylvania's Adjutant General; Tad Davis, deputy assistant secretary of the Army for Environment, Safety and Occupational Health; SGT Matthew Dohner, representative for the Association of Civilian Technicians; Selker; and COL Steve Mahoney, AASF commander.

SPOTLIGHT



MARINE PHOTO BY CPL RYAN YOUNG

A True Band of Brothers

The Klein brothers are from Dysart, Iowa, they are Army Guard aviation Soldiers serving in Iraq, and they had a chance to serve together. **1LT Sheldon Klein** is an HH-60 Black Hawk pilot and **SSG Travis Klein** is a unit crew chief with Co. C, 2nd Bn., 211th Avn. Regt., an air ambulance unit which supports Marine Expeditionary Force operations at Al Asad Air Base. **SGT Michael "Shane" Klein** is a helicopter repairman with the 34th Cbt. Avn. Bde. The three had an opportunity to spend

four days reunited, Jan. 19-24, for the first time since August. The reunion was credited to a new exchange program that gives maintenance Soldiers the opportunity to experience different phases of maintenance and new command structures. Shane was able to work an exchange and join his brothers' unit for a couple of days. Pictured here, l to r, are Travis, Michael and Shane.



ARMY PHOTO BY 1LT MICHAEL GARCIA

USAR Welcome Home

A "Welcome Home Warrior-Citizen" ceremony was held for returning Reservist **CW4 Richard Stephens**, right, Jan. 10 at Godman Airfield, Fort Knox, Ky. BG Matthew C. Matia, commanding general of the 11th Avn. Command, hosted the ceremony to honor Stephens and his family for their sacrifice, and to present Stephens with a welcome home award. Stephens, a C-12 pilot with the 6th Bn., 52nd Avn. Regt., recently completed a six-month tour in Iraq flying C-12s and serving as a liaison officer. As an active Guard

Reserve member, he returns to work at his unit at Fort Knox. Also pictured here, clockwise, are Mrs. Shelby Stephens, daughters Mikayla and Mariah, and sons Garret and Aaron.



ARMY PHOTO BY SGT MIKE ALBERTS

Fly and Eat Your Aircraft Too?

The **"Ace of Cakes"** television cast and crew brought their hit Food Network show to Schofield Barracks in Hawaii Jan. 26 through 29 to film their season finale. The final show was a way to say "thank you" to all service and family members serving in the military. Here, Chef Jeffrey "Duff" Goldman, left, and Geoffrey Manthorne, stars of the show, carefully move a UH-60 Black Hawk cake they created to the flight line to shoot on location Jan. 29 at Wheeler Army Airfield. Soldiers from the 25th Cbt. Avn. Bde. assisted the crew and even provided the cast with an orientation flight around the island.

UPCOMING EVENTS

MAY 2009

- May 1 **AASFI Scholarship Application Deadline**
- May 3 – 6 **AAAA Annual Convention**, Nashville, TN
- May 27 – 29 **AHS Annual Forum**, Grapevine, TX

JULY 2009

- July 24 **AAAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA
- July 25 **AAAA Scholarship Selection Committee Meeting**, NGRC, Arlington, VA

AUGUST 2009

- Aug 10 – 13 **AUVSI's Unmanned Systems North America**, Washington, DC

SEPTEMBER 2009

- Sept 11 – 13 **NGAUS General Conference**, Nashville, TN

OCTOBER 2009

- Oct 5 – 7 **AUSA Annual Meeting**, Washington Convention Center, DC
- Oct 5 **AAAA Scholarship Board of Governors Meeting**, Washington Convention Center, DC
- Oct 5 **AAAA National Executive Board Meeting**, Washington Convention Center, DC
- Oct 6 **AAAA Hall of Fame Trustee Meeting**, Washington Convention Center, DC



PEOPLE ON THE MOVE

PROMOTION SELECTIONS

The fiscal year 2009 Captain, Army competitive category, selection board results were released Feb. 12. Congratulations to the following 281 Aviation branch officers.

Seq# Name

1586 Aamidor, David H.
2666 Abney, Christian A.
3862 Adams, Michael D.
4162 Anderson, Brandt G.
3033 Andrade, Jonathan O. *
3329 Andrews, Anthony E.
3091 Aviles, Christopher
1823 Bahu, Anne E. *
1163 Bair, Daniel F.
3052 Barclay, Maclean F. *
1646 Basil, Matthew P. *
1325 Beatte, Rebecca L.
2030 Benson, Sarah E.
2720 Bilal, John S.
1874 Billingsley, Brian
1562 Blue, Billy D. *
3870 Booher, Anthony A.
2365 Booker, David T. *
3407 Bowns, Joshua D. *
619 Brabender, Michael *
2572 Briggs, Robert J.
2613 Britt, Kevin P.
4148 Britten, Wyatt A. *
775 Broberg, Benjamin S.
3155 Brown, Daniel R. *
1343 Brown, Samuel T. *
3122 Bruner, Ryan D. *
2354 Brunson, Roscoe D. *
2312 Buettner, Tracy A.
2021 Burniston, Tyler J. *
1578 Burns, Megan E.
3860 Bynum, David
3183 Cai, Tom Linyang
2976 Cal, Nerea M.
3026 Callaway, Douglas R. *
2905 Calvert, Luke A.
1536 Cammack, Carmel A. *
2703 Canady, Cheffren J. *
4152 Carlile, Jeremy E. *
3869 Carpenter, Daniel K.
3260 Carpenter, Duane K.
2696 Carroll, Beau G.
613 Carroll, James R.
3328 Cattaach, Sean T. *
3162 Chereskin, Brett H.
3198 Chong, Tina J.
632 Christian, Christopher
2407 Chung, Alexander N.
1777 Cichowicz, Jonathan
2857 Cloaninger, Logan G. *
1771 Colvin, Curby A.

3339 Connerty, Kiera P. *
924 Costas, Pedro J.
3231 Crigger, David R. *
145 Crosby, David S.
3217 Currison, Drew A.
2748 Daniels, David A. *
15 Danos, Shauna E.
1415 Davis, Brandon S.
3018 Davis, Joseph R. *
1981 Degroot, Zachary F. *
974 Delaney, Rosa A.
2678 Derda, Lukasz
2789 Domme, Sarah S. *
2830 Dunham, David F. *
3382 Ear, Ekzhin
1649 Eggers, Andrew P.
1372 Ellis, Nathan S.
3071 Errico, Vito J.
1376 Espinoza, Tyler J.
2265 Falcetto, Jennifer
2128 Fargason, John M. *
2230 Ferderber, Jenny M. *
2146 Fernando, Lauren N. *
2139 Fields, Brandy L.
2746 Fisher, Gregory C.
1847 Fixmer, Scott W.
3012 Fjellanger, Samuel *
80 Flint, Michael W.
3042 Fones, Isaac P.
3047 Fox, Alexander D. *
2964 Fullmer, Nicholas R. *
1416 Funk, Joel D. *
33 Gaines, Jeffrey P. *
2280 Garcia, Danny *
2537 Garrow, Ryan P. *
1653 Gaul, Shaun J. *
1644 Gibbs, Jacob B.
2384 Gratz, William H. *
1503 Gray, Douglas G. *
776 Green, Krystal R.
3207 Green, Matthew L. *
3004 Green, Seth M.
3045 Gresenz, Joseph P.
1696 Griffin, Marybeth D. *
3674 Grimm, Seth A. *
2002 Groshon, Brian F. *
2670 Guasta, Frank C. *
2914 Gulsby, Seth A.
3437 Gunderson, Robert H. *
3142 Hahnconti, Michael
3418 Hall, Jason M. *
2731 Hall, Patrick J. *
790 Harris, Lucas G.
2117 Hartley, Megan E.
2147 Hayes, Jeffrey R. *
3410 Hays, Martin F. *
926 Heller, Johnathan M.
1190 Hellman, Kent R.
3127 Hewitt, William D. *
1792 Hill, Matthew A.

1598 Hinton, Randy T. Jr. *
3082 Hoak, Steven M.
4144 Howell, Jared M.
2048 Huckabee, Justin G.
4000 Humphrey, Sylvester
3494 Ibanez, Ketty L.
3371 Ingles, Matthew R.
2569 Isakson, James H.
1270 Izzo, Justin N.
4151 Jackson, Brandon M.
1638 Jarvis, Markus H.
925 Jenkins, David G.
144 Jeremiah, Christopher
3861 Joyner, Garvis B.
2854 Kalkwarf, Kevin J. *
2736 Karhoff, Brian C.
2993 Keen, Claudia L.
127 Kelly, James J.
2945 Kelly, Justin V.
2820 Kelvington, Margaret
2416 Keresey, Sean P. *
3302 Kim, Michael
81 Kinkennon, Douglas
1395 Kinsel, Michael A.
2281 Klein, Geoffrey M. *
3496 Klingenberg, Dustin
2027 Kneer, Jeffrey E. *
396 Knight, J.D. L.
1086 Kordonowy, Michael
2610 Kowrach, Jason M. *
3495 Kraft, John J.
272 Lamar, Christopher
2803 Lancianese, Steven
96 Lane, Brian K.
3299 Lane, Jordan D.
2198 Lauffer, Andrew D. *
2977 Lawson, James S. *
1561 Looney, Brandon J.
2084 Lorange, David P.
2410 Lorange, Yudelka M.
1776 Lovejoy, Justin R.
2895 Lucero, Gabriel A.
2896 Luker, Mark J. *
2930 Macchio, Richard J.
3220 Maciuba, Adam T. *
1779 Maki, Kyle J.
3913 Maldonado-Mendoza, E.
2591 Mandelkow, Kaitlin
2727 Markward, Taylor G.
4153 Marr, Christopher A. *
1827 Martian, Scott D.
2603 Marzec, Chad D. *
2741 Mathews, Peter M.
2127 Matsuda, Hope A.
3165 McCormick, James M.
2602 McCoy, Jason C. *
3129 McDonald, Ryan E.
3244 McMahon, Sean R. *
3048 McNair, Sarah S.
2970 McQuarrie, Ryan C. *
2583 McQueen, Noah L. *
3457 McQuilliams, John M.
1746 Meacham, Ruth A.
3100 Merritt, Tyler A. *
2294 Miller, Ethan W. *
58 Miller, Jamie L.
1826 Miller, Jared W.

1374 Mineo, Robert L.
2271 Miras, Heather M. *
650 Mitchell, James L.
3216 Moore, Oliver C.
1872 Mullendore, Gary A. *
3433 Murphy, Jeff D. *
2916 Naigle, Laura A.
2367 Navarro, George A.
399 Nee, Alexander R. *
3015 Nguyen, Michael M.
1555 Niagro, Matthew B.
3653 Nichols, Aaron M.
3145 Nicka, Bradly A.
639 Nifong, James B.
1812 Noble, Joshua C.
1601 North, Eric J. *
634 Norton, Nicholas J.
2341 O'Donnell, Daniel J. *
2881 O'Donnell, Patrick C.
2596 Ogden, Wesley R.
2203 Ormson, Terrell D. *
2266 Ottinger, John A. *
78 Pak, Jung W.
3242 Parker, Daniel P. *
2494 Pearl, Sean T. *
3215 Penn, Tyler R. *
771 Perkins, Dustin F.
1976 Perry, Brett S.
1576 Peterman, Marc D.
2220 Pflaum, Amie M. *
608 Pinter, Michael R. *
1984 Pitchford, Allan J. *
927 Plunkett, Nathaniel
3188 Pototschnik, Nathan
2145 Quinlan, Christopher
3181 Rahon, Jill M. *
1955 Ramos, Ben A.
1840 Reed, Jonathan A.
1668 Reed, Roy A. *
2194 Reeves, Patrick K. *
1485 Reitano, Jerome A. *
3256 Rios, Jonathan B. *
2822 Roe, Chase L.
2059 Rogers, Kyle F.
2638 Rude, Justin M.
774 Russell, Seth W. *
2922 Russo, Samuel J.
3019 Rutherford, Stephen *
1949 Ryder, Jonathan W. *
773 Saad, Benjamin W. *
2417 Sanik, Mitchell J.
3864 Sattler, Colin M.
3020 Sauer, Jonathan D. *
1161 Sayers, Melissa L.
2861 Schmutz, Aaron T. *
1817 Scholberg, Jonathan
3359 Shaw, Christopher B. *
2468 Shelato, Kyle L. *
2419 Silva, Adriana J. *

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

1708 Simpson, Thomas C. *
 885 Skerrett, Christine
 3189 Smalley, Matthew A. *
 1768 Smith, Derrek E.
 1670 Smith, Kenneth J.
 2229 Smith, Kirby T. *
 3243 Snipes, Anthony J. *
 2683 Sokul, Victor P. *
 402 Sood, Christopher
 1643 Speace, Timothy A. *
 783 Sterley, Gregory S. *
 3190 Stevens, Christopher
 2974 Stewart, Daniel C. *
 3268 Stramara, Kevin P.
 1111 Sullivan, Ryan W. *
 3022 Sullivan, Shane P.
 2690 Summers, Benjamin T.
 2415 Sweeney, Ryan P. *
 3844 Taylor, John E.
 2080 Thomas, Daniel P.
 1843 Tippets, Robert E.
 2338 Trivette, Alice M.
 1559 Trivette, Eric V.
 3032 Truax, Noah J.
 1375 Tupper, Glenn C.
 3205 Turner, Cameron P. *
 1501 Turner, Nicole R.
 2469 Valentine, Zachary
 777 Vandelden, Azizi J.
 1837 Vankleek, Michael
 2918 Vanko, Jacob D.
 772 Vu, Michelle A.
 1431 Wallace, Ryan N.
 1866 Wells, Robert H.
 2924 Welsh, Jonathan R.
 3471 Will, Christopher R. *
 2780 Winchell, David C.
 3084 Wisniewski, Isaac J. *
 2787 Wroblewski, Cory J.
 2898 Yakulis, Andrew T. *
 1838 Young, Nicholas W.
 1967 Yustin, Luke D. *
 2808 Zimmerman, Scott A. *
 3247 Zuniga, Jason R.

FLIGHT SCHOOL GRADUATES

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

Class 09-07, 30 Officers, Graduated Feb. 5

ABOLC

LT Christopher R. Cail * DG
 LT Patrick G. Forrester * HG

LT Ryan F. Barrett *
 LT Daniel H. Burgess
 LT Beau G. Carroll
 LT Steven E. Day *
 LT Adam R. Erickson
 LT Michael T. Jablonski *
 LT Matthew P. Roberts
 LT Kyle R. Storjohann *
 LT Brett M. Ulekowski *

AWOBC

WO1 Krystian McKeown * DG
 WO1 Ryan K. Austin * HG
 WO1 Paul M. Deaton HG
 WO1 Robert R. Foor * HG
 WO1 Damon H. Baggs *
 WO1 Ricky L. Brinkman
 WO1 David J. Cameron *
 WO1 Justin A. Chacon
 WO1 Robert E. Cronin *
 CW2 Bartlett T. Dieball
 WO1 James M. McBride *
 WO1 Teddy L. Mitchell *
 WO1 Francis M. Norbury *
 WO1 Ryan J. Owen *
 WO1 Daniel E. Page *
 WO1 William H. Thomas *
 WO1 Eugene B. West *
 WO1 Marcus A. Wieth *
 WO1 Nikita J. Wilson

Class 09-08, 41 Officers, Graduated Feb. 19

ABOLC

LT Randy J. Beck * DG
 LT Heather L. Cupitt * HG
 LT Robert A. Walters HG
 CPT Christopher Batchelor
 LT Michael E. Harper *
 LT Lisa M. Klekowski
 LT Andrew R. Morgan
 LT Curtis B. Nelson *
 LT Jose A. Ortiz-Alvelo *
 LT Max Potaszniak *
 LT James L. Roberts *
 LT Cameron J. Ryffel *
 LT Matthew C. Silker *
 LT William J. Wacker *
 LT Christopher A. White *

AWOBC

WO1 Michael D. Shoup * DG
 WO1 John M. Hartley HG
 WO1 Caleb S. Kittrell * HG
 WO1 Ryan D. O'Neal HG
 WO1 Nathaniel Thompson * HG
 WO1 Gabriel L. Apodaca *
 CW2 Christopher D. Bracken *
 WO1 John A. Caldwell *
 WO1 Johnathan R. Council *
 WO1 Nicklas G. Fortin *
 WO1 Timothy E. Helton *
 WO1 Jasen M. James
 WO1 Eric A. LeRoy *
 WO1 Juan P. Lopez *

WO1 Robert S. Newman *
 WO1 Ryan J. Nielsen *
 WO1 Jason D. Penn
 WO1 Joshua R. Robinson *
 CW2 Stephen J. Ruge *
 WO1 Phillip W. Squier *
 WO1 Justin D. Strachan *
 CW2 William B. Taylor *
 WO1 Brandon K. Tipton *
 CW2 Michael L. Urban
 WO1 Christopher P. Welvaert
 WO1 Jonathan K. West

UAS OPERATOR GRADUATIONS

AAAA congratulates the following graduates of the Shadow 200 (RQ-7B) Unmanned Aircraft System Operator Courses, MOS 15W, Fort Huachuca, Ariz.

Shadow Operator Class 09-913, 12 Graduates Graduated Feb. 19

PVT Ricky A. Arroyo
 SPC Jacqueline B. Augustine
 SGT Brandon J. Burchette
 PV2 Bradlee A. Burton
 PVT Joshua L. Carter
 SPC Pablo A. Cruz

SPC Scott T. Garino
 SSG Troy Massey
 SPC Kelly D. Poor
 PFC Michael D. Richard
 PFC Amanda C. Schmidt
 SPC Quentin J. Sheley

Shadow Operator Class 09-571, 14 Graduates Graduated Feb. 19

SPC Aaron N. Derman HG
 SPC Mark E. Amsdell
 PFC David L. Brumley
 PVT Gerardo G. Cerecedas
 PV2 Jaclyn M. Denz
 SFC Derek J. Kozielski *
 SPC Bruce J. Miller
 PFC Christopher R. Odum
 PFC Jason Robinson
 PFC Steven M. Rollison
 PV2 Clay H. Sanford
 PFC Chelsea Smith
 PFC David N. Spence
 PFC Edward Wells

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

ARMY AVIATION



UPCOMING SPECIAL FOCUS: APRIL/MAY

- AAAA Annual Convention
- Annual Photo Contest Winners

Contact: **Bob Lachowski**
 Advertising Director
 Tel: (203) 268-2450 x 131
 E-mail: bob@quad-a.org

ORDER OF ST. MICHAEL AWARDS

Aviation Center Chapter



A Dec. 16 retirement dinner at Fort Rucker, Ala., served as an opportunity for the induction of three Soldiers into the Honorable Order of St. Michael. LTC Robert Hutson, commander of the 1st Bn., 212th Avn. Regt., presented Bronze medallions to **CW4 Craig Dehls**, **CW4 George Logan** and **CW3 Denver Sizemore**; all are UH-60 instructor pilots (IP) in the Flight School XXI track with Co. E at Lowe Army Heliport. Dehls, a combat veteran, was recognized for more than 20 years of service, including 3,500 flight hours, with over 1,100 hours as an IP and unit trainer. Logan, who started as a crew chief, then commissioned officer, then as a warrant officer, was recognized for over 20 years of Army aviation service, finishing as a section leader in the UH-60 FSXXI program. Sizemore was honored for his 20 years of Army service, with over 10 years in aviation, including deployments as an UH-60 IP to Operation Iraqi Freedom I and III. Dehls will be an IP in Saudi Arabia, and Logan and Sizemore will return as Department of the Army civilian UH-60 IPs at Lowe AHP. Pictured here, l to r, are: Hutson, Dehls, Sizemore, Logan and CPT Clay Livingston, Co. E commander.

Aviation Center Chapter



MG James O. Barclay III, Aviation branch chief, assisted by AAC President COL (Ret.) Robert Carter, honored retired **BG David J. Allen** with induction into the Order of St. Michael and the presentation of a framed Silver medallion Jan. 29 at Fort Rucker, Ala. Allen distinguished himself for more than 50 years of support of Army aviation. Serving 33 years on active duty, he served two combat tours during the Vietnam War, earning two Distinguished Flying Crosses,

two Bronze Stars, numerous Air Medals and two Purple Heart medals. He commanded the 1st Bn., 5th Cav. Regt. and the 1st Avn. Bde., and served as the assistant division commander of the 2nd Inf. Div. Retiring in 1991, Allen continued to serve the Army aviation and Fort Rucker communities. He has been a driving force with the Army Aviation Heritage Foundation, serving as the Wiregrass Chapter president, and was instrumental in the establishment and growth of the U.S. Army "Sky Soldiers" precision flight demonstration team. He resides in Ozark, Ala.

Aviation Center Chapter



During the Aviation Senior Leaders Conference week, MG James O. Barclay III, Aviation branch chief, assisted by AAC President COL (Ret.) Robert Carter, honored retired **LTC John Hamlin** with induction into the Order of St. Michael Jan. 29 at Fort Rucker, Ala. Barclay presented the Bronze OSM medallion and certificate to Hamlin, who was joined by his wife Carol during the ceremony. Hamlin is the general manager of Army Fleet Support, an L-3 Communications company, with responsibility for nearly 3,600 employees and directs the day-to-day operations providing contractor logistics support for 540 aircraft (11 different aircraft types) for the Army Aviation Center of Excellence. He was recognized for his more than 25 years of experience in aviation operations, maintenance and logistics, and service as a former Infantry officer and an Army aviator. After retiring in 1995, Hamlin has served in several senior civilian management positions support aviation until promotion to the GM of AFS in 2007.

Greater Atlanta Chapter



An aviation maintainer was honored for his career and service with induction into the Honorable Order of St. Michael Jan 26 at Fort McPherson, Ga. Sam Seetin, the GAC's trea-

surer, assisted COL Harold Marty, the deputy chief of staff for Logistics (G4) with the U.S. Army Central, with presenting a framed OSM certification and bronze medallion to **MSG Cornell Williams**. Williams, who was the ARCENT G4 Aviation Readiness noncommissioned officer in charge, was recognized for his more than 26 years of service with the Army in aviation positions and as staff officer. Williams plans to retire in 2010.

North Country Chapter



Upon his departure from the 1st Bn., 10th Avn. Regt. while deployed to Iraq, **MAJ David M. Moga** was awarded the Meritorious Service and the Army Commendation medals and honored with induction into the Order of St. Michael Jan. 4 at Contingency Operating Base Speicher. LTC Michael J. Slocum, right, 1-10th Avn. commander, and CSM Rigoberto Hernandez presented Moga with the Bronze OSM medallion. Moga had served as the 3rd Cbt. Avn. Bde.'s S3 plans officer and as the 1-10th's S3 operations officer and then as the executive officer at Hunter Army Airfield, Ga., when preparing for deployment to Operation Iraqi Freedom 09-11. Then once deployed, served as the 1-10th's XO and as AH-64D pilot in command, accumulating over 100 combat flight hours. Moga now attends the Command and General Staff College at Fort Leavenworth, Kan.

Tennessee Valley Chapter



Upon her retirement, Department of the Army civilian **Carole E. Lang** was presented with the Commander's Award for Civilian Service and

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

honored with induction into the Order of St. Michael Feb. 2 at Redstone Arsenal, Ala. COL Shane T. Openshaw, the project manager for the Apache Project Management Office, with assistance from TVC President William C. Weaver, presented Lang with the Bronze medallion. Lang, who served as the chief of the program budget branch with the APMO, provided 30 years of dedicated support to Army aviation. She started as an operation research analyst with the former Aviation Systems Command in St Louis, Mo., then supported every major aviation systems acquisition of the last 30 years, to include the AH-1 Cobra, RAH-66 Comanche, AH-64 Apache, CH-47 Chinook, UH-60 Black Hawk, and V-22 Osprey. Most recently, Lang developed the RESET cost models to justify RESET costs for returning aircraft from combat deployments. She plans to enjoy retirement.

Tennessee Valley Chapter



PHOTO BY JOSEPH RAMIREZ

Retired **BG Stuart W. Gerald** was honored with induction into the Order of St. Michael Feb. 12 during the 35th annual AAAA Joseph P. Cribbins Aviation Product Support Symposium held at the Von Braun Civic Center in Huntsville, Ala. MG James Pillsbury, commanding general of the Army Aviation and Missile Command, hung the Gold OSM medallion around Gerald's neck. Gerald is the senior advisor to the Aviation Reset Project Manager with the RESET Project Office of AMCOM. Gerald has made significant and lasting contributions to Army aviation through his 43 years of service in and out of uniform. He served two combat tours during the Vietnam War, and when deployed during Operation Desert Storm he served as the commander of the 101st Airborne Division's support

command. He was at the forefront of the Retrograde to Europe program after Desert Storm, then continued his leadership in the AMCOM Aviation RESET Office. Gerald's years of service, along with his vision on the future of aviation acquisition and logistics, has ensured the continued readiness of Army aviation. In addition, Gerald served as a past president of the AAAA National Scholarship Foundation.

CHAPTER NEWS Tennessee Valley Chapter



PHOTO BY JOSEPH RAMIREZ

During the 2009 AAAA Joseph P. Cribbins Aviation Product Support Symposium in Huntsville, Ala., hosted by the TVC, the various project management offices of the Program Executive Officer for Aviation and the Aviation and Missile Command took a moment Feb. 12 to thank industry partner companies and individuals who significantly improved the products aviation warfighters take to the battlefield. Each project office and command selected a company that has provided a service or product during the previous year that merited special recognition. The 2009 Weapon System Awards include:

PM Armed Attack Helicopter – **Marshall Rugg with Weldmac**
PM Unmanned Aircraft Systems – **ICW Key Industry**
PM Cargo Helicopter – **System Studies and Simulation, Inc. (S3)**
PM Aviation Systems – **L-3 Communications**
PM Utility Helicopter – **Sikorsky Aircraft Corp.**
PM Aviation Reset – **VT-AEPCO**
PM Joint Attack Munitions Systems – **Lockheed Martin**

Integrated Material Management Center – **David Sparks**

Aviation and Missile Research, Development & Engineering Center – **Westar/QinetiQ**
Pictured here, LTC Keith Robinson with PM Armed Scout Helicopter presents **Mark McMillin**, a contractor with OLR, with his framed 2009 Weapon Systems Award.

Monmouth Chapter



PHOTO BY OPT STEVEN REYNOLDS

Members of the Monmouth Chapter gathered for a departure ceremony for the 1st Bn, 150th Avn. Regt., Army National Guard, Jan. 25 at the Trenton War Memorial, N.J. The 1-150th Avn. is slated for duty in Iraq providing aviation support for Operation Iraqi Freedom. Many unit members are also AAAA members and include MAJ Michael LaPoint, the MC's V.P. for Scholarships, and MAJ Marc Demarest, chapter Treasurer. Currently the unit is training at Fort Sill, Okla. and departs to Iraq in July. Pictured here, from left, are: LaPoint, Demarest; Kit Roache, MC's Secretary; and retired LTC Edward Carnes, MC President.

Bluegrass Chapter



PHOTO BY SSG TOWNA M. TAYLOR

The BGC "CPL Eddie Ward" Soldier of the Month for January is **PFC Steven W. McCane**, an 88M motor transport operator with Co. A, 1204th Avn. Spt. Bn., Army National Guard, in Independence, Ky. LTC Terry M. Orange, 1204th ASB commander, presented McCane with a certificate of recognition at close of the unit's monthly drill Jan. 25. As a student, McCane's flexibility helps tremendously to benefit the battalion, enabling him to perform unit missions on short notice. McCane volunteered for three state missions this year after ice storms that crippled much of Kentucky. As a truck driver, his skills were used to support operations in virtually all corners of the state. He also competed for the brigade's Soldier of the Year competition, a prelude to the state's competition.



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ARMYAVIATION
MAGAZINE

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AAAA News

Editor's note: We thank retired COL Sy Berdux Jr. for helping with this month's Legislative Report while Curt Herrick took some time off for a long vacation.

THE STIMULUS PACKAGE

President Barack Obama signed the massive \$789 billion American Recovery and Reinvestment Act of 2009, known as the Stimulus Bill, Feb. 17. Here's a summary of selected provisions:

■ **Federal Tax Rebate:** Working employees and the self-employed would see a reduction in federal income tax withholding and liability of up to \$400 for singles or \$800 for married filing joint returns. The tax credit would be calculated at 6.2 percent of earned income, up to the capped amount. The credit would phase out for adjusted gross incomes above \$75,000 (single) or \$150,000 (married-joint).

■ **Special Payment:** Social Security annuitants, disabled veterans and certain others would be eligible for a one-time \$250 payment. Anyone who is eligible for this payment and also eligible for the federal income tax rebate mentioned above would have the \$250 deducted from the latter in determining the end-of-year tax liability.

■ **Military Homeowner Assistance Program:** HAP benefits (normally payable only at BRAC locations) are extended to certain military personnel who bought homes before July 1, 2006 and who sell the homes before Sept. 30, 2012. To qualify you must have received PCS orders or must have incurred a service-caused condition during a deployment in that period that caused disability retirement. For a member who died during deployment, the surviving spouse is eligible. The HAP authorizes the government to reimburse the homeowner for a loss on the sale up to 95 percent of the original value, or to purchase the home for up to 90 percent of the original value. Market value is determined by the Defense Department.

■ **Education Tax Credit:** Taxpayers with college education expenses would receive a tax credit of up to \$2,500 for the cost of tuition, books, and related expenses during 2009 and 2010. The credit would be 100 percent of the first \$2,000 and 25 percent of the next \$2,000. The credit would phase out for taxpayers with adjusted gross incomes above \$80,000 (single) or \$160,000 (married-joint).

■ **First-time Homebuyer Tax Credit:** For 2009, the credit would be 10 percent of the purchase price, up to a maximum for \$8,000. The previous requirement for homeowners buying homes after Jan. 1, 2009 to pay the money back would be removed, unless the house is sold within three years of purchase.

■ **Vehicle Sales Tax Deduction:** Taxpayers purchasing a new car, light truck, RV or motorcycle in 2009 will be able to deduct state and local sales and excise taxes paid on the vehicle. The deduction will phase out for taxpayers with adjusted gross incomes above \$125,000 (single) or \$250,000 (married).

■ **Incentives to Hire Unemployed Vets:** Businesses would get a tax credit of 40 percent of the first \$6,000 in wages for hiring unem-



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.) and COL Sy Beldux Jr. (Ret.)
AAAA Representative to The Military Coalition (TMC)

ployed veterans who are within 5 years of leaving active duty and who have drawn unemployment compensation for more than 4 weeks during the year before being hired.

2009 BILLS OF INTEREST

The 111th Congress began this session by initiating bills that support TMC goals.

■ H.R. 208 would move the beginning date to make active duty service by reservists creditable in 90 day segments for early retirement from Jan. 28, 2008 to Sep. 11, 2001.

■ H.R. 270 is to authorize Guard and Reserve retirees who are not yet age 60 to purchase TRICARE Standard coverage. Currently reservists in this situation lose their TRICARE Select coverage when they stop drilling.

■ H.R. 303 is to authorize full and immediate concurrent receipt of retired and disability payments for all retirees with at least 20 years of service who have service-connected disabilities.

■ H.R. 333 is to authorize full and immediate concurrent receipt for all retirees with service-connected disabilities, including those medically retired with less than 20 years of service.

■ S. 157 is to waive the requirement for retirees age 70-1/2 to take a minimum distribution from an IRA or 401(k) for tax years 2008 through 2010. The current law authorizes temporary suspension of the minimum required distribution only for tax year 2009.

RESERVISTS MAY EARN EARLY RETIREMENT

In response to the 2008 Defense Authorization Act, DOD issued new guidelines for reserve component members to earn the early receipt of retired pay prior to the age of 60, but not before age 50.

Involuntary mobilization and voluntary duty in support of a contingency qualify, provided such active duty is performed under the authority of 10 U.S. Code 12301(d).

Three months credit can be earned for each cumulative period of 90 days served on active duty in any fiscal year beginning after the effective date of Jan. 28, 2008.

Under the new law, eligible members receiving retired pay before age 60 must wait until age 60 to receive medical benefits.

TMC is working with Congress to seek improvements in the implementation of this administratively complicated benefit.

PROPOSED CBO TRICARE FEES CONCERN MANY

The Congressional Budget Office 2010 biannual report, Budget Options Volume 1

Healthcare, which is to assist Congress in addressing rising healthcare costs, has raised wide concern among the active military, retirees and veterans.

Four of the 115 options (#95 to 98) address military retirees and veterans, with option 96 being specific to TRICARE for Life.

TMC member organizations view the options as CBO proposals and not as legislation or administration goals; and continue to work with Congress and the administration to contain the out-of-pocket healthcare costs for our Soldiers, families and veterans who have put their lives on the line for their country.

TSGLI BENEFITS EXPANDED

In Nov. 2008, the Traumatic Service members Group Life Insurance benefits were expanded to cover more injuries during combat and other duties, to provide improved administration and to make prompter payments.

Payments up to \$100,000 are made for the burdens caused by traumatic losses such as the loss an extremity, an eye, severe burns, some types of traumatic brain injury and the inability to perform activities of daily living. TSGLI does not cover post traumatic stress disorder, a mental illness. Service members make mandatory \$1 monthly payments for TSGLI.

The VA is performing a relook of about 6,000 denied and awarded claims going back to Oct. 7, 2001, to verify the uniformity of awards. Since the TSGLI is insurance, no payments will be recouped. For more on TSGLI, visit www.tsqli.army.mil.

VA INCREASES TRAVEL REIMBURSEMENT

On Jan. 9 the Department of Veterans Affairs increased the travel reimbursement to service-disabled and low-income veterans. The mileage reimbursement of rate increased from 28.5 cents to 41.5 cents per mile. The new law cut the amount VA must withhold from travel reimbursement to \$3 for each one-way trip and \$6 for round-trips, with a calendar year cap of \$18.

LITTLE COLA EXPECTED FOR 2010

The Bureau of Labor Statistics announced that the consumer price index dropped 2.3 percent in November, contributing to a 3.8 percent drop for FY09, the largest drop in 60 years. If inflation is negative for the whole year, there would be no 2010 Cost Of Living Allowance and retired pay would remain the same.

YEAR OF THE NCO

Army Secretary Peter Geren named 2009

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



ORDER OF ST MICHAEL RECIPIENTS

SILVER

LTC Patrick H. O'Hara III

BRONZE

Kirk K. Meuli
Kevin R. Diel
SGM Necati Akpinar
CW4 Ronald L. Storey
CW3 Karl F. Rosen
Virginio L. Franco
1SG James N. Pusey, Jr.
SFC Gary H. Lee
CW4 David A. Saunders
1SG George M. Dove
SFC Randall L. Wise
SFC Mark B. Baker
CW3 Charles E. Woodward
CPT Orion Inskip
MAJ Harry York
MAJ Clayton Braun
CPT John King
CW3 William Coleman
SFC Verella Fitzgerald
CW3 Michael A. Maine
CPT Joseph M. Odorizzi
CW4 Kirk B. Jones
CW2 David S. Lewis
SFC Charles Doublin
Karl Lipetzky

NEW CHAPTER OFFICERS

Jack Dibrell/Alamo Chapter
CPT Stacy Rostorfer, VP
Programs

Rio Grande Chapter
CW4 Dale Shrader,
Treasurer

ACES
LTC Kris E. Durham

Soldier of the Quarter
SPC Soraima Bergantino
1st Quarter 2009
Aviation Center Chapter

NCO OF THE QUARTER
SSG Justn A. Gooding
1st Quarter 2009
Aviation Center Chapter

NEW LIFE MEMBERS
MAJ Michael E. Alvis
COL Thomas E. Connell, Ret.
LTC Thomas D. Jessee
CSM Leon Hite Jr., Ret.
CW4 Richard E. Kukucka
Jr. MAJ John A. McAfee
Mark V. McCowan
BG Edward F. Mye, Ret.
LTC John A. Nave Sr., Ret.
CPT Aric J. Raus
COL James D. Rockey, Ret.
BG Ronald B. Stewart, Ret.
COL John F. Zugswert, Ret.

NEW INDUSTRY PARTNERS
Artemis, Inc.
QRP, Inc.
Shadin Avionics
Testek, Inc.

IN MEMORIAM
COL Ray M. Carson, Ret.

FALLEN HEROES

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



CW3 Windorski Jr.



CW2 Kelley



CW2 Tillery



CW2 Todd

Operation Iraqi Freedom

Four Cavalry pilots died Jan. 26 when their two OH-58D Kiowa Warrior helicopters crashed during a 2:15 a.m. mid-air collision in the Multaquia area, a district 18 miles West of Kirkuk, Iraq. According to a Feb. 26 news release from Fort Drum, N.Y., the U.S. Army Shoot Down Assessment Team investigating the incident determined the two aircraft were trying to avoid enemy fire when they collided.

Killed were:

CW3 Philip Eugene Windorski Jr., 35, of Bovey, Minn.

CW2 Matthew Gene Kelley, 30, of Cameron, Mo.

CW2 Joshua Michael Tillery, 31, of Beaverton, Ore.

CW2 Benjamin Harris Todd, 29, of Colville, Wash.

All were assigned to Troop B, 6th Sqdn., 6th Cav. Regt., 10th Cbt. Avn. Bde., based at Fort Drum, N.Y.

"During their evasive maneuvering, as a direct result of the enemy fire, the aircraft did collide," said LTC Dennis McKernan with the 10th CAB. He added that the enemy group responsible for the attack remains unknown.

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

as "The Year of the Non-Commissioned Officer" to better educate the American public about the impact Army NCOs have on new Soldiers and their vital role in worldwide operations. Presently, NCOs are being selected to perform as legislative liaison officer and interns in the House and the Senate to demonstrate their competency and versatile capabilities to a Congress whose veteran strength has diminished to less than 20 percent.

FREE SAT/ACT SOFTWARE FOR MILITARY FAMILIES

Service members, veterans and their families are offered free SAT/ACT software by the eKnowledge Corp., although there are charges for shipping and mailing. Learn more at <https://eknowledge.com/military>.

CONGRESS APPROVES ARMY COINS

On Nov. 18, the 110th Congress passed H.R. 5714 the United States Army Commemorative Coin Act authorizing the creation of a series of commemorative coins to recognize the establishment of the Army in 1775. The coins are to be minted and sold in 2011 and a portion of the sales revenue will be reserved for the National U.S. Army Museum being built at Fort Belvoir, Va.

ARMY RELEASED MANUAL SHAPED BY CURRENT WARS

The Army released Field Manual 7-0 "Training for Full Spectrum Operations" in December which synchronizes operations and training. The manual addresses the fundamentals of training modular and expeditionary Army forces to conduct full spectrum opera-

tions – simultaneous offensive, defensive, stability or civil support operations – in an era of persistent combat.

EXPEDITED DISABILITY EVALUATION SYSTEM

On Jan. 6, DOD established a policy to expedite the DES process for members with catastrophic conditions and combat related causes.

The expedited DES process will allow early identification of the full range of benefits, compensation and specialty care offered by the VA.

To qualify, a service member's condition must be designated as "catastrophic" and the injuries must have been incurred in the line of duty and received as a result of the causes prescribed under the statutory definition of "Combat-Related" as used in the Combat-Related Special Compensation program.

NEW MEMBERS

Air Assault Chapter

CW4 David D. Bramel, Sr. Ret.
CW3 Thomas G. Ensminger
CW4 Stacy E. Holland
CW4 Ronald D. Marshall Jr.
SFC Randall L. Wise

Aloha Chapter

CSM Harold R. Plattenberg
1SG Kevin Rhinehart

Arizona Chapter

Cynthia M. Wiggins-Helm

Armadillo Chapter

Kenneth A. Miozza

Aviation Center Chapter

WO1 Joshua M. Bastin
2LT Jason M. Brand
WO1 Joseph B. Butler
2LT Harrison G. Carmody
WO1 Michael W. Caudle
WO1 Ian E. Davis
2LT John C. Dean
WO1 Christopher J. Delgado
WO1 David L. Droste
WO1 Justin M. Fagan
2LT Derek R. Forst
WO1 Christopher S. George
WO1 Julie D. Harpe
WO1 Christopher R. Hill
2LT Robert D. Hollingsworth
WO1 Mark P. Johnson
WO1 Matthew T. Karlson
WO1 Daniel E. Killion
2LT James H. Lewandowski
WO1 Brian E. Lovaas
Collin F. Magonigal
Patricia A. Marler
WO1 Aaron L. May
2LT Stephanie R. McDaniel
WO1 Michael P. McGann
2LT Eric M. Neutkens
WO1 Christopher A. Newlon
WO1 David D. Ortiz
WO1 Anthony T. Peck
WO1 Jason J. Pell
WO1 Thomas W. Powell
1LT Nicholas J. Price
2LT Kamau H. Richard
2LT Bradford F. Ritzel
WO1 Steven Silva
WO1 Mathew M. Simmons
2LT Kevin R. Smith
WO1 Kevin R. Springer
WO1 Matthew J. Suoboda
LTC Joseph H. Wall, Ret.
2LT Charles W. Weigle
WO1 Andrew J. Wilson
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CW3 Joel E. Anderson
Big Red One Chapter
John W. Booker
Black Knights Chapter
CDT Kyle W. Ammon

CDT Kelly A. Ashton
CDT Thomas L. Beisne
CDR Andrew J. Blik
CDT Jason A. Bogardus
CDT Christopher O. Bowen
CDT Ronald W. Braasch
CDT Ryan G. Brown
CDT Joshua R. Castillo
CDR Andrew J. Coyle
CDT Byron L. Critchfield
CDT Jesse L. Curry
CDT Brady K. Dearden
CDT Matthew A. Devers
CDT Brian P. Dunphy
CDT William A. Eggers
CDT Jeb M. Elliott
CDT Andrew C. Ernesto
CDT Joshua R. Ewing
CDT Michelle C. Fratto
CDT Lucas C. Gebhart
CDT Charles H. Georgi
CDT Gerald Gorss
CDT Michael R. Griffin
CDT Joshua Halu
CDT Blake R. Hawthorne
CDT Anthony J. Healy
CDT Alexander M. Humes
CDT Daniel L. Jackson
CDT Matthew M. Kalin
CDT Nicholas G. Kanakis
Yuly Margulis
CDT Patrick S. McGee
CDT Catherine M. McNair
CDT Andrew M. Netzel
CDT Timothy J. Newlin, Jr.
CDT Ashley R. Olds
CDT John P. Polchinski
CDT Jessica K. Riley
CDT Matthew R. Rosebaugh
CDT Robert J. Swanson
CDT Adam F. Werner
CDT Kenneth T. Wheeler
Bluegrass Chapter
Brig. Gen. Michael J. Dornbush
SPC Joseph A. Harrell
Cedar Rapids Chapter
Douglas P. Schoen
Central Florida Chapter
Kevin Dietrick
Dave Heriot
CDT Justin Kasenberg
Shaun P. Schneider
Virginia M. Schneider
Dana L. Schwerman
MAJ Don Smith
CDT Victor Turchany
CDT Kyle Viehman
Harold L. Waters II
Colonial Virginia Chapter
LTC Richard E. Dodson, Sr. Ret.
SSG Jesus Medina
Michael A. Perry

SFC Oscar N. Viera, Ret.
Connecticut Chapter
SGM Richard N. Brooks, Ret.
Corpus Christi Chapter
Bill R. Cary
Melody L. DeMaris
Duane A. Forester
Oscar Hernandez
Delaware Valley Chapter
Bruce M. Grassano
Flying Tigers Chapter
CPT Ian C. Anderson
Greater Chicago Chapter
SSG Crystal L. Porter
Griffin Chapter
CPT Ariel M. Bowman
Brian D. Hawn
Idaho Snake River Chapter
SPC Sandy L. Allen
CW2 Jed D. Dilworth
SSG Brandon D. Nipper
SSG Ryan J. Reeser
WO1 Fernando Soto
CW4 Robert P. Ware
Iron Mike Chapter
CW5 Charles F. King
1SG Jerry W. Sanders, Ret.
Jack H. Dibrell/Alamo Chapter
Michael A. Delgado
Joe G. Ricondo Jr.
Jimmy Doolittle Chapter
CPL Joshua M. Bixler
SGT Randy C. Crews
Keystone Chapter
Richard C. Keen
MacArthur Chapter
MAJ Frederick J. Evans
Yuly Margulis
Monmouth Chapter
CW5 Thomas R. Baker
Gloria Culos
Morning Calm Chapter
LTC Kevin L. Berry
Jennifer L. Fettermann
MAJ Scott C. Kruse
CW4 Alexander Lutz
CPT Joseph M. Odorizzi
CW5 Randy A. Olson
PFC Joshua L. Redmond
CPT Ryan L. Veneberg
Narragansett Bay Chapter
SPC Sean P. Lyons
Rick Mannello
North Star Chapter
1LT Jonathan P. Andrews
North Texas Chapter
SSG Nelson H. Hunter, Ret.
CPT Carisa A. Kimbro
CW4 Jeff Loveless
SSG Philip R. Rasmussen
CW3 Kenneth A. Stark
SPC Lauren M. Tascione

Robert B. Underwood III
Northern Lights Chapter
MAJ Christopher N. Chapman
CPT Brendan S. Taylor
Phantom Corps Chapter
SGT Alejandro L. Briceno
1SG Jason A. Bryant
CPT Daphanie R. Davis
SSG Alan G. Garant
LTC Samuel E. Kaiser, Ret.
Rhine Valley Chapter
CW5 Dwight L. Greenlund
Rising Sun Chapter
CW4 Freddie L. Clark Jr.
CW4 Robert T. Kendall
Savannah Chapter
SGT Chad M. Mawhirter
LTC Steven L. Morris
Stonewall Jackson Chapter
CPT Windle A. Day
WO1 Leah J. Decker
Tennessee Valley Chapter
Mr. Patrick W. Bestler
Michael R. Chandler
Brian M. Fast
Jonathan C. Florence
Amanda R. Gaught
Matthew Isbell
Richard A. King
LTC John C. Latimer, Ret.
Carolyn H. Peoples
Michael K. Richardson
Patricia A. Shackelford
Jack M. Van Kirk
PFC James P. Whitreck
Volunteer Chapter
WO1 Juan A. Amaro
Voodoo Chapter
SSG Stephanie J. Cross
PFC Jesse B. Foster
SGT Robert S. Hale
SFC Michael D. Hamlin
CW2 Eugene R. Wilson
CW4 Michael F. Wilson Jr.
Washington-Potomac Chapter
LTC John P. Boylan, Ret.
Richard S. Gill
Sean D. Naylor
William C. Moog Memorial Chapter
CW4 Keith M. Hughes
Wright Brothers Chapter
CW4 Barton R. Henry, Ret.
No Chapter Affiliation
Ms. Seyhun S. Byrne
Mr. Jeff A. DePiazza
Andrew L. Hall
MAJ Matthew H. Hoefler
LTC Paul F. Kelley, Ret.
Mr. Bryant J. Morcomb
MAJ Daniel F. O'Donovan, Ret.
CDT David A. Wickman

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine highlights a member of the Hall of Fame.

***Nominations are currently being requested for the 2010 induction.
The deadline for receipt of 2010 nominations is May 1, 2009.***

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

MAJOR GENERAL WILLIAM J. MADDUX JR.

ARMY AVIATION HALL OF FAME 1976 INDUCTION
(INDUCTED TO REPRESENT THE 1960-1969 PERIOD)

When serving as a colonel, William J. Maddux Jr., was instrumental in the 1960s in spearheading the presentation of Army aviation requirements to the scientific and industrial communities while serving in the Office of the Chief of Research and Development on the Army Staff.

In this role, he was a key figure in the development of the Army's positions concerning service responsibilities and aviation roles and missions. At the same time, he was also instrumental in developing the management structure necessary to achieve Army aviation objectives.

As commander of the 13th Aviation Battalion in Vietnam, which was recognized three times for valor under his leadership, Maddux demonstrated the effectiveness of air mobility in his combat operations.

While commanding the 1st Brigade of the 25th Infantry Division, his understanding and execution of airmobile tactics were significantly reflected in numerous successful engagements.

He later commanded the 164th Aviation Group, with responsibility for more than 570 combat aircraft.

Considered a "pilot's pilot," Maddux earned eight Distinguished Flying Crosses and amassed over 10,000 flying hours, of which 4,000 were combat hours flying in Korea, Vietnam and Cambodia.

During the decade of the 1960s, he served in several non-aviation combat arms assignments, including duty as commander of an infantry brigade in combat; as a senior advisor and commander of a division advisory team to a Vietnamese infantry division, and as the chief of staff of the 3rd Armored Division in Germany.

Based on his extensive combined arms experience, Maddux was able to concentrate on developing the tactics and the doctrine for the employment of aviation in support of the ground commander, and was a recognized leader in this area throughout the 1960s.



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