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Contents

July 31, 2009, Vol. 58 No. 7

SPECIAL FOCUS

SIMULATION

- **18** Flight School XXI Simulations Update By MAJ (Ret.) Kevin Hottell
- **22** When Training Time is Short Use the AVCATT By LTC Christopher R. Shotts

TRAINING

- **26** Training is Key to Building the Afghan **National Army Air Corps** By COL James Brandon
- **32** Meeting Global Challenges-Building **Partner Nation Avaiton Capacity** By LTC Manuel C. Diwa and MAJ Ronald L. Ells
- **36** Army National Guard Aviation **Achieves Major Training Milestones** By CSM (Ret) Charles Reisinger
- **40** DES: Leading the Aviation Training and Standardization Enterprise By COL Stephen C. Smith

42 The Path to Home Station Live Fire **Gunnery After Action Reviews** By COL Richard Knapp, CW4 Vance Paul and CW5 (Ret.) Ron Moring

FEATURES

- Simulations: State-of-the-Art Training for Today's Aviators By MG James O. Barclay III
- **10** Mentoring Our Aviation Warrant Officers By CW5 Jeffrey A. Reichard
- 14 First Thoughts As Your Branch CSM By CSM Tod L. Glidewell
- **16** Celebrate Summer Safely By BG William T. Wolf
- **46** Supporting Our Heroes A Fisher House Foundation Fundraiser By Catherine C. Roache
- **48** Ask the FLight Surgeon
 By Dr. (COL) John P. Albano with Dr.
 (MAJ) Nicole Powell-Dunford

DEPARTMENTS

AAAA News	56
Advertisers Index	5(
Briefings	.4
Calendar	59
Hall of Fame	63
Industry News	49
Legislative Report	60
Membership Application	62
New Members	55
People on the Move	51
President's Cockpit	.6



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ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – The cover depicts a Synthetic Environment Core (SE Core) Virtual Battle Space 2 (VBS2) database of the Ft. Campbell Cassidy MOUT site, with inset images from other SE Core databases. As prime contractor, CAE leads the SE Core rapid database generation capability to produce correlated databases for a range of Army virtual, constructive and live simulation systems. Both SE Core and Army Games for Training are programs led by the Army's Program Executive Office for Simulation, Training, and Instrumentation (PEO STRI). Caption provided by the advertiser.

Briefings..

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES



U.S. Gives Mi-17 Training Helos to Pakistan

The United States delivered four Mi-17 cargo helicopters to the Pakistani army June 10 at Chaklala Air Base as part of an effort to support Pakistan's counterinsurgency and humanitarian assistance operations. Pakistan requested the aircraft about three weeks earlier and the U.S. transferred the helos from Fort Bliss, Texas, where they were being used to train pilots and crew members under a foreign internal defense training program, which included Afghan National Army Air Corps crews. The U.S. is in the process of identifying additional Mi-17s to be made available to Pakistan in the future. Pictured here, U.S. and Pakistani military work together to offload one of the Mi-17s from a cargo plane.

ND Guard Unit Heads to Iraq

The North Dakota National Guard announced June 17 that the Bismarck-based element of Co. C, 2nd Bn., 285th Avn. Regt., is being given mobilization orders in October to Operation Iraqi Freedom. About 50 Soldiers with the unit, which is divided between the ND and the Utah

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and on the AAAA Website: www.quad-a.org.

Nominate Your Candidate Today!

ARNG in West Jordan, will form one company with 10 UH-60 Black Hawk helicopters. The unit will do some of its preparation training at Fort Sill, Okla., before deploying to Iraq.

Bragg Contractor Injured in Helo Crash

A civilian maintenance contractor crashed an OH-58D Kiowa Warrior helicopter May 18 during a routine morning test flight at Simmons Army Airfield, Fort Bragg, N.C. The contractor pilot, whose name was not released, suffered minor injuries when the aircraft went down around 9 a.m. The aircraft was from Fort Carson, Colo., and undergoing reset maintenance. It landed on its side, separating the tail boom from the fuselage. The cause of the crash is under investigation.

7th Annual AAAA Luther G. Jones Aviation Summit

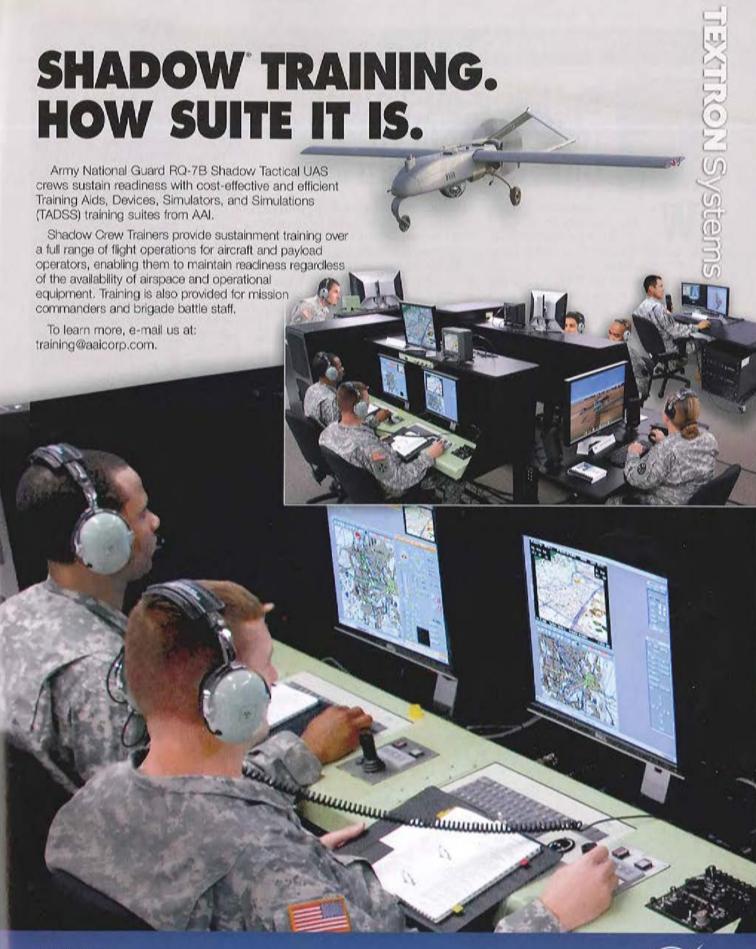
AAAA will sponsor the 7th Annual
AAAA Luther G. Jones Aviation Summit
November 3-6, 2009
at the American Bank Center, Corpus Christi, TX.

This event will provide a platform to highlight Corpus Christi Army Depot's capabilities to government and industry customers and provide a venue to display their products and brief their capabilities.

The theme of the event is: "Corpus Christi Army Depot, the Cornerstone of Aviation Readiness, sustaining a strong industrial base, shoulder-to-shoulder with industry partners in support of Warfighter success.

One Team, One Fight, One Future."

Please see the AAAA web site www.quad-a.org for details on registration and exhibit opportunities or call (203) 268-2450 for more information.





AAAA President's Cockpit



Building on Talent to Better Serve Our Association

e are completing the third month of my two-year term and I would like to provide an update on the new team we are putting in place.

As I mentioned last month, my second in command is LTG Dan Petrosky, our senior V.P., your Secretary is BG Howard Yellen, and our new Treasurer is BG E.J. Sinclair. They are all proven leaders who go above and beyond for AAAA every day donating countless hours of volunteer time.

On that note, I have appointed LTC Bill Weaver, our Tennessee Valley Chapter president, as the National V.P. for Chapters. There is not much his chapter has not seen — from being BRACed out of Saint Louis and rebuilding — to becoming our second largest chapter with one of our largest chapter sponsored scholarship programs.

We have had senior enlisted and

warrant officer members on our National Executive Board for decades, but I wanted to bring in some additional perspectives at the top level.

I am very pleased to announce that I have appointed CW5 Mark Grapin of the Kentucky Army National Guard as our new National V.P. for Membership. Mark has been a motivating force in standing up the Bluegrass Chapter in the last couple years, and literally wrote the "Quick Start" manual for us on how to start a chapter that we now send to every prospective new chapter to capture Mark's lessons learned. I have no doubt he will be a real strength at the national level.

Between Bill and Mark there is a wealth of knowledge on various topics ranging from starting a chapter, building membership, holding golf tournaments, and promoting a scholarship program to benefit your local members, to running monthly meetings. I urge you to reach out to them at *mark.grapin@quad-a.org* and *bill. weaver@quad-a.org*.

I'm putting the finishing touches on the appointed National Members-at-Large, who represent our various demographic constituencies – such as DACs, enlisted, company grade officers, etc. – and will report with details next issue.

In addition, I am working very closely with our Branch Chief, MG James Barclay, and his team as we look at future AAAA Symposia.

These key events include: the Corpus Christi Army Depot hosted Luther Jones Summit (for maintenance) this Nov. 3-6 in Texas; the Aircraft Survivability Equipment Symposium from Nov. 9-11 in Nashville, Tenn.; the Unmanned Aircraft Systems Symposium later this Dec. 9-11 in Alexandria, Va.; and our next annual AAAA Convention from April 14-17 in Fort Worth, Texas.

Your AAAA leadership team is always available. Stay in touch.

BG (Ret.) Rod Wolfe AAAA President rod.wolfe@quad-a.org



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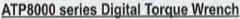
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Patent # 5,203,239 Patent Pending

NSN# 5120-01-563-5988

MARK YOUR CALENDARS



ASE Symposium

Nov 9-11

AAAA Aircraft Survivability Equipment Symposium (ASE), Sheraton Music City Hotel, Nashville, TN

- Field Commanders Classified Sessions
- TACOPS Officers
- ASE Award
- Exhibits
- Feedback from the Field



UAS Symposium

Dec 9-11

AAAA Unmanned Aircraft Symposium (UAS), Crystal Gateway Marriott, Arlington, VA

- U.S. Army Aviation Branch Leaders
- Joint Integration Panel
- UAS Awards
- Exhibits
- Feedback from the Field

From The Aviation Branch Chief



Simulations: State-of-the-Art Training for Today's Aviators

By MG James O. Barclay III

s the Army faces adversaries with evolving capabilities and combat theaters with varying conditions, the Aviation branch prides itself in embracing simulation technology that not only supports the achievement of the Army's force generation mission but also provides current and relevant training to aviation warfighters.

With the combination of lessons learned integration concept and simulation technology, we are able to sustain within our ranks an exceptional quality of Soldiers who remain relevant and adaptive to the fight.

Simulations have been installed at multiple installations to satisfy and enhance both individual and collective training requirements.

However, specific to aviation, the Fort Rucker Directorate of Simulation (DOS) has executed more than 60 brigade and battalion simulation exercises since March 1997.

Currently, we meet an operation tempo of 10 exercises per year, with a surge capacity of 12 per year.

Simulators are used for nearly 40 percent of the total flying requirements here and multiple suites of maintainer training devices are critical to meeting the throughput of our maintainer training at the U.S. Army Aviation Logistics School at Fort Eustis, Va.

I have received great feedback concerning how the use of simulators provides many unit formations with timely and relevant pre-deployment training.

Simulation technologies have grown significantly in a short time period and are now a critical part in training our aviators at the school house, at home stations and while deployed. Commanders in theater have discovered the added training value in deployed simulators.

We have witnessed success with the Longbow Crew Trainer and our commanders are currently requesting the T-BOS (transportable Black Hawk operations simulator) and the transportable flight proficiency simulator, or TFPS, to assist with in theater training as well.

Aviation's greatest benefit from the use of simulation technology is the number of lives saved by moving the high risk and recurring training out of the aircraft and into a controlled learning environment.

On behalf of the Aviation branch, I commend every member of our aviation family, no matter the uniform, position, component or organization—to include the Program Executive Office of Simulation, Training and Instrumentation—for the valuable, yet critical support provided to accomplishing our mission.

Together, we all keep the U.S. Army Aviation Center of Excellence 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 Overseas Contingency Operations, each and every one of you continue to exceed my expectations.

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 and Fort Rucker, Ala.

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A Finmeccanica Company

Chief Warrant Officer of the Branch Update



Mentoring Our Aviation Warrant Officers

By CW5 Jeffrey A. Reichard

Since assuming duties as the chief warrant officer of the Aviation branch, I have noticed a decline in mentorship from senior to junior warrant officers.

While on multiple visits to Army aviation units throughout the branch, I have witnessed an abundance of junior warrant officers that lack the mentorship from their senior warrant officers.

As a corps, we have strayed from taking young junior warrant officers under our wings and developing them into successful leaders and experts within the branch.

It is imperative as senior warrant officers we take time to mentor our growing leaders to ensure that the Aviation branch continues to succeed as *One Team, One Fight,* with *One Future*.

The following article, written by CW3 Jimmie L. James, is on warrant officer mentorship. James is a 915E senior automotive maintenance officer serving as a training, advising and counseling (TAC) officer with the Warrant Officer Career College at Fort Rucker, Ala.

Warrant Officer Mentorship

Where are We Going in the Future?

As a TAC officer currently working at the Warrant Officer Career College, writing on a subject such as this brings me great pleasure, since I observe its importance every day in my job.

I cannot stress enough how incredibly important senior warrant officers are to the overall development of the WO corps.

As senior warrant officers, we continue to have responsibility to actively mentor junior warrant officers.



Mentorship takes many forms. CW5 Jeffrey Reichard serves as a mentor to junior warrant officers assigned to his office, such as WO1 Timothy Browne, left, and WO1 Michael Wear, and even enlisted Soldiers such as SSG Xavier Brisco, right.

However, it appears that senior WOs today are failing to pass on the same lineage, honor, traditions and tutelage that we once received from our mentors.

It also appears that we focus more on current conflicts than on the ones to come. If this behavior continues, we run the risk that mentoring will essentially die out, with the unfortunate result that future warrant officers will be deprived of a key ingredient that facilitated our development into senior officers.

If mentorship is not provided on every installation and in every corner of the Army, the competency of our corps quickly erodes. A field commander today will not accept any officer, whether warrant or commissioned, who has a leadership or training problem.

Commanders require that warrant officers assigned to their commands "hit the ground running." Therefore, mentorship from senior to junior warrant officers must occur early and often to ensure that junior WOs are set up for success – no matter what "ground" they hit.

In addition, commanders require that warrant officers under their command act responsibly, lead by example, accept challenges and prudent risks, remain ethnical, and uphold Army values.

Commanders don't care to have two types of officers, "warrants" and "commissioned," working for them – they expect warrant officers to be "officers" period! However, this can only be accomplished with proper leadership and mentorship from the

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top down.

While on leave in 2008, I asked my father, an Air Force retiree, about why the Air Force eliminated its warrant officer program. My father's response disturbed me as he said, "We simply didn't need them any longer."

He continued by saying that the Air Force's warrant officer corps was no longer looked upon as an honored profession since non-commissioned officers assumed the same responsibilities for less money.

While researching this further, I discovered an interesting comment by a retired Air force colonel who said that the warrant officers he had been associated with were nothing more than a "moustache with a pay problem." Therefore, I pose two questions to senior warrant officers:

- "Are you just 'a moustache with a pay problem"?"
- "Do you want the Army's junior warrant officers to develop into 'moustaches with pay problems'?"

Before arriving at the WOCC, I overheard a battalion commander asking a senior warrant officer to assist him in taking care of junior warrant officer issues.

This commander stated he had noticed his junior WOs appeared to have a hard time understanding and meeting basic military expectations in their everyday performance.

He observed that warrant officers were frequently too lax in practicing the customs and courtesies the Army expects them to practice, such as saluting other officers.

In addition, the commander noted that warrant officers appeared to even struggle with fulfilling basic Army requirements such as range qualifications, physical fitness tests, and attendance at unit social functions (hail and farewell events, etc.) – things expected of all men and women in uniform.

Proper mentorship could help considerably in reducing such problems.

The senior warrant officer mentioned above was instructed to institute a local development program that would aid junior warrant officers in understanding that they were "Soldiers first" and "warrant officers second."

The program provided the senior warrant officer with job satisfaction, since developing and employing it meant a betterment of the warrant officer corps.

A good tool for your developmental kit bag is to remember – don't be so generic with your WO professional development that junior WOs get nothing from it.

The last thing that you want to do in your WOPD program is to base it upon yourself and your upbringing in our Army. This approach will do more harm than good, because of the extensive transformation that has occurred in the Army.

Things have changed considerably; embrace the changes, and educate yourself and junior warrant officers on new systems and techniques to move the WO corps and Army forward.

As a WOCC instructor, I'm greatly pleased by comments we are receiving from the end-of-course critiques.

Comments include: "I received more mentorship during this course than in my entire career" (from an E7) and "Best instructors I have ever had, to include my college courses."

These statements please me because the WO Candidate School has evolved into an outstanding "officer"

producing school that better prepares our young warrant officers to not only be technical experts, but also embrace the change in the Army mindset that requires them to become leaders.

It is important that all warrant officers research the changes that have and are taking place in Army's WOCS so they are able to explain these changes when talking to others.

As you begin or continue your personal mentorship of a junior warrant officer, please remember these valuable tips:

- Be confident.
- Know your limitations.
- Understand that it's not about you (creating a "Mini-Me"); but allow them to grow within themselves.
- Listen and then suggest.
- Be yourself.
- Tell the truth always; even if it hurts. It pays off in the long run.
- Keep your promises as a mentor! Remember, junior warrant officers define our future.

After reading this article, go out and mentor a junior warrant officer before that officer has an issue. This will secure the reputation of the warrant officer corps, something that we all greatly cherish.

Closing Thoughts from the CWOAB

I thank CW3 James for providing us with his article for Army Aviation magazine.

Additionally, I would like to announce that we are now accessing eight (8) warrant officer initial entry rotary wing students to attend the fixed-wing course beginning in fiscal year 2010.

We will send two WO1 students per quarter to attend the course.

I believe this will be an excellent addition to the fixed-wing community, and will furthermore provide continuity and sustainment for our fixed-wing commanders.

- - -

Above the Best!

Attention AAAA Members Stay Connected!

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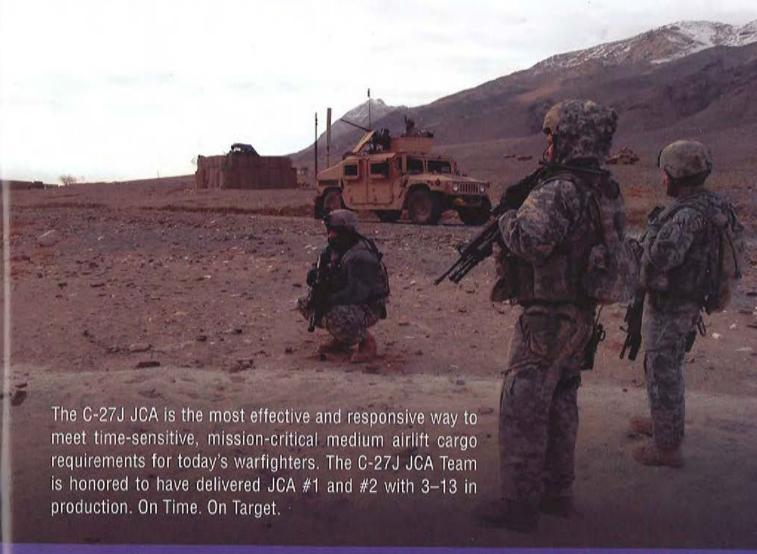
Send your email address (Especially your AKO account) to the AAAA National Office email: aaaa@quad-a.org

Add aaaa@quad-a.org to your address book. This will assure that your email is not bounced by "spam" filters.

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. CW3 Jimmie L. James is a training, advising and counseling officer with the Warrant Officer Career College at Fort Rucker.



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Command Sergeant Major Update



First Thoughts As Your Branch CSM

By CSM Tod L. Glidewell

Editor's note: We are pleased to welcome CSM Tod Glidewell, the 12th command sergeant major of the Aviation branch, to Army Aviation magazine. We look forward to his updates and contributions.

t is an honor to be selected as your 16th U.S. Army Aviation Center of Excellence and the 12th command sergeants major of the Aviation branch. I am both humbled and excited by this opportunity.

I would like to start by thanking MG James Barclay for selecting me for this awesome responsibility.

I look forward to serving the Soldiers of our branch during these challenging and exciting times for our Army. This is an awesome responsibility and a challenge that I do not take lightly.

I hope that over the next couple months we can bring our branch even closer together as a team.

Recently our branch stood up the "Aviation Net" under the Battle Command Knowledge System.

Although time and connectivity are both precious commodities, I believe that Aviation Net can provide us an environment where we can collaborate on the issues and ideas that face our branch.

While each day brings our Army new challenges, it seems the Soldiers in our branch continue to accomplish what we all thought impossible just a few short years ago.

Whether through manned and unmanned teaming, flying lift and air assault missions under conditions that were only possible by our special operations forces, or our innovations in medical evacuation, they always seem to excel.

The same can be said for our ground crews – those who conduct security and regularly lead convoy operations, and conduct maintenance as well as any Soldier in our Army.

Whether it is in the air or on the



As the new command sergeant major of the Aviation branch, CSM Tod Glidewell will serve as the senior enlisted advisor for the branch, working issues ranging from military occupational skills requirements, to unit manning, training and leader development, to Soldier care and re-enlistment. All important issues that help to retain Soldiers such as married couple SSG Anthony Garcia and SPC Katherine Garcia, here, re-enlisting with the 1st Air Cav. Bde. on June 4 at Camp Taji, Iraq.

ground, these Soldiers continue to log more hours and maintain operational readiness rates that we once thought were unobtainable. This has truly made aviation a force multiplier, as no one wants to roll out the gate without it.

The standards and discipline that aviation forces bring to the battlefield are welcomed and are what set us apart; however, our Army has grown to expect this now as the standard.

But before we pat ourselves on the back, we must remember that our ground brethren assign our true measure of success – for they are why we truly exist.

It is Soldiers like these that make aviation the most requested asset both in theater and at home station, and why I'm proud to have been selected as your next branch CSM.

I would also like to thank CSM

Don and Lynn Sanders for all they have done for our Soldiers, their families and this nation. As they move on to Huntsville, I wish both the best of luck in their future endeavors. Don has done a great job picking up the transformation of our branch and continuing to move us forward.

Lastly, I would like to thank those mentors and Soldiers who I have served with over the years that have made this day possible.

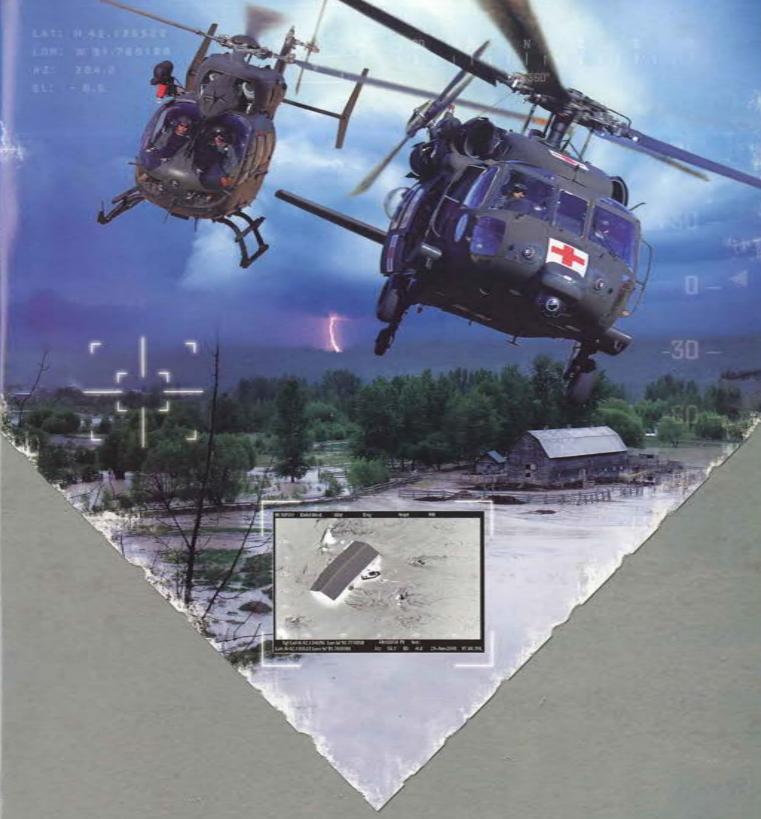
I will not forget all that you have done, nor will I forget that it was many of you that worked so hard to put me here.

Above the best!

CSM Tod L. Glidewell is the command sergeant major of the Aviation branch with the U.S. Army Aviation Center of

Excellence, Fort Rucker, Ala.

ARMY AVIATION 14 JULY 31, 2009



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U.S. Army Combat Readiness/Safety Center



Celebrate Summer Safely

By BG William T. Wolf

uly is marked for the celebration of our nation's independence in 1776. Shortly after the signing of the Declaration of Independence, John Adams wrote to his wife: "I am apt to believe that this day will be celebrated by succeeding generations as the great anniversary festival. It ought to be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty. It ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations, from one end of this continent to the other, from this time forward forevermore."

Today, Independence Day and the summer period is commonly associated with fireworks, parades, barbecues, carnivals, picnics, concerts, baseball games, political speeches and ceremonies and various other public and private events celebrating the history, government and traditions of the United States.

To safely participate in some or all of these festivities, we need to acknowledge the risks associated with each and take the proper precautions by mitigating or eliminating the enemy of risk.

Eliminating risk does not mean eliminating fun. On the contrary, by eliminating some or all of the risks associated with the events of summer, we can bring great joy and happiness to our celebrations instead of pain and suffering caused by an injury or death.

With the sweltering heat already being felt by many of us, it's hard to believe we're not even halfway through the Army's Safe Summer campaign.

Despite the escalation of fuel costs, more of us are hitting the highways and taking well-deserved vacations to visit families, beaches or theme parks.

Driving a privately owned vehicle is still the most dangerous activity you can do this summer.

Make sure you have filled out a TRiPS assessment and that you, as well as your passengers, are wearing your seat belts every time you get into a vehicle.

With topics encompassing everything from boating and swimming to hiking and rock climbing, participants in the Safe Summer campaign will find a myriad of tools and useful information to make their summer more enjoyable.

Leaders, Soldiers, civilians and family members will find tools such as subject videos, posters and news releases that are available to download at https://safety.army.mil.

Internet and multimedia tools found on the USACR/Safety Center's Web site and social media sites enhance the composite risk management process, but there is no substitute for good leadership.

Statistics have clearly shown those leaders who use all the tools available to identify and mitigate risks have the



biggest and most lasting impact on their units. This act, coupled with the ruthless enforcement of standards and discipline, will help ensure your organization does not experience the needless loss of combat effectiveness.

Tough, but caring, engaged leadership may not always be popular, but our Soldiers, civilians and family members depend on leaders to remain vigilant in order to drive down unnecessary losses and sustain our "Band of Brothers and Sisters."

Thank you for your continued engagement and efforts to reinforce the principles and practices we know to be successful in mitigating risk and preventing accidental losses

Army Safe is Army Strong!



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



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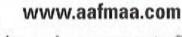
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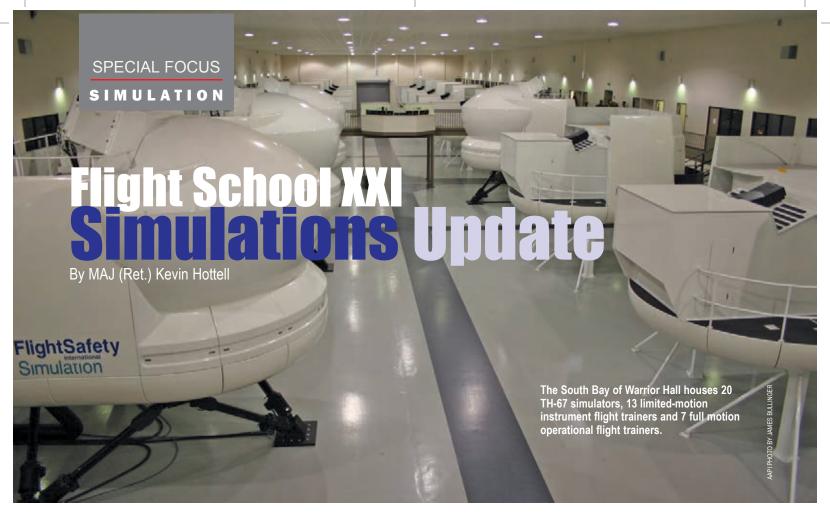
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arly this century it became apparent that the Fort Rucker community in Alabama needed to change how we train aviators.

Unfortunately, resources to modernize the schoolhouse had not kept pace with the modernization of the Aviation force structure, and an everincreasing training burden had been transferred to the field.

This increased training load impacted the overall readiness of combat aviation units. Time and limited flight hours were required to complete individual and crew training instead of using those resources for battle-focused unit training.

This problem was made worse after the 9/11 attacks of 2001, and subsequent deployments into battle.

Fort Rucker conducted an analysis to determine Flight School XXI training requirements, including the simulation, to support the Aviation requirements described above.

The FSXXI curriculum was a transformative solution focused on graduating aviators with the advanced aircraft skills required to enter unit mission training at their initial assignment with minimum impact on unit training and operations.

Providing the Simulation Training Solution

The FSXXI simulation training capability is critical to the success of the FSXXI curriculum.

The Program Executive Office for Simulation, Training and Instrumentation (PEO-STRI) and Fort Rucker prepared the appropriate requirements and solicitation documentation and awarded a 19.5-year term service contract for FSXXI Simulation Services.

After an intensive period of research with industry and government stakeholders, we settled on the contract structure we have today—a service contract, rather than an acquisition.

The contract was awarded in September 2003 to the team led by Computer Sciences Corp. and partners L-3 Link and Flight Safety International. However, the contract went through a protest period until January 2004, after which the process began in earnest.

Within four months of the close of the protest period, the CSC contractor team, using Lunsford Construction of Enterprise, Ala., broke ground May 21, 2004 in Daleville on the 136,000square-foot *Warrior Hall*, the largest rotary-wing simulator facility in the world.

Warrior Hall was nearly completed in March 2005 when the first TH-67 simulators began arriving. Extensive government testing of the devices began immediately after delivery.

The ribbon-cutting for Warrior Hall was in October 2005 and TH-67 training began the following month. Since opening, 50 simulators have been fielded in the following four years.

The UH-60 training began in May and the CH-47 training in July of 2006, with OH-58D starting later in February 2008.

By full operational capability, which was declared on-time in October 2008, the FSXXI sim services contract was providing 20 TH-67, eight UH-60A/L, two CH-47D, and two OH-58D simulators in Warrior Hall, with an additional 18 reconfigurable collective training devices (RCTD) located on post in the Seneff Aviation Warfighting Center.

Since then, our team has fielded, tested and certified an additional two TH-1H simulators in Warrior Hall to support the U.S. Air Force rotarywing training programs conducted by the 23rd Flying Training Squadron.

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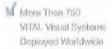
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Advantage

FlightSafety International is a world-leading supplier of mission-critical training programs and proven advanced technology devices designed to ensure the safety and proficiency of military aircraft crewmembers.

Resources. Military aircrews that operate a wide variety of fixed-wing and rotor-wing aircraft benefit from FlightSafety's comprehensive, highly cost-effective training media and courseware, full mission Weapons Systems Trainers, DeskTop trainers, interactive computer-based training and advanced distance learning. We provide instructionally sound, integrated training solutions using the principles of structured system engineering and instruction system development,

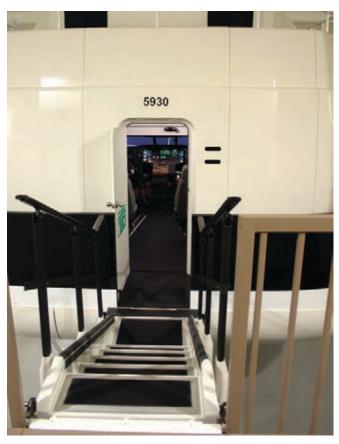
Experience. FlightSafety has nearly six decades of safety training experience, including more than 40 years training members of all branches of the military. We operate, maintain and support the C-5, KC-135 and

KC-10 aircrew training systems, and provide contractor logistics support for the Joint Primary Aircraft Training System and T-38 training systems.

Our new and innovative products and services make us a prominent member of successful training teams such as the U.S. Army's Flight School XXI, which includes the world's largest simulator training facility. FlightSafety has manufactured and delivered a wide variety of Weapons Systems Trainers, including those for the C-17, C-27J, CH-47, CV-22, HC-130P, TH-1H, TH-67, MC-130W, MV-22, UH-1Y, UH-1Z, UH-60/BLACK HAWK and AFSOC Guns & Rescue.

Advantages. FlightSafety is the top choice for military professionals looking for the best possible training, using efficient and effective advanced technology training systems. We have the resources and experience to meet your mission requirements and provide you and your team with the security of being fully prepared for duty.









Left: The UH-60 instrument flight trainer is a limited-motion simulator – no motion legs, but it does have a seat-shaker to provide the aircraft shudder and vibration sensitations – with visual projection graphics. Students and instructors enter the trainer from the rear. Top right: The interior of the UH-60 IFT is spacious for two student pilots to sit in the mock cockpit, an instructor to operate the control console (on right), and for an observer or additional student to sit on the left. (Bottom Right): Student pilots sit at flight controls that replicate the UH-60A/L model Black Hawk, with realistic exterior terrain modeling graphics that change as the aircraft moves.

A Resource Multiplier

As of this May, Warrior Hall is averaging 6,000 training periods a month in support of initial entry and graduate flight training, as well as support of staff aviators and regional aviation units' training needs. Our simulators are capable of training base tasks, tactical tasks, and, now, 4000-series maintenance test flight tasks as well.

A full day's use of Warrior Hall, if the flight hours were flown in real aircraft, would equate to 40,000 gallons of JP-8 fuel or the equivalent of 16 HEMMT tanker trucks.

The RCTD provide the necessary devices to conduct Forces Command directed aviation training exercises, or ATX, in preparation for combat aviation brigade deployments to Iraq, Afghanistan, Kuwait or Kosovo.

The devices dovetail into an exceptional governmentowned virtual environment of flight simulations, tactical operations centers, Army battle command systems, and even unmanned aircraft systems simulations.

Training support packages are written by CSC employees, the devices maintained by L-3 Link, and "battle masters" from CSC control the devices and the semi-automated forces they interact with during the operations.

The training system is all tied together in a state-of-theart after-action review facility.

Keeping Pace With Changing Technologies

The Flight School XXI Simulations Team is not resting on its laurels.

Efforts currently in the works include fielding a full-motion CH-47F simulator (already on contract), three UH-60M full-motion simulators (contracting in progress), and a significant increase in the numbers of simulations required to support the U.S. Army Aviation Center of Excellence's 25 percent increase in student throughput over the next four years.

In the past four years we have installed and tested concurrency upgrades in every one of our simulators, too.

These upgrades include the AN/ASN 128D navigation systems, the common missile warning system, the Garmin 480 global position system for the TH-67 aircraft, and an upgrade in the lot/block configuration of the AH-64D modules in the RCTD as well.

We also stand ready to deal with the institutional simulation needs of the armed reconnaissance helicopter community once that decision is finalized.

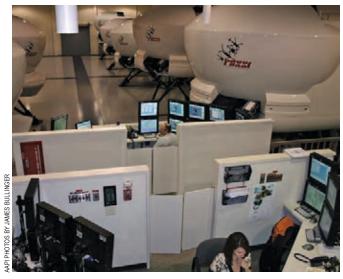
This effort has not been simple nor has it been easy.

As with all programs of this size, there have been some difficulties to overcome.

Computer Sciences Corp. and teammates L-3 Link and Flight Safety Intl. continue to step up to the plate and provide excellent devices with excellent service.

To date, the team has averaged a 99.7 percent operational availability rate on the simulator fleet.

CSC also provides a security team, as well as a 100 percent on-time transportation service from Fort Rucker to Warrior Hall.



The North Bay of Warrior Hall houses simulators for the Army's current combat helicopters. The devices on the left are OH-58D full motion operational flight trainers and UH-60A/L OFTs are on the right.



There are also 18 reconfigurable collective training devices, or RCTD, which can replicate different helicopter cockpits, located at the Seneff Aviation Warfighting Center on Fort Rucker to provide unit collective mission training.

Conclusion

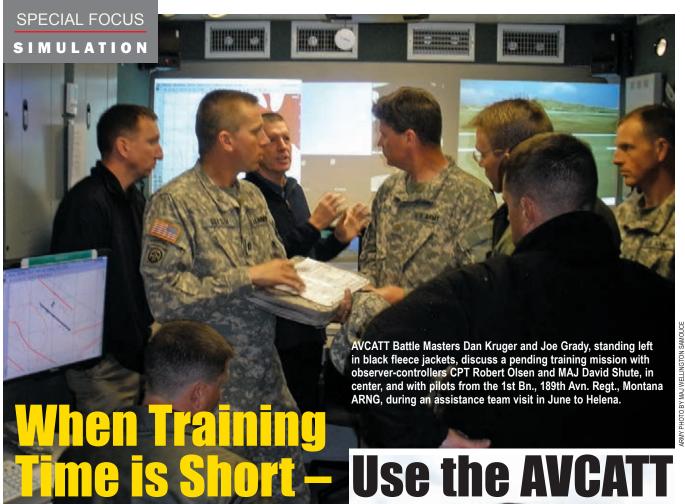
PEO STRI, along with the assistant program manager for Field Operations (FSXXI) co-located with the Directorate of Simulations on Fort Rucker, provides outstanding program management and contract oversight.

We are working to ensure that the USAACE receives "state of the art" simulation services and the best possible training support.

Our missions are to produce the best trained warfighters for the Army and the nation.

Retired MAJ Kevin Hottell is the program manager for Flight School XXI Simulations for the Program Executive Office for Simulation, Training and Instrumentation at Fort Rucker. Ala.





By LTC Christopher R. Shotts

t is a consistent problem for small unit leaders in the combat aviation brigades. You just reported to the flight company to take a platoon, just took the flag as a company commander, or just took over as a battalion S3.

Now you have to figure out how to get all the newly assigned aviators up to RL1, get the platoon and company level training completed in preparation for an aviation task force iteration at National Training Center, and get the battalion ready to deploy in the next 6 to 12 months!

When you consider all the training requirements you have to complete prior to deployment, consider using the best training tool available to aviation units for collective training. Consider using the Aviation Combined Arms Tactical Trainer or AVCATT.

Supporting the Total Army

Good news for you, the Army will have all 23 AVCATT suites fielded by the end of this year. You will now have an AVCATT you can schedule and use to conduct platoon and company level collective training.

The AVCATT was designed as a "crawl-to-walk" phase collective trainer for platoons and companies, and it's been meeting that requirement since it started fielding in 2003.

Every active duty combat aviation brigade has an AVCATT suite located on their installation.



For Reserve component aviation units, they can schedule the use of a regional AVCATT that will travel to any National Guard or Reserve aviation facility that has a suitable AVCATT pad with power, tie-down and water requirements needed to accommodate the mobile system.

Adaptive Training Solutions

The aviation training strategy for unit level collective training requirements includes use of the AVCATT, and today more than ever the AVCATT is capable of saving units valuable training time and critical aircraft bank time as they move through the short train-ready phase of Army force generation.

Consider some simple scenarios that will help bring the utility of AVCATT into perspective.

The AVCATT is a multi-aircraft with multiple cockpit

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L-3 Link, one of the most experienced providers of Army Aviation Training, including AVCATT, FSXXI, and JCA, is taking simulation to the next level by taking interoperability to the next level. With L-3 Link's standardized architecture, even large-scale exercises can be integrated easily. And multiple crews can train in a realistic simulation environment that matches the terrain and pace of today's missions. To see how L-3 Link can better prepare your warfighters today, as well as tomorrow, visit link.com today.

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The Aviation Combined Arms Tactical Trainer is a reconfigurable collective training device that replicates various helicopter cockpits to allow pilots to train on multi-ship, multi-aircraft, combined arms operations on a virtual battlefield. It saves units time and resources in preparation for deployments to Iraq and Afghanistan.

AAWA PHOTO

The 25th Cbt. Avn. Bde. has two AVCATT suites to support live virtual and constructive exercises and training, here based at the Battle Command Training Center on Schofield Barracks, Hawaii.

configurations training device which can be used to train up to 6 aircraft crews simultaneously in a combined arms environment.

Recent feedback from accident reports indicate risks associated with multi-ship combat operations early in deployment can be mitigated using the AVCATT.

For example, the AVCATT can be used to train multiple crews in night vision goggle (NVG) or night system operations with great realism.

Since the AVCATT simulates varying NVG light conditions and various weather effects, it can be used to conduct multiple iterations of environmental training at the "crawl" and "walk" levels.

The AVCATT saves time and flight hours because crews can stay close to home and still get valuable training.

They do not have to burn blade hours to gain basic competence on complex collective tasks.

The AVCATT can replicate high altitude and high temperatures with heavy load conditions and with low ceiling and visibility typical of operations in Iraq and Afghanistan.

Due to the high visual realism of the AVCATT, environmental conditions that may induce visual illusions can be replicated to teach crews how to safely react to dangerous visual illusions – such as "confusion with ground lights" as a crew in a flight of other aircraft – without exposing multiple flight crews to the real danger of a zero illumination night in Iraq.

By using the Iraq terrain database in the AVCATT and varying environmental conditions, an inexperienced pilot can "experience and learn to cope" with the harsh conditions he or she will likely encounter when deployed.

This example is just one of many uses for AVCATT.

Combined Arms Training

The AVCATT is also an excellent combined arms trainer whether operating in a stand alone mode using role players, or linked to the close combat tactical trainer, the reconfigurable vehicle simulator and the reconfigurable vehicle tactical trainer and to other simulators.

The AVCATT is the most cost effective way to conduct combined arms training using multiple aircraft and vehicles in a common virtual environment.

In its current configuration it trains the pilots of the AH-64 and OH-58D, and the UH-60 and CH-47 aircraft.

We are also working on providing a non-rated crew member manned module, or NCM3, as part of the AVCATT suite to support the entire crews of the UH-60 and CH-47 aircraft.

The AVCATT provides better realism at home station for training aviation units because it does not limit the crews in battle space, and teaches them to react to opposing forces, and to coordinate with friendly units without the intensive planning time required for live collective training, and the accompanying flying hour and ammunition costs.

Guard and Reserve Availability

For reserve component units, each regional supporting AVCATT suite is funded to travel up to 19 times per year to support training at different RC locations.

Each RC AVCATT suite is funded to support four weekend training or annual training periods per month.

As the process stands today, the RC AVCATT suites are scheduled in annual scheduling meetings conducted by the Eastern Army National Guard Aviation Training Site (EAATS) and the Western ARNG Aviation Training Site (WAATS).

However, the scheduling officers at EAATS and WAATS will also take requests for training outside of their scheduling conferences.

Building Experience

The AVCATT provides a great collective training opportunity for pilots and crews with little or no experience while participating in complex and difficult collective tasks conducted in a challenging combat-like virtual environment.

The AVCATT allows aircrews and small unit leaders to learn the cognitive skills required to "fight" the aircraft, and at the same time forces them to used the psycho-motor skills required to fly the aircraft.

Only a virtual trainer provides this level of repetitive training at the crawl-walk level without significant risk of catastrophic accident, and only the AVCATT allows leaders to conduct training using multi-ship and multi-aircraft formations.

Numerous young and inexperienced pilots can be paired in the ACVATT, and put in difficult and otherwise dangerous situations with over-watch from platoon leaders, instructor pilots and company commanders in the battle master controller or the after-action-review rooms to help determine crew and leader proficiency in conducting complex collective training.

Preparing for Combat

Many units such as the 25th Cbt. Avn. Bde., the 2nd CAB, the 82nd CAB and the 10th CAB have successfully used the AVCATT to prepare for Operation Iraqi Freedom and Operation Enduring Freedom rotations.

In addition to using the AVCATT for its intended purpose, they have been using AVCATT for such small unit training as company commander certification, flight lead training, advanced gunnery training, and to augment battle command training at battalion and brigade levels.

Units that have constrained resources (time, space, facilities) for training are taking full advantage of the AVCATT. The AVCATT does not replace live training, it makes it better.

Low usage of some AVCATT suites indicates that many unit leaders are not embracing this capability for use as a time saving tool, which increases unit training readiness without the high cost.

Do not get stuck in the mindset that focuses flight training on RL (readiness level) progression for young aviators without consideration of using AVCATT for mission and collective training at the

platoon and company level.

Since most missions flown in Iraq and Afghanistan are conducted at the section or platoon level, the AVCATT can provide new aviators with valuable experiences that might someday save their lives in combat.

Conclusion

If you need help planning or executing training in the AVCATT, the TRADOC Capability Manager for the Virtual Training Environment, in coordination with the AVCATT program office, have an AVCATT Assistance Team that can come to your unit and help you tailor collective training scenarios to support your training, and help you get the most from your AVCATT suite.

For more information contact MAJ Duke Samouce at (913) 684-8456.



LTC Christopher R. Shotts is the combat developer for Aviation Virtual Trainers with the Training and Doctrine Command's Capability Manager for the Virtual Training Environment at the Combined Arms Center, Fort Leavenworth, Kan.





to Building the Afghan National Army Air Corps

By COL James Brandon

wo years ago, COL John T. Hansen wrote "Building the Afghan National Army Air Corps" in the March 2007 issue of *Army Aviation* magazine.

Hansen served as the chief of the Air Corps Advisory Group (ACAG), a unit comprised of aviators, logisticians, infantrymen and civilians. The work Hansen started is climbing to new heights.

On Nov. 1, 2008, the ACAG was reflagged as the 438th Air Expeditionary Advisory Group (AEAG), a U.S. Air Force unit whose higher headquarters is the 438th Air Expeditionary Wing (AEW), commanded by Brig. Gen. Walter Givhan.

The 438th AEW falls under the Combined Security Transition Command–Afghanistan, commanded by Army MG Richard Formica.

The AEAG has grown considerably in the past two years. It currently has 130 mentors from the USAF, Army and Navy, and 11 from the Czech Republic.

Mentors consist of helicopter and

fixed-wing instructor pilots, personnel specialists, logisticians, maintainers, medical specialists, security forces, operations and communications specialists, civil engineers, English language teachers, air traffic control and weather specialists, and even a lawyer.

The AEAG also has 52 interpreter-translators and over 100 contractors who support the mission.

The Czech Republic's Operational Mentor and Liaison Team specialize in Mi-35 attack helicopter flight and maintenance training.

Mission

The mission of the AEW and AEAG is to "set the conditions for a fully independent and operationally capable Afghan National Army Air Corps to meet the security requirements of Afghanistan."

Air power is a critical capability for Afghanistan, whether at peace or at war, as much of the central and northeastern areas of the country are mountainous, with the exception of the main ring road, with many roads being unpaved and in poor condition.

During the winter months many of the mountainous roads become impassable due to snowfall.

When you add the growing improvised explosive device threat, it becomes all the more apparent that air transport is an important capability for both military and civil operations.

One of the challenges to leveraging the full capability of Afghan air power is weather, since the current fixed and rotary wing aviators are "fair weather pilots."

This places limitations on the level of support they can provide to the Afghan National Army (ANA).

Also, the vast majority of ANA pilots do not fly at night either.

History of Afghan Air Power

The Afghan Air Force was originally formed in 1921 with the help of the former Soviet Union, which initially provided 11 planes.

From 1921 to 1979, the Afghan Air Force went through turbulent times



Dug in at the ends of the earth. Miles from base. Never out of touch.

Out here, lines of communication are lifelines. And with the Airborne Maritime Fixed Joint Tactical Radio System (AMF JTRS), Lockheed Martin is delivering a lifeline like no other. Bringing real-time situational awareness into the foxhole. Leveraging never before seen interoperability to deliver unprecedented information. Giving warfighters a network of joint communications systems at their fingertips. And most importantly, a game-changing advantage on the battlefield. AMF JTRS. Revolutionizing joint communications.



Here, one of the 438th AEAG's U.S. Air Force trainer/mentors works with a group of Afghan Air Corps maintainers working on an Mi-17 cargo aircraft.

with many of its planes destroyed and then reconstituted in small numbers.

In 1979, the Soviet Union invaded Afghanistan and began a 10 year military occupation and expansion within the country.

During this period, the Afghan Air Force had 7,000 military airmen, an estimated 5,000 foreign advisors, and almost 500 Soviet aircraft, including about 100 jets, 200 transport planes and 200 helicopters.

After ejecting the Soviets, the Taliban in the mid 1990s was the ruling power and devastated much of Afghanistan during six years of civil war until the U.S. military operations destroyed most of Afghanistan's existing air power in 2001.

In 2004, the Combined Forces Command-Afghanistan activated an air division led by the U.S. Army to rebuild Afghan air power.

In May 2007, the air division's mission was transferred to the U.S. Air Force and renamed the Combined Air Power Transition Force, with the Air Corps Advisory Group serving as the execution arm of CAPTF.

As noted earlier, in November the ACAG was reflagged as the 438th AEAG as it is known today.



Afghan airmen work on the rotor hub of an Mi-17 transport helicopter May 27 in their maintenance hangar at Kabul International Airport. The 438th AEAG is helping to train these airmen on skills and procedures to maintain Afghan Army Air Corps aircraft.

The Campaign Plan

The 438th AEW and AEAG are engaged in building both capacity and capability of the Afghan National Army Air Corps through a campaign plan which spans nine years from 2008 to 2016.

At maturity in 2016, the ANAAC will have 7,254 airmen, 60 fixed-wing and 68 rotary wing aircraft.

These resources will be organized in various AAC units throughout Afghanistan.

Mentoring

In line with the training mission is the individualized mentoring of Afghan airmen by U.S. and coalition advisors.

The goal of the mentorship is to help Afghan airmen succeed by developing set procedures in accordance with existing ANA regulations and policy.

U.S. mentors currently serve at all levels with the Air Corps, from the office of AAC commanding general to working with key leaders for every specialized mission.

Equipping

The ANAAC currently has 35 aircraft dedicated to:

- · 17 Mi-17 helicopters, with 3 helos dedicated to presidential airlift.
- · 9 Mi-35 attack helicopters.
- · One An-26 transport plane.
- · 6 An-32 transport planes.

• Two L-39 jets, used for ceremonial purposes and a source of pride for the Afghan people and as a symbol of strength of the Afghan government.

This November the ANAAC will receive the first two of 18 C-27 Spartan transport planes, fielded over the next two years, to replace the Russian built An-26 and An-32 currently in service.

In May, 30 experienced ANAAC Antonov pilots came to America for English language training and instrument flight training.

Once their training is complete, most of these pilots will return to Afghanistan for their C-27 transition training, which will be conducted by USAF instructor pilots.

Simultaneously, ANAAC aircraft maintainers will serve alongside contract maintainers for three years.

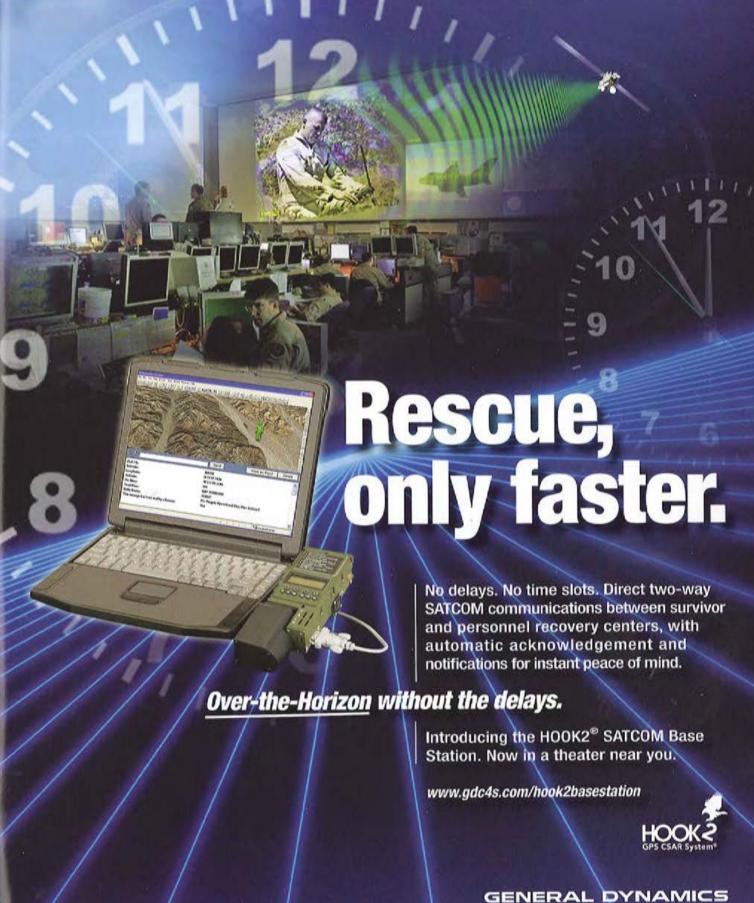
Later in January, the ANAAC will receive the first of 58 new Mi-17V5 helicopters with state-of-the-art features.

The V5 will be capable of hovering out-of-ground-effect during the hot summer months at 6,000 feet with full fuel tanks and 18 combat equipped troops.

Organizational Structure

The ANAAC is often referred to as the Afghan Army's "6th Corps."

The array of air corps units affords maximum flexibility and support to the ANA to support combat opera-



C4 Systems

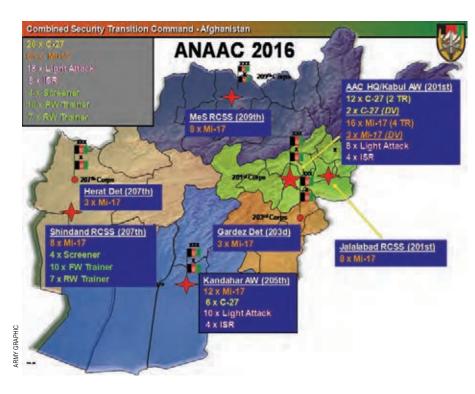


Figure 1: By 2016 the Afghan National Army Air Corps will have trained and equipped units based across Afghanistan and flying missions in support of national requirements.

tions for the five ground-based corps, and also meet national objectives and contingencies.

The ANAAC's two largest units will be the Kabul Air Wing located at the newly opened compound located at Kabul International Airport and the Kandahar Air Wing located at Kandahar Air Base in the south.

There will be three regional corps support squadrons located in Mazar e Sharif, Jalalabad and Shindand; and two smaller flight detachments located in Gardez and Herat.

The locations of units and how they will be structured are depicted in *Figure 1*.

Training

One of the most important elements to building air power is training. Two training centers of excellence have been organized and constructed within the air corps.

These are the Kabul English Language Training Center (KELTC) and the Kabul Air Corps Training Center (KACTC).

The working language for coalition and U.S. forces, and civilian agencies, is English; so the need to get Afghan airmen English language training is essential to future operations.

The 438th AEW built and operates the KELTC on the air corps compound in Kabul. Currently, the majority of students enrolled in English training are aircrews.

The common air traffic control language is also English and although several crew members speak and understand enough English to converse with ATC, this number must grow to meet the expansion of the ANAAC in the years ahead.

The KACTC conducts specialized training unique to the air corps, which currently has 2,500 airmen and is projected to grow to 4,900 by 2012.

The KACTC offers a range of courses from basic aircraft maintenance to aerial gunner, to Mi-17 and An-32 crew chief courses, logistics and supply, to introduction to computers, and even a basic firefighter course.

Once ANAAC airmen trainees complete their specialized training, they are assigned to positions where they will get on-the-job experiences.

The KACTC also conducts nonintensive English language training and cultural awareness classes for 60 undergraduate pilot candidates (UPT) and 30 instrument flight pilot trainees.

The UPT candidates will fly to the

U.S. for up to 10 months of intensive English training, followed by flight training with the USAF, Army and Navy.

Waves of trainees will attend the English training followed by fixed and rotary flight training for the next three years. Once complete, these pilots will be integrated into various units within the ANAAC.

The Air Corps will build their own organic capability to conduct both fixed and rotary wing flight training beyond 2012 and is setting the foundation for this now.

Current Operations

The ANAAC conducts most of its flight operations from Kabul, but has operational detachments in Kandahar and Herat.

The ANAAC Headquarters and the Kabul Air Wing occupy the newly constructed north-side compound in a small aviation city located at the Kabul International Airport. The compound was built by the U.S. government at a cost of \$183 million.

A year ago, NATO allies flew 90 percent of the missions in support of ANA movements.

Today, the ANAAC flies 80 percent of these missions, and this mission load will increase to 100 percent as ANAAC pilots become instrument flight qualified and field the C-27 aircraft.

The Way Ahead

The ANAAC is well on its way to self-sufficiency but the way ahead is not without challenge.

The synchronization of personnel, training and resources over time must continue to be carefully managed in this war-ravaged nation.

Air mobility is a critical capability to the counter-insurgency fight and the ANAAC is steadfastly developing its capability to support medical evacuation operations, attack helicopter escort and joint flight operations with U.S. and coalition aircraft.

Leaders must continue to adapt to the challenges presented to them and develop plans that maximize the use of all resources, while advancing the ANAAC toward independent operations in 2016 and what lies beyond.

Conclusion

Brig. Gen. Givhan refers to the build-up and progress of the ANAAC as a "Phoenix rising from the ashes."



The 438th Air Expeditionary Advisory Group poses for a photo with members of the Afghan National Army Air Corps in front of their unit aircraft; from left, an Mi-35 attack helicopter, the An-26 Antonov cargo transport and the Mi-17 utility helicopter.

Traveling to the airfields throughout Afghanistan, one can see the remnants of battle scarred jets, planes and helicopters—and at distances not far off—the visible construction of new hangars, office buildings, billets and a

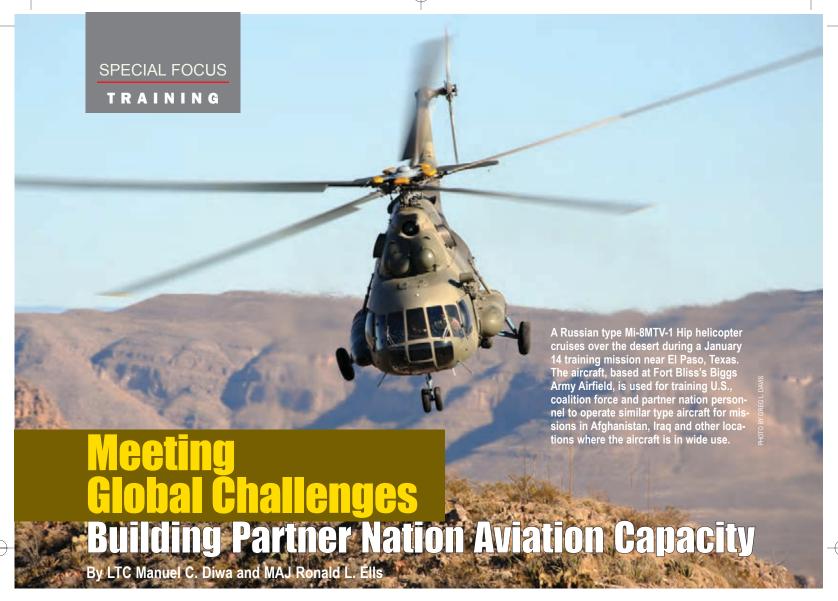
flight-line of aircraft with Afghan airmen and U.S. and coalition mentors working side by side.

The Phoenix is indeed rising and progress is soaring with the Afghan National Army Air Corps.

**

COL James M. Brandon is a senior Army aviator and the commander of the 438th Air Expeditionary Advisory Group, Kabul, Afghanistan.





he 3rd Bn., 210th Avn. Regt. based at Fort Bliss, Texas, was activated April 27, 2007 at the direction of then Army Vice Chief of Staff GEN Richard A. Cody.

This involved transitioning responsibility for conducting aviation foreign internal defense (AvFID) training from the Army's civilian run Threat Systems Management Office, a component under the Army's Program Executive Office for Simulations, Training and Instrumentation to the Army's Training and Doctrine Command.

The 3-210th Avn. is a subordinate unit under the 110th Avn. Bde., an element of the U.S. Army Aviation Center of Excellence under TRADOC.

After decades of participating in costly and often disjointed ad hoc partner nation aviation capacity building efforts, the Army finally formally organized a unit focused specifically on aviation foreign internal defense.

The Vice Chief's intent was for TRADOC to instill Army aviation rigor and after a year, transition the

unit and mission to U.S. Special Operations Command – the command to which the FID mission is congressionally mandated.

Mission Focus

For the first two years, the battalion operated off a proposed mission statement that drew from VCSA's guidance outlined in a pivotal June 16, 2006 video teleconference that spawned the transfer of mission and creation of the 3-210th Avn. Regt.

The mission statement stated: "The 3-210th Avn. conducts Aviation Foreign Internal Defense to build and bolster partner nation capability and non-standard aircraft flight and aviation maintenance training and education for sister service and other U.S. Government agency (OGA) aviation capacity in support of U.S. security cooperation programs in the Global War on Terrorism. Provides aircrews and foreign aircraft to support projected Army and joint testing requirements and, on order, aircraft for U.S.

operational missions."

Although the transition from TRADOC to Army special operations never occurred, the battalion continued to operate loosely following the FID concept originally developed by Army Special Forces and generally exercised by U.S. Air Force Special Operations Command's 6th Special Operations Squadron.

The battalion's simple four part model consists of assessing, training, advising and assisting the partner nation aviation force.

While it is possible to conduct each separately, ideally in FID, successful accomplishment of the latter three parts rests primarily on the completeness of the assessment.

Since reliable and enduring aviation capacity requires far more than individuals who can operate aircraft, the battalion's approach to assessing partner nations aviation units has been a holistic one. Obvious areas assessed include the skills of the pilots and non-rated aircrew.

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The Army's 3rd Bn., 210th Avn. Regt. at Fort Bliss, Texas is tasked with training U.S. and allied partner nations aviation force personnel to operate Russian type aircraft. Here an Mi-8 Hip helicopter performs a landing approach during a Jan. 13 training mission.

For the larger picture on whether the partner nation aviation unit has the potential means or desire to sustain itself, the battalion also assesses fleet sustainment and logistics infrastructure and procedures; airworthiness proponency; and the selection, training and advancement cycle of flight and ground personnel.

A more comprehensive program assessment would also include studies on flight line security and base defense; aviation medicine, airspace management and so forth.

A Unique Training Capability

The battalion owns and operates the largest collection of Russian aircraft in the Defense Department.

The fleet includes ten Mi-8/17 utility helicopters, three Mi-24/35 attack helicopters, two Mi-2 light transport helicopters and three AN-2 bi-planes.

All are maintained to exceed original manufacturers' standards to ensure airworthiness.

The maintenance is consistent with

Fort Rucker's aircraft maintenance support programs and under contract oversight by the Aviation and Missile Command's Aviation Center Logistics Command, and defense contractor Army Fleet Support maintains the aircraft.

The battalion also owns a full motion Mi-17 flight simulator. Currently, construction is approximately 90 percent complete on the device, which is scheduled to be fully operational by the end of August.

It will not only enhance the Mi-17 training programs by providing aviators with a cost effective means to hone their skills, but also with its extensive database, it can be used to conduct pre-deployment rehearsals in virtually any of the same operational terrain as their actual missions.

Yielding Results

Since 2004, the Threat Systems Management Office and the battalion have trained over 300 pilots, crew chiefs, flight engineers and door gunners from sister services, other U.S.

government agencies, Iraq, Pakistan, Afghanistan, Kazakhstan, the United Kingdom, and most recently, the Czech Republic, on Mi-17 operations using U.S. developed tactics, techniques and procedures.

Over the course of the past two years, the 3-210th Avn. alone has trained over 200 rated and non-rated crewmembers and maintenance advisor personnel from various priority and key partner nations.

All assigned AvFID engagement missions originated from the various U.S. embassies and supported respective security cooperation programs.

Unlike training conducted at Fort Rucker, the training the battalion provides is tailored to suit the unique requirements of the specific partner nation. These custom tailored programs of instruction are essentially terms negotiated between the battalion and the partner nation's aviation unit leadership based on assessment findings.

Structured as an advanced flight training program, our unit curriculum was never intended to replace the *ab initio* initial entry rotary wing training at Fort Rucker.

The battalion's job is not to make pilots out of pedestrians, but, make rusty pilots better in the aircraft they are already qualified in.

Also unique from Fort Rucker is that English language proficiency is not a requirement for training.

The vast majority of foreign aircrews to undergo training with us did so through the use of interpreters, in both the classroom and the cockpit.

A Cadre for the Mission

The 3-210th Avn. instructor cadre are a unique blend of highly qualified active duty Soldiers and Department of the Army civilians with extensive combat and training experience in almost every possible flight profile using rotary wing and fixed-wing aircraft.

This melding of senior aviators with their incredible experience base and diverse operational backgrounds allows for the execution of the highest quality training.

quanty training.

With sufficient advanced warning, the battalion can get instructor teams recurrent to train on other specialized skills –such as small boat interdiction, high altitude operations, deck landings, fast rope and aerial gunnery – if a country were to ask for one of these tasks not regularly trained at Fort Bliss.

Training the Maintainers

In addition to the flight instruction, the 3-210th Avn. also offers a maintenance advisors course specifically developed with the U.S. Air Force Air Education Training Command.

In coordination with several experienced USAF air advisors and a number of AETC training subject matter experts, the 3-210th's maintenance experts developed the 3-week course designed to teach prior trained aviation maintainers the peculiarities of the Mi-17.

The course is a key component of the pre-deployment training for USAF personnel deploying as mentors and advisors to Mi-17 units in Iraq and Afghanistan.

One of the first graduates of the course was detailed to a post-accident investigation team shortly after arriving to his assignment.

Due to his demonstrated wealth of Mi-17 systems and general maintenance knowledge that he gained from his training with the 3-210th Avn., he quickly became the unofficial Mi-17 subject matter expert and the "go-to-guy" within his command.

The battalion has conducted three such Air Advisor Maintainers courses and due to the overall program success the AETC has requested 4 to 5 more larger-size classes next year in support of partner nation maintenance personnel.

While the 3-210th Avn. has undoubtedly proven to be perhaps the single most relevant formally organized new effort to relieving deployed U.S. forces – resource challenges and recent changes threaten the longevity of the organization.

Surprisingly, only very recently was the building of partner aviation capacity recognized in an open forum as an enduring mission. This may lead to favorable action; however, that determination remains to be seen in any written policy or directive.

An Uncertain Future

The unit continues to operate without programmed funding, sustained only by customer reimbursements and by sponsorship from the Office of the Secretary of Defense for Counter Narcotics.

Due to the dynamics and nature of partner building activities, TRADOC can neither employ nor sustain our battalion effectively, or for long, without funding that does not compete



At the controls in the cockpit of an Mi-17 Hip helicopter is a partner nation aviator learning to fly the aircraft up to its limits during a January 15 training mission over the desert near Fort Bliss. The training is not meant to teach the aviators to fly, but to operate the aircraft to their full capabilities.

with other TRADOC priorities.

In mid-March, an analysis was conducted that significantly reshaped the mission and overall scope of the unit.

Since the special operations community has not embraced the prospect of the Army leading the rotary wing AvFID effort, leaving the battalion as a TRADOC subordinate organization, the mission emphasis has shifted to "institutionalize" training and concentrate solely on continental U.S. based activities.

The battalion's revised mission statement reflects this change in philosophy by deleting the "foreign internal defense" focus altogether.

More recently, decisions made at the highest levels of our government led to the transfer of 6 of 8 assigned Mi-17s to Pakistan in June as part of the overall U.S. engagement effort.

This and the deliberate move from FID beg many key questions.

What priority does the U.S. Government, the Defense Department and the Army place on building partner nation aviation capacity?

Where does a partner capacity building focused Army organization like the 3-210th Avn. fit into the overall strategy?

How can the U.S. capitalize on the successes gained by this unit over the past two years to relieve the persistent strain on our aviation forces that continue to prosecute the Global War on Terrorism?

In Conclusion

The aim of successful partner capacity building is to preserve precious U.S. forces by enabling partner nations to fend for themselves inside their own borders.

In some cases it expands partner nation ability to contribute externally to multi-national efforts, such as the Czech Republic does to the GWOT.

Ad hoc efforts, though valiant, unnecessarily stretch capacity building over time and are generally more costly ventures.

Considering that the U.S. is a direct stakeholder and beneficiary of successful AvFID, perhaps the question should not be, "Can our government afford to keep a specially manned, trained and equipped Army unit dedicated to AvFID?" But rather, "Can the U.S. Government afford *not* to?"



LTC Manuel Diwa is the commander and MAJ Ronald Ells is the S3 operations officer for the 3rd Bn., 210th Avn. Regt., at Fort Bliss, Texas, a subordinate unit of the 110th Avn. Bde. based at Fort Rucker, Ala. The views expressed here are the opinions and observations of the authors and do not reflect the official position of the U.S. Army, Department of Defense or the U.S. Government.

Army National Guard Aviation Achieves Major Training Milestones

SPECIAL FOCUS

TRAINING

By CSM (Ret) Charles Reisinger



Above: All EAATS classrooms use the "thin client" dual-screen student work stations for viewing and reviewing automated publications and training materials.

uring 2009, the Eastern Army National Guard Aviation Training Site (EAATS) will achieve two major milestones.

The first is celebrating its 20th anniversary of the beginning of the aviation enlisted training program; and second, passing the 7,500 graduate milestone for enlisted Soldiers.

Although the EAATS was organized Aug. 1, 1981 as the original ARNG Aviation Training Site at Fort Indiantown Gap, Pa., it only conducted courses for aviators.

However, as Guard aviation programs modernized, the National Guard Bureau's Aviation and Safety Division recognized the need for aviation enlisted courses for MOS or military occupational skills qualification and leadership development for Guard Soldiers.

In April 1989, the EAATS enlisted training program came into existence when it conducted its first course.

Left: In April 1989 the Eastern Army National Guard Aviation Training Site began instructing enlisted courses. Pictured here is author Charles Reisinger, then a SFC, teaching in the first 67V OH-6A observation helicopter repairer familiarization course with four Guard Soldiers.

The first course was a 67V OH-6A Cayuse observation helicopter repairer familiarization course, with four students, followed by the first 67V OH-58A Kiowa observation helicopter repairer familiarization course also conducted in 1989.

The ARNG aviation enlisted training was off and running with 19 students trained during fiscal year 1989.

The observation helicopter training was the main emphasis for the enlisted training program until FY93; this also included the short-lived 93B OH-58 and OH-6 flight observer courses during FY92.

Aviation Training Site Mission Realignments

In 1993, the NGB realigned the missions for the EAATS and the Western ARNG Aviation Training Site at Marana, Ariz., giving the EAATS the mission for cargo and utility

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The EAATS uses a CH-47D Chinook hardware maintenance trainer for students in the 15U maintenance courses. The use of wrap-around maintenance stands, pictured here, also ensures the safety of students and instructors during training.

helicopter training, and the observation and attack helicopter training to the WAATS.

Thus, the enlisted training programs also changed focus to comply with the realignment of missions with the OH-6A training being terminated and the OH-58A training program being transferred to the WAATS.

RC Training Institute Accreditation

Since the EAATS was accredited as a reserve component training institute on April 9, 1993, its enlisted training program began to use reserve component configured courseware (RC3) training support packages during FY94.

The enlisted training programs expanded to 11 programs of instruction (POI), which produced 555 graduates in that year alone, compared to 440 graduates in the previous five years.

Fiscal year 1995 was the most productive year for the EAATS, with the enlisted training programs expanding to 22 POIs, which produced 935 graduates in that year.

This number included 80 graduates

for the UH-60 new equipment training team that the Army's Aviation and Troop Command had requested from the NGB for the fielding of Guard UH-60 units.

During FY96 the emphasis was on the transition qualification for 67T UH-60 Black Hawk repairers, so the other POIs dropped to about 10 students and the number of graduates dropped to a total of 332.

The graduate output reduction was not only due to the reduction of POIs, but the course lengths also changed dramatically; for example, the 67T MOS transition course increased from 4 to 7 weeks.

This new 7-week course was the introduction to the new Total Army School System (TASS), which was replacing the outdated RC3 POIs.

Resource Constraint Challenges

Resources were a real challenge for the EAATS as it pursued maintenance training for the modernized UH-60A/L and CH-47D helicopters.

The primary challenge was obtaining training airframes for the 67T/15T (UH-60A/L) and the 67U/15U (CH-

47D) MOS courses to perform handson exercises.

To alleviate this problem all of the CH-47D training from FY94 to FY98 took place at off-site locations in Grand Prairie, Texas; Barbers Point, Hawaii; Peoria, Ill.; Meridian, Miss., and Philipsburg, Pa.

In 1993, the 67T team also conducted a class off-site in Marana, Ariz., due to maintenance trainer constraints

Eventually, the NGB provided funding to build two UH-60 Black Hawk maintenance trainers (BHMT) and a Black Hawk remove and replace trainer (BRRT).

The EAATS received the first BHMT in April 2001 and the second in April 2002, and its first BRRT in May 2008.

The NGB also provided funding to build a new CH-47D hardware maintenance trainer (CHMT) to enhance the 15U training, which the EAATS took delivery of in October 2007.

Meeting Demands

Since 1993, the UH-60 MOS qualification has been the most in-demand course that the EAATS conducts.

The EAATS took new initiatives in coordination with the U.S. Army Aviation Logistics School to meet this demand.

During FY99, the EAATS conducted its first 67T2/30 UH-60 helicopter repairer transition via a distance learning (DL) class.

The 7-week resident course map was realigned to conduct the course in six in-active duty for training periods, or IDT, and during two annual training (AT) periods.

The classroom portions of the classes were provided to the off-site locations by video tele-training from the EAATS DL classroom.

The hands-on practical exercises and written examinations were performed at the off-site locations by EAATS instructors during the two-week AT periods.

The state Guards participating in the 67T DL program included Kansas, Iowa, Ohio, Texas, California and Arkansas.

The 67N2/30 UH-1 helicopter repairer transition instructor team also conducted two DL courses; one in Ohio and one in Minnesota.

This 67N team also broke a paradigm during FY2001 when it trained



The EAATS has two UH-60 Black Hawk Hardware Maintenance Trainers and a Black Hawk Remove and Replace Trainer for hands-on training during instruction and exercises for the 15T courses.

active duty Soldiers at the request of the Aviation branch command sergeant major.

Once this paradigm was broken, the EAATS also trained active duty Soldiers from Fort Belvoir, Va., and Fort Drum, N.Y. in the UH-60 helicopter repairer transition and UH-60 non-rated crewmember instructor courses.

Revamping Requirements

The 93P aviation operations MOS courses were consolidated at the WAATS at the beginning of FY04 to eliminate the duplication of equipment requirement to conduct the courses.

This also allowed the EAATS to redistribute its instructors to conduct the UH-60 non-rated crewmember instructor course, which was the first aviation course that was conducted at Fort Rucker, Ala., and the EAATS concurrently since course inception.

The EAATS initiated the 15T10, UH-60 MOS reclassification course during FY07.

This course reclassifies prior service Soldiers who join ARNG avia-

tion units, but who do not hold an aviation MOS.

The EAATS has discontinued the 67N/15M UH-1 courses due to the reduction in demand as the helicopter is removed from the Army and Guard inventories.

However, the EAATS plans to start a UH-72A maintenance qualification course in the future.

The enlisted training program has expanded its scope of training over the last several years.

During FY05 the Enlisted Training Company initiated an exchange training program with the Army Material Command's Logistic Assistance Representative (LAR) University at the Corpus Christi Army Depot in Texas.

Under the program, the EAATS provides CH-47D and UH-60A/L helicopter maintenance training for newly assigned LARs.

In exchange, the LAR University provides specialized systems training for EAATS instructors.

During FY08 the enlisted training also expanded to provide bilateral training to Canadian army CH-47D

helicopter repairers, who attend resident classes with ARNG students at the EAATS.

Setting the Bar

The EAATS enlisted training philosophy is simple: "Safety first, treat students as adults, eliminate training distracters, and train using the most modern technology and current information."

This long-standing philosophy has earned EAATS the "Learning Institute of Excellence" rating twice during the last two TASS accreditation evaluations.

Training for Excellence...Above the Best!



Retired CSM Charles Reisinger is a contract senior technician and utility helicopter systems instructor working at the Eastern Army National Guard Aviation Training Site, Fort Indiantown Gap, Pa. Reisinger earned the honor of being AAAA's Aviation Trainer of the Year in 1994.

SPECIAL FOCUS

TRAINING

Leading the Aviation Training and Standardization Enterprise

By COL Stephen C. Smith

he Directorate of Evaluation and Standardization (DES) is transforming its business practices to support the demand for forces in Iraq and Afghanistan, as the Army works to restore its balance and set the conditions for the future.

For many years, DES has been the proponent for standardization for the Army Aviation Center of Excellence at Fort Rucker, Ala.

This primarily entailed providing aviator and nonrated crew members evaluations at the flight line at Fort Rucker and in various aviation units throughout the Army in conjunction with the aviation resource management survey, or ARMS, team visits.

As the combat aviation brigades (CAB) are now dealing with shorter dwell times, DES is being called upon to do much more, using an *Aviation Enterprise* approach to integrate the skills of subject matter experts from various schools and commands to help improve the combat readiness of our formations.

By forming mobile training and assistance teams (MTT and MAT), led by DES, augmented by other organizations and training centers, DES is effectively increasing the training capability for resetting, deploying and mobilizing aviation units while maintaining standardization across the force.

Priority Number 1

The first priority is to units preparing for deployment. A typical visit is conducted by a team made up of standardization instructor pilots (SP), maintenance examiners



The Directorate of Evaluation and Standardization (DES) visits deployed aviation units in the combat theaters to help their subject matter experts stay current on the latest tactics, techniques and procedures from operations and to gather other observations, insights and lessons learned. Here, from left, SGM Ruben Albert, directorate SGM; author COL Steve Smith, DES director; and CW5 Howard Swan, a DES standardization instructor pilot, make a March visit with the 10th Cbt. Avn. Bde. at Contingency Operations Base Speicher in Iraq.

(ME) and standardization instructors (SI) for each aircraft and any other subject matter experts requested by the unit (i.e. air traffic services, tactical operations, safety, etc.).

During these visits the primary focus is on the unit's aircrew training program; however, due to the high operational tempos of the CABs, training is now integrated as a means to maintain standardization.

For example: DES and the Eastern Army National Guard Aviation Training Site at Fort Indiantown Gap, Pa., provide SP and SI personnel who are key members of the CH-47F new equipment training team; and DES and the 21st Air Cav. Bde.'s MAT provided SP and ME members to conduct readiness level progression assistance for the 3rd CAB.

Combat Visits

The second priority is to visit units deployed in theater to help them fight complacency, ensure that DES subject matter experts are current on the latest tactics, techniques and procedures (TTP) for in-theater operations and to bring those TTP and other observations, insights and lessons learned back to future deploying units and our training institutions.

Subject matter experts conduct these visits by integrating into the unit's tactical operations and flying combat missions with their aviators – as the best way to assess a unit is to operate with them on a daily basis.

As with the pre-deployment visits, DES does not conduct these visits alone.

In the past, SMEs from the 110th Avn. Bde. – as well as other directorates at Fort Rucker, the ARNG Aviation Training Sites and from the Combat Training Centers – have been included in the visits.

In fiscal year 2009, DES has already visited the 34th, 4th and 10th CABs in Iraq, and in June visited the 159th CAB in Afghanistan.

Unit Reset

The third priority for DES is to provide assistance to units returning from deployment.

In concert with the U.S. Army Forces Command ARMS team, DES is using site visits as "find it" visits to identify problem areas early in the Army Force Generation cycle to allow time to develop plans that will assist units with the challenges of reset and re-integration.

In addition to the rigorous visit cycle, DES subject matter experts also provide true user interface as new programs develop and our branch fields new systems.

Fielding of New Systems

DES is teaming with program managers and the Army's Training and Doctrine Command capabilities managers (TCM) to provide expertise and assistance with many new equipment fielding initiatives.

The DES Unmanned Aircraft Systems SME have also been a key part in the Extended Range, Multi-purpose UAS validation and verification process.

The Attack Branch has supported the TCM for Recon/Attack and the PM Apache in fielding the video unmanned intelligence teaming 2 (VUIT-2) system to the 1st Bn.,10th Avn Regt.; and the modernized target acquisition designation sight (MTADS) fielding to various units and is currently involved in training development for AH-64D Longbow Block III aircraft.

The Recon Branch supported the TCM-Recon/Attack with testing for a new gun for the OH-58D and our Utility Branch supported the UH-72A fielding with the MTT to the National Training Center, the Joint Readiness Training Center, at Fort Eustis, Va., to the Mississippi and the Louisiana Army National Guard units.

The Cargo Branch supported the CH-47F new equipment training team (NETT) to the 159th and the 4th CABs, and to the 1st Cavalry and the 82nd Airborne divisions, and is currently supporting the NETT for the 101st Airborne Division at Fort Campbell, Ky.

The Fixed Wing Branch assisted with the NETT for the C-12V and the RC-12N, and is currently assisting with the fielding of the B300 to Task Force ODIN in Afghanistan.

Lastly, the Assault Branch and UH-60 PM established

a UH-60M MTT, assisted by IPs from 110th Avn. Bde. and the ARNG, to conduct aircraft qualifications for the 1st Infantry Division's CAB.

Risk and Safety Management

While conducting numerous visits to the CABs and assisting TCMs and PMs with new programs, our SPs are also key members of the U.S. Army Combat Readiness/Safety Center's aviation accident investigation teams.

This team effort with the USACRC gives our SMEs a firsthand look at aviation accidents and subsequently the ability to detect potential training failures in our systems, which in turn affords them the ability to provide the latest information to our aviators in the field.

All of which illustrates the significant changes that aviation standardization has made over the last couple of years.

Conclusion

While growing out of the necessity to support the Army's optempo, DES is no longer just a directorate responsible for evaluation.

It is a directorate that is responsive to the needs of commanders in the field, to help them improve their combat readiness, responsive to the needs of our training sites to ensure we are producing aviators with the necessary skills, and responsive to the TCMs and program managers as they work to get the very best equipment into the hands of our warfighters.

However, DES cannot accomplish this mission alone. It will take the continued support of the entire Aviation nterprise team to ensure our aviators and non-rated

Enterprise team to ensure our aviators and non-rated crewmembers have the skills they need to effectively support our Soldiers on the ground.

COL Stephen C. Smith is the director of the Directorate for Evaluation and Standardization with the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala.



The Path to Home Station Live Fire Gunnery After Action Reviews

By COL Richard Knapp, CW4 Vance Paul and CW5 (Ret.) Ron Moring

he current situation today is that aerial platform data is not monitored or recorded by home station range instrumentation for situational awareness or for after-action-review purposes. This includes the Army's new digital multi-purpose range complexes.

Some units are successfully using the Aviation Tactical Engagement Simulation System, or AV-TESS, to provide situational awareness during live-fire events.

Unfortunately, AV-TESS is not being habitually used for force-on-target training events due to the perceived requirement to disassemble tactical sighting units to install an eye-safe training laser.

Eye safe lasers are not required for force-on-target events and are only a single component of AV-TESS capabilities for force-on-force training. See Figures 1 and 2.

On Going Efforts

The program manager for Digital Training (PM-DT) selected the aviation tactical engagement simulation system's smart on-board data interface module, or SMODIM, as the digital range Aviation player unit.

The Training and Doctrine Command Capability Manager for Live Training (TCM-L) teamed with the proponent to develop an interim afteraction-review concept that integrates AV-TESS, the Aerial Weapon Scoring System (AWSS), and platform recorded media to enable real time situational awareness and a viable afteraction-review (AAR) for Aviation crews conducting qualification and advanced tables.

Recent efforts have proven the viability of integrating AWSS and AV-TESS to improve scoring capability. Additionally, every TCM-L aviation home station course of action includes AV-TESS component integration.

Methodology

We must work closely with returning units to accurately capture lessons



Figure 1.

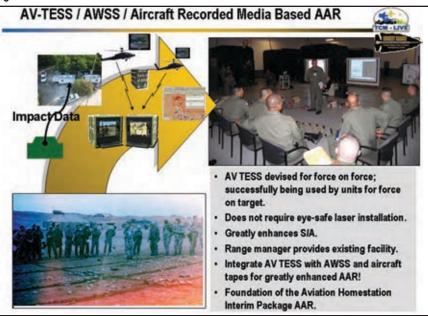


Figure 2.

learned requirements while providing sound counsel to material developers.

We must also endeavor to meet requirements within the framework of budget constraints.

The TCM-L, with Fort Rucker's Directorate for Training and Doctrine and its Gunnery Branch, recommends

the following practices to meet livefire data capture requirements:

Evaluate & Leverage Existing Systems

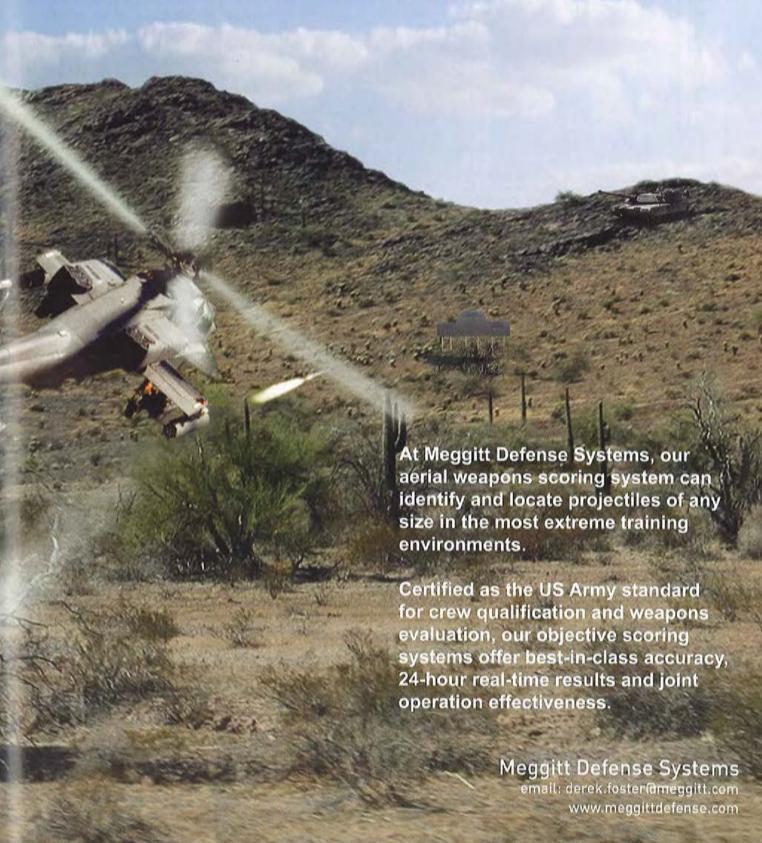
Conducting "crosswalk" requirements with fielded system capabilities is the first step. Leverage fielded organ-

ARMY AVIATION 42 JULY 31, 2009

RMY GRAPHIC



We keep score when the stakes are high.



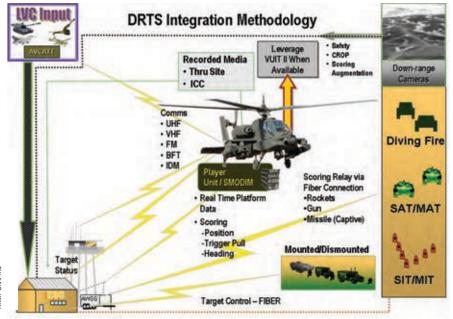


Figure 3. Integrating the aerial weapon scoring system components into digital range training systems means no trailers and gains simultaneous scoring for targeting training and live-fire operations.

ic platform tactical and training capabilities at every opportunity. Examine system interoperability and interdependence to provide capabilities that are not provided by stand-alone components.

Low Tech Baseline

Consider the least complex method to meet a requirement. Do not burden commanders with complex systems that have great potential to impede training. Do not force a "digital multi-meter" solution when a "test light" will work.

Block Complex Systems

Blocking has been used successfully on the AH-64D. This method can provide essential training range capabilities now and add additional capabilities as technology/systems mature. Field what works now. Provide infrastructure to support what will work tomorrow (i.e. fiber optics).

Compatibility

Maximize player unit compatibility with Army range systems. An aviation player unit must function at home station as well as at Army training centers. The same player unit should be operational on all Army aviation platforms with minimal adjustment by the user.

Additionally, player units must enable live-virtual-constructive (LVC) connectivity. The Army cannot afford to stovepipe efforts as it will most certainly result in multiple components per platform, each with a specific purpose.

Platform data

Data from today's aerial platforms are required to produce a robust afteraction-review. While a crew qualification AAR can be conducted with modest instrumentation feedback (i.e. one aircraft), collective training requires an active review of the common relevant operational picture throughout the training event.

We must focus efforts on items that enable commanders to maximize the training value of rounds expended during gunnery tables. The ability to economically monitor and record platform data is aviation's gate to the LVC environment.

Considerations

Common AV-TESS

The AV-TESS is only available for the AH-64D Longbow aircraft.

Recently, the OH-58D Kiowa Warrior retirement date was extended to 2020. Unmanned aircraft system (UAS) requirements are imminent.

A common AV-TESS that can accommodate all platforms stateside and overseas will greatly enhance home station and, in some cases, deployed training capabilities. Additionally, common AV-TESS should be a plug-and-play integration into the developing One-TESS.

One-TESS

We are in the initial stages of addressing aviation integration into

One-TESS. Coordinating efforts between the TCM-L branch for live training support and the AV-TESS lead, the program manager for Live Training (PM-LTS), can maximize the efforts of both agencies.

Also, pursuing a path that enables One-TESS to leverage AV-TESS output can avoid system redundancy and reduce the burden on unit commanders. It is imperative to develop AV-TESS capabilities for Army aircraft that will be integrated into One-TESS.

LVC Integration

There must be links to enable integration of aerial platforms into the LVC environment. Aviation's collective simulation device is the Aviation Combined Arms Tactical Trainer or AVCATT.

The Gunnery Branch is considering the integration of an AVCATT requirement into collective training in order to enable a crew-conduct-of-fire training component for advanced tables similar to that provided by the close combat tactical trainer (CCTT).

Clearly, the AVCATT is the intuitive aviation virtual link that should be integrated into the LVC solution. There should be a link between fielded live training components and virtual simulators such as the AVCATT and the CCTT.

Connectivity with constructive systems such as the JCATS (joint conflict and tactical simulation), the Fire Support Simulation, and the Extended Air Defense Simulation (EADSIM) will complete the LVC training environment.

LVC connectivity is the critical link to viable training transformation (T2) integration that will ensure aviation platform inclusion in the Army's T2 vision.

Digital Range Training System

Although specifically addressed in the 1999 digital multi-purpose range complex operational requirements document, aviation was not initially integrated into the digital range training system (DRTS) effort.

In March 2005, the TCM-L coordinated with the Aviation branch proponent to capture aerial platform home station live-fire training requirements.

After careful analysis, TCM-L recommended the AV-TESS's smart onboard data interface module (SMOD-IM) as the aviation player unit.

The AV-TESS SMODIM is a fielded system which meets a substantial majority of requirements and has a successful performance history.

In 2006, the PM-DT began developing methodology to leverage and integrate the SMODIM output to provide situational awareness and a viable AAR. See Figure 3.

Home Station Ranges

Efforts to integrate AV-TESS with AWSS are ground-breaking in the lane of live gunnery.

The TCM-L and PM-ITTS worked to improve AWSS capability by leveraging SMODIM output and this effort was the initial proof-of-principle of the SMODIM as a player unit.

The AWSS and SMODIM integration has been successful and will result in benefits for crews that use AWSS in the future. Currently these benefits will only impact AH-64D crews.

The digital air ground integrated ranges, or DAGIR, and the Aviation Home Station Interim Package have even more potential to responsively meet proponent endorsed gunnery training requirements. See Figure 4.

The lack of fielded data capture components for all shooting aircraft (the OH-58D, UH-60, CH-47 and UAS) dictates complementary system integration to provide flexible solutions for fully capable home station ranges.

OH-58D

The PM-DT and PM-LTS have accomplished preliminary OH-58D Kiowa Warrior and SMODIM integration analysis. The TCM-L and PM-DT concur that the best path for the digital range training system to assimilate the OH-58D is full integration of SMODIMS on these aircraft.

This integration will provide combat aviation brigade commanders with a single Player Unit for combat training center and home station force-onforce and force-on-target events while accommodating all attack platforms in medium and heavy CABs.

Furthermore, providing the SMODIM for OH-58D platforms will enable enhanced utility and exploitation of fielded AV-TESS.

Finally, OH-58D SMODIM integration will provide critical Kiowa Warrior linkage to the home station LVC environment and the joint national training concept, a key pillar of the training transformation.

Unmanned Aircraft Systems

Actionable UAS platform training

Aviation Home Station Interim Package AAR Concept









MY GRAPHIC

Figure 4. The aviation home station interim package after action review facility comes packaged in a mobile trailer.

requirements are rapidly emerging. The Shadow is now fielded to brigade combat teams. The extended range, multipurpose UAS will be fielded at many installations, with 12 ERMP being assigned to combat aviation brigades.

There will be a short lead time between established requirements and system fielding. Additionally, returning platforms from Iraq and Afghanistan will require training infrastructure upon their return.

The UAS common ground stations receive all data (position, location, through-site video) from the platforms.

Relevant mission data should be monitored and captured at the ground station and transmitted to home station range centers to provide situational awareness and AAR capability.

Material providers should avoid concepts that add components to UAS platforms as this will increase costs and result in air worthiness release challenges.

Key Points

Current efforts to monitor/record aerial platform data buss/through-sight video are not optimally coordinated and focus in several areas.

Proven technology and systems that are used successfully at the National Training Center should be the model for future solutions to proponent endorsed aviation training event SA and AAR requirements.

This is already proving successful with the selection of the SMODIM as the DRTS and aviation home station interim package AH-64D player unit.

The TCM-L, DOTD and the Gunnery Branch strongly recommend a coordinated effort to pursue a common forceon-force and force-on-target solution.

Maximizing synergy between agencies will do much to provide commanders with an overarching, standardized system that is used seamlessly for force-on-force and force-on-target events at the NTC or at home station.

The solution should leverage existing AV-TESS and AWSS where feasible and use the AV-TESS concept for future systems and components.

In this way substantial cost avoidance can be achieved while compressing lead time to required capabilities.



COL Richard Knapp is the director of the Directorate of Training and Doctrine and CW4 Vance Paul is an AH-64 master gunner in DOTD's Gunnery Branch at Fort Rucker, Ala. Retired CW5 Ron Moring is an aviation training specialist with the Training and Doctrine Command's Capability Management Office-Live Training at Fort Eustis, Va. Paul and Moring can be reached via email at vance.paul@conus.army.mil and ron.moring@us.army.mil.

ARMY AVIATION 45 JULY 31, 2009

AAAA Spouses' Corner

Supporting Our Heroes A Fisher House Foundation Fundraiser

By Catherine C. Roache

Association of the U.S. Army national meeting, the AAAA Monmouth Chapter Vice President Ed Carnes and I (as the MC's secretary), attended a briefing with Bob Fasulo, AUSA's Fort Monmouth chapter president, regarding support to wounded Soldiers, which included the Fisher House projects.

Although there is still not a Fisher House in New Jersey, we have raised consciousness within our Army and local communities about our wounded service men and women, and their sacrifices for us.

We have adopted the Fisher House Foundation, Inc. as our primary charity venue, and have spearheaded and coordinated fundraising activities across Fort Monmouth to support it.

Some of our larger professional organizations – such as the Armed Forces Communications and Electronics Association, AUSA, the Signal Corps Regimental Association, the Association of Old Crows, and the Officers' Wives Club – all recognize the value of the Fisher House and we started working with AAAA to raise funds in some of their venues.

For six years now, a formal military ball has been held in the spring to recognize and consolidate all of the fundraising proceeds from throughout the year.

A committee of 80 members begins preparation in November of the coming year.

Donations and attendance have risen steadily from our first year, where we netted \$45,000, to more than \$500,000 raised in six years.

This year 473 community members attended the "Support Our Heroes Military Ball" on May 30 in Gibbs Hall at the Fort Monmouth Officers'

Ed Carnes, now the AAAA MC president, served as the ball chairman, co-hosting the evening with the



AAAA National Executive Director William Harris, left, joined with Ed Carnes, AAAA Monmouth Chapter president, for the presentation of a \$10,000 donation by the Monmouth Chapter to the Fisher House Foundation, Inc, accepted here by Derek Donovan, right, FHF's vice president for Operations.

AUSA chapter.

The ball consisted of a silent auction, formal dinner, live entertainment, and check presentations to the Fisher House Foundation and to SGT Michael Minard and his wife Lynda, who accepted \$35,000 for the Homes for Our Troops Foundation.

SGT Minard is a young New Jersey Soldier who lost both his legs during an October 2007 attack; and AUSA coordinated the HFOTF linkage for Minard.

The Minard family had purchased a home locally that needed significant repairs, and the foundation determined that their home would be leveled and a new home built in its place at no cost to them beginning in August.

An additional \$3,000 was presented to the Minards for a combination

outdoor swing, fort and gym set for their two young daughters.

The collection for this began at the Fort Monmouth Reception during the AUSA Winter Symposium and snowballed from there, to almost every professional luncheon held at Fort Monmouth.

We just asked folks to give up their Starbucks for the day.

The silent auction has become too large to hold inside the club so it was located in a large tent connected to the main ballroom.

The tent and table cloths were donated by a local party supply store.

Donations were collected throughout the year from across the community and consolidated into 130 theme baskets by artistic and dedicated auction team members.

A local professional auction com-

pany displayed high dollar items throughout the tent and then collected all proceeds for the evening.

A local jeweler provided items and donated 25 percent of all their sales to the Fisher House Foundation.

It is significant to note that one of our attendees negotiated an additional donation for the Fisher House when he brought his fiancée to the jewelry store to purchase her engagement ring!

A local Girl Scout Troop contributed to the effort with an "Art of Freedom" auction held in the entranceway to Gibbs Hall.

The art work was donated by local artists and community members, with low cost bids so everyone had a chance to bid and win.

This year we increased the cocktail period to 90 minutes with roving hors d'oeuvres in the auction tent, along with a Tiki Bar serving complimentary wine and soda.

Our Tiki bartender also donated his time and tips to the cause.

The Officer's Wives Club donated their time and talent as committee members and purchased the decorations.

Dinner began with a video presentation of "Through a Soldier's Eyes" sung by Theresa Sareo, produced and donated by Shamrock Communications, a local company.

A joint color guard posted the colors, then the national anthem was sung by Sareo, and a benediction was given by a post chaplain.

The ceremonial toasts followed, to include the "Fallen Comrades" toast, and introduction of special guests.

Following dinner, the 82nd Airborne Division's All American Chorus entertained the attendees.

During the check presentations, Anna Sang Justice, a local artist who has donated art for four years, presented the 2009 painting "Main Gate at Fort Monmouth" with an American flag flying in the background.

The painting was purchased for \$10,000 with proceeds directed to the Fisher House.

After retirement of the colors and the benediction, the band Black Tie Boogie played dance music until the ball's end.

There are several fundraising activities through the year that preceded the Support Our Heroes Military Ball.

These consisted of "A Night at the



Here, Catherine "Kit" Roache with the Monmouth Chapter, left, and John Gonsalves, president of Homes for Our Troops Foundation, recognize SGT Michael Minard and present him with a \$3,000 check during the Support Our Heroes Military Ball held May 30 at Fort Monmouth, N.J.

Ballpark" at the home stadium for a Single A farm-team of the Philadelphia Philly's, golf tournaments run by the various organizations, Geclee prints, Fort Monmouth 90th anniversary glass sets, Flowers for Fisher House, etc.

At each luncheon held by the other organizations, collections were made on behalf of Fisher House.

The Signal Corps Regimental Association also manned tables at various venues with collection baskets or items to sell.

The bulk of the community organizations' funds were raised during a single symposium held in September in Atlantic City, and many of the other professional associations' donations came as a result of that event.

Our industry members have placed the "Support Our Heroes" donation requests at the top of their company budgets to support our event.

Our AAAA Monmouth Chapter has donated \$20,000 in the past two years and the Fort Monmouth AUSA chapter has given \$50,000.

Civic organizations such as the Eatontown Lion's Club have consistently donated \$2,000 each year.

Fundraising for our 2010 event began June 29 with the AUSA "Night at the Ballpark."

The Support Our Heroes Military Ball, which raised \$210,000 this year, has easily become the singular event at Fort Monmouth that everyone wants to attend

Even with 473 attendees, there was a waiting list of 40 this year, and due to the size of the facility it will have to stay at the 473 number for future balls.

The community realizes what a valuable service the Fisher House Foundation provides to our Soldiers and their families, and they open their hearts and wallets in an increasing amount each year.

This has clearly become a community hosted event that is greatly supported across the professional and social organizations that operate at Fort Monmouth.

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"Kit" Roache is a life member of AAAA and serves as the Monmouth Chapter's secretary. She resides in Shrewsbury, N.J.

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





MRSA A Small Problem Can Become Serious

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

Q: I had a spider bite in Iraq that was diagnosed as a MRSA (mer-sah) infection. Since our unit started combatives training, there have been more skin infections like mine. What exactly is MRSA and how is it spread?

FS: MRSA, or methicillin resistant staph aureus, is an increasingly common type of staph bacteria which is resistant to a frequently prescribed class of antibiotics. Staph aureus is a ubiquitous bacterium, often found on the skin. Staph bacteria can live on moist surfaces such as towels, door handles and in the nostrils. It is carried on the skin of about a third of all people living in the United States, more frequently on children, and normally does not cause disease. However with increasing antibiotic use, the bacteria most able to live, multiply and spread is the nasty MRSA strain – which can cause severe infections that are difficult to treat. MRSA is now an important health problem worldwide.

Once only making up a very tiny percentage of staph infections, MRSA is now involved in about two-thirds of all serious skin infections that require treatment. About 2.3 million Americans currently carry MRSA in their nostrils and or on their skin. Often a small trauma such as a scratch or ingrown hair is all that it takes to introduce staph aureus into the skin. Minor MRSA infections can develop quickly and are often mistaken for spider bites. MRSA is spread through direct contact, frequently affecting athletes, military personnel and other populations that live in close quarters. MRSA has caused fatal infections in extremely healthy athletes and some strains have become resistant to virtually all types of antibiotics. Recently, MRSA has been estimated to kill more Americans than AIDS every year.

Q: MRSA is not something I want to spread to my air crew or family at home – what can I do?

FS: Hand washing with soap and water is effective in killing MRSA. When MRSA lives in the nostrils, it often needs to be eradicated by treating the inside of the nose twice a day with specific antibiotics. MRSA tends to be difficult to eradicate, often leading to recurrent infection and persisting for weeks even with treatment. Nose picking, infrequent nail trimming, poor hand washing practices, and sharing personal items such as razors and towels can keep an infection spreading within a community. Covering open wounds and seeking medical treatment for skin infections is also important. If you use gym equipment, it should be disinfected before and after use. Finally, most upper respiratory infections are viral, not bacterial, and will resolve within 2 weeks.

Antibiotics are completely ineffective in treating these types of infections. However some patients demand antibiotics or use hoarded leftover antibiotics for self-treatment of viral infections. This inappropriate use of an antibiotic dramatically increases MRSA by killing off normal types of bacteria that keep this bad bacteria in check. If you are given an antibiotic to treat a skin infection, be sure to take the complete course. Seek treatment early for skin infections.

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!



Here, is an example of a cutaneous abscess on the foot, with surgical packing, which had been caused by methicillin-resistant Staphylococcus aureus bacteria, referred to as MRSA.



Here, a cutaneous abscess on the hand, caused by the MRSA bacteria, depicts the seriousness of an untreated injury.

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.

Talon Selected for Army HH-60M Helos

FLIR Systems, Inc., Wilsonville, Ore., announced June 15 their selection by Sikorsky Aircraft, with Army concurrence, to supply the Talon multi-sensor system for the HH-60M Black Hawk medical evacuation helicopter. The Army will use these lightweight, gyro-stabilized 9-inch electro-optical, infrared sensor turrets for combat search and rescue and MEDEVAC missions.



Army UH-60 Fleet Pushing 1M Combat Hours

Sikorsky Aircraft Corp., Stratford, Conn., announced June 16 during the Paris Air Show, the Army's UH-60 Black Hawk helicopter flown in the Iraq and Afghanistan theaters of war since February 2003 have accumulated more than 900,000 flight hours without a single material failure. Sikorsky anticipates the 1 million fleet flight hour mark will be reached this fall. The Army's UH-60 fleet exceeds 1,740 aircraft and has amassed nearly 6 million flight hours.

EADS Selects LUH S&S Mission Supply Team

EADS North American, Arlington, Va., announced June 11 the selection of the industry team that will provide components and subsystems for the 200 UH-72A Lakota mission equipment package (MEP) helicopters going to the Army's National Guard Security and Support units. The companies selected to provide key components are: LCX Systems of Sarasota, Fla.; Sierra Nevada Corp. of Sparks, Nev.; Ranger Rotorcraft Group of Fort Worth and MARK IV Luminator from Plano, Texas; and L-3 Communications of New York, N.Y. The MEP consists of an electro-optical infrared sensor, data communications suite, moving map display, cabin and cockpit screens, a digital video recorder and a searchlight.

Aviation Team Earns Shingo Prize



The Shingo Prize for Operation Excellence (bronze medallion) was awarded to the joint team of the *Aviation Center Logistics Command* and *Army Fleet Support* (a subsidiary of L-3 Communications Integrated Systems) during a May 8 ceremony in Nashville, Tenn. The Shingo Prize, called "the Nobel Prize for Manufacturing Excellence" by Business Week magazine, is pre-

sented for Lean Six Sigma Manufacturing concepts and to recognize organizations that achieve world-class status. ACLC and AFS won for their efforts at Fort Rucker's Lowe Army Heliport in Alabama. Pictured here, from left, are: Ritsuo Shingo, son of the Shingo award namesake; Ronnie Chronister, deputy to the AMCOM commander; John Holbrook, AFS Lean Six Sigma coordinator; SFC Jesus Colon, ACLC's Lowe AHP NCOIC; Kelly Willoughby, AFS aircraft mechanic; Bruce Grantham, AFS lean coordinator at Lowe AHP; John Hamlin, AFS general manager; Rick Davis, AFS field manager at Lowe AHP; COL Alan Stull, ACLC commander; Robert Miller, Shingo Prize executive director.

Columbia Helicopters Outfits Nev. Chinooks

Columbia Helicopters, Portland, Ore., completed a \$130,000 ser-

vice contract in April for Co. B, 1st Bn., 189th Avn. Regt., Nevada Army National Guard, based at the Army Aviation Support Facility at the Reno/Stead Airport. During April 20 to 25, CH assisted with the installation and flight testing of four SEI Torrentula "Bambi buckets" with the PowerFill system on four CH-47D Chinook helicopters. The Powerfill system essentially adds four high-volume pumps to the bottom of the 2,000-gallon buckets so they can be filled



from shallow water sources. The Nevada Guard is the first military unit to outfit their Chinooks with the highly versatile fire fighting buckets.

Guard Leaders Push for C-27J Aircraft

The Defense Department decision in April to cancel the Army's buy of 78 C-27J Spartan joint cargo aircraft in the FY2010 budget is impacting the fixed-wing fleet modernization of National Guard and Reserve units. On June 11, 48 of the 50 state and 3 of the U.S. territory adjutant generals co-signed a letter delivered members of the Senate and House Armed Services committees stating their concerns and opposition to the decision. The generals expressed a clear message that Guard and Reserve leaders are still not included in major Pentagon budget decisions. The C-27J was slated to replace aging C-23 Sherpa aircraft.

Apache LCT Operational in Germany

The Boeing Company, St. Louis, Mo., announced May 19 it delivered an advanced AH-64D Apache Longbow crew trainer (LCT) in April to the Army in Illesheim, Germany. This LCT is the Army's first mobile trainer to be delivered equipped with two newly developed technologies: the next generation flight model and the common simulation framework. To date, Boeing has delivered 25 LCTs and the device in Germany may eventually be deployed to Iraq or Afghanistan to support troop operations.

Continued on page 50

Industry News Continued from page 49

Shadows Reach New Milestone; Improvements Coming AAI Corp., Hunt Valley, Md., announced May 11 its Shadow tactical unmanned aircraft systems have exceeded 400,000 flight hours in service with the Army, Army National Guard and Marine Corps. More than 90 percent of the operational hours have been in support of Operations Iraqi Freedom and Enduring Freedom. AAI also reported a laser designation capability, tested successfully in late 2008, has been fielded on a limited number of Shadows and once the prototypes are proven, production units are expected to be fielded later this year. Also, a new wing design with a 20 foot span is planned for fielding in late 2009, improving payload capacity and endurance, while adding under-wing hard points for external stores.

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

Gentex Corp., Simpson, Pa., was awarded in June a maximum \$9.4M contract to provide the Aircrew Integrated Helmet System and component parts to the Army and the Navy. The contract performance completion date is June 17, 2010.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded June 8 a \$60.4M contract for the procurement of four UH-60L aircraft uniquely configured of the Brazilian Air Force under an Army foreign military sales agreement. Deliveries are estimated to be completed by Nov. 30, 2012.

Tyonek Fabrication Corp., Madison, Ala., was awarded June 2 a \$6.8M contract for 344 de-ice control and indicator units for the UH-60A/L Black Hawk helicopter. Work is to be completed by Nov. 30, 2011.

Tyonek Fabrication Corp., Madison, Ala., was awarded May 28 a \$5.6M contract for the manufacture of 340 electrical control boxes for the OH-58 Kiowa helicopter airframe. Work is to be completed by May 31, 2012.

AeroVironment, Inc., Monrovia, Calif., was awarded May 28 a \$5.4 million contract by the Defense Advanced Research Projects Agency to provide the Stealthy, Persistent, Perch and Stare Air Vehicle System or SP2S. The current SP2S Phase 11B program ends with a delivery quantity of 5 Block 0 systems and the initial military user evaluation. The work has an estimated completion date of May 3, 2010.

General Atomics Aeronautical Systems, Inc., Poway, Calif., was awarded May 20 a \$10.6M contract for contractor logistics support for the extended range multi-purpose quick reaction capability unmanned aircraft systems in support of Operation Iraqi Freedom and Operation Enduring Freedom. Contract is set to expire May 19, 2010.

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Alenia
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CAE Flight Simulations & Training1
DRS Technologies, Inc
FlightSafety International 19
FLIR Systems, Inc
General Dynamics C4 Systems29
Hupp Aerospace Defense31

-3 Communications, Link	
Simulation and Training23	
ockheed Martin IS&GS27	
Meggitt Defense Systems43	
Navigator Development Group21	
Northrop Grumman64	
Pelican Products11	
Science and Engineering Services6	
/ertical de Aviacion33	
/T Miltope Corporation37	
Westwind Technologies Inc25	

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AVIATION GENERAL OFFICERS



Phipps Receives His Stars

BG Warren E. Phipps Jr. pinned on his first star June 19 at Fort Rucker, Ala., where he was serving as the deputy commanding general and assistant commandant of the U.S. Army Aviation Center of Excellence. During a combined promotion and departure ceremony inside the Army Aviation Museum, MG James O. Barclay III, USAACE commanding general, presented Phipps with the Legion of Merit for his superb service as the DCG and earlier as the chief of staff. He has since moved to Fort Campbell, Ky., where he is now serving as the deputy commanding general for Support for the 101st Airborne Divison. Here, Barclay, right, and Sylvia Phipps replace the old colonel rank on Phipps' uniform with new general officer shoulder straps.

The Army chief of staff announced June 1 the promotion of *BG Kevin W. Mangum*, currently serving as the senior commander of Fort Drum, N.Y.

Secretary of Defense Robert M. Gates announced May 14 that President Obama has nominated *COL Peter T. Quinn*, Army Reserve, for appointment to the grade of brigadier general and assignment as commander (troop program unit) of the 11th Theater Avn. Cmd., Fort Knox, Ky. Quinn is currently serving as the commander of the 3rd Battle Cmd. Training Group in Birmingham, Ala.

CHANGES OF COMMAND, CHARTER & RESPONSIBILITY

SGM William S. Hayes passed responsibility as the senior enlisted leader for the 2nd Bn., 2nd Avn. Regt., to SGM Robert D. Bousley during a May 22 ceremony at K-16 Airbase near Seoul, Republic of Korea. Bousley previously served as the S3 operations sergeant major with the 2nd Cbt. Avn. Bde. headquarters at Camp Humphrey, Korea. Hayes now works as the G3 operations SGM for the 3rd U.S. Army at Fort McPherson, Ga.

LTC Robert J. Johnston passed product manager responsibility for the Apache Longbow Program to LTC Jeffrey H. Johnson during a change of charter ceremony July 30 at the Redstone Arsenal, Ala. Johnston retires after 22 years of service and will reside in Salt Lake City, Utah. Johnson previously served as the executive officer to the chief of the Capsule Communications Branch at NASA's Johnson Space Center in Houston, Texas.

LTC James B. Brashear relinquished management of the Light Utility Helicopter Product Management Office to LTC David P. Bristol during a July 17 change of charter ceremony at Redstone Arsenal. Bristol previously served as the assistant project manager for Utility Helicopter Systems Integration with the Program Executive Office for Aviation. Brashear will serve next as the director of the Defense Science and Technology Center in Europe with the Research, Development and Engineering Command.

LTC Kerry P. Brunson, program manager for Apache Modernization and Recap, Program Executive Office for Aviation, relinquished his charter during a July 2 retirement ceremony at Redstone Arsenal, Ala. Brunson will not be backfilled and his duties and responsibilities have been assumed by the Fleet Management Office and remaining product managers. He retires after 20 years of military service and plans to remain in the Huntsville area.



Golden Hawks Change Commanders COL Richard M. Beckinger relinquished command of the 1st Avn. Bde. to COL Kenneth J. Biland on June 26 at Fort Rucker, Ala. Biland returns to Fort Rucker after completing the Air War College at Maxwell Air Force Base, Ala. He previously commanded the 1st Bn., 13th Avn.

Regt. from June 2004 to June 2006, and served as the G3 operations officer for the Army Aviation Center of Excellence. Beckinger is now a special project officer with the Concepts and Requirements Directorate at Fort Rucker. Pictured here, MG James O. Barclay III, right, USAACE and Fort Rucker commander, passes the brigade colors to Biland.

LTC Scott R. Alpeter relinquished command of the 1st Bn., 223rd Avn. Regt. to LTC Joseph C. Matthew on June 25 at Fort Rucker, Ala. Matthew recently served as the chief of Organization and Force Development with the Directorate of Concepts and Requirements. Alpeter has assumed duties as the assistant Training and Doctrine Command's Capability Manager for Unmanned Aircraft Systems at Fort Rucker.

LTC Jeffrey E. Hager will relinquish responsibility Aug. 10 as the program manager for the AH-64D Apache Block III Program to LTC George D. Bailey in a change of charter ceremony at the Redstone Arsenal, Ala. Hager will next serve in the UH-60 Black Hawk Project Office at Redstone Arsenal. Bailey previously served as an assistant product manager for Test and Evaluation for the Apache Longbow Program with the Aviation Technical Test Center at Fort Rucker, Ala.

TRANSFERS OF AUTHORITY



Screaming Eagles Pass Afghan Mission

Fifteen months after transferring authority of Regional Command-East in Afghanistan to the 101st Airborne Div., the 82nd Abn. Div. is back and reassumed command during a transfer of authority ceremony June 3 at Bagram Airfield. The ceremony marked the official transition from Combined Joint Task Force-101 to CJTF-82, with the veteran unit assuming responsibility for 14 provinces in eastern Afghanistan along the Pakistan border. Here, MG Jeffrey Schloesser, left, commander of the 101st AD and CJTF-101, and CSM Vincent Camacho, case the division's colors during ceremony.

ARMY AVIATION 51 JULY 31, 2009



449th TAB Passes Iraq Mission to 28th CAB CSM Neal Purvis, left, and LTC Michael Fields roll up and case the colors of the 449th Theater Avn. Bde., N.C. Army National Guard, during a May 12 transfer of authority ceremony at Camp Adder, Iraq. The 449th TAB passed responsibility for aviation operations in Multi-National Division-South to the 28th Cbt. Avn. Bde.,

Pennsylvania ARNG, led by COL Teresa Gallagher and CSM Michael Wevodau.

82nd CAB Takes to Afghan Skies

The 82nd Cbt. Avn. Bde. as Task Force Pegasus assumed control of aviation operations in the southern region of Afghanistan during an assumption of authority ceremony May 15 at Kandahar Airfield. The 82nd CAB makes history as the first brigade-sized aviation element to conduct operations in southern Afghanistan. For the past five months, TF Wings (1st Bn., 101st Avn. Regt.), a battalionsized element, was providing both direct and general support full-spectrum operations to regions in southern and western Afghanistan. 5 Here, COL Paul W. Bricker, left, and CSM Larry D. Farmer uncase the colors of the 82nd CAB at the start of their 12 month tour. The Soldiers of Task Force Pegasus are on a twelve month rotation. Their most recent combat experience reaches back only to 2008 when the Brigade and three of its battalions deployed to Afghanistan. The Brigade's 1-17th Cavalry Regiment and 1-82nd Attack Reconnaissance Battalion deployed in support of Operation Iraqi Freedom from July 2006 to November 2007.



Air Cav. Takes Reins Again in Iraq

The 1st Air Cav. Bde. from Fort Hood, Texas, and its units uncased their respective colors June 2 during a transfer of authority ceremony at Camp Taji, Iraq. This is the second time that the 1st ACB, now led by COL Douglas Gabram, has relieved the 4th Cbt. Avn. Bde. in Iraq. The 4th CAB, led by COL Patrick Tierney, returned home to Fort Hood after conducting aviation operations in support of the Multi-National Division-Baghdad.

COMBAT AWARDS



Cav Trooper Earns Air Medal

COL Ronald Lewis, left, 159th Cbt. Avn. Bde. commander, assisted by LTC Jimmy Blackmon, awarded the Air Medal to *CPT Brian Patterson* during a ceremony April 9 at Forward Operating Base Fenty in Jalalabad, Afghanistan. Patterson is the Headquarters Troop commander with the 7th Sqdn., 17th Cav. Regt., deployed as Task Force Palehorse in support of Operation Enduring Freedom. Patterson was recognized for his actions in the Watapor Valley in the Konar Province during a previous mission.



TF Mustangs Awarded Army MUC

The 1st Bn., 131st Avn. Regt., Ala. ARNG, was awarded the Army's Meritorious Unit Commendation for exceptional service as Task Force Mustangs while deployed to Iraq in support of Operation Iraqi Freedom from Sept. 2006 to Aug. 2007. Here, the red meritorious unit streamer hangs from the battalion's colors following presentation during a June 6 ceremony in Hope Hull. This is the first time this UH-60 Black Hawk unit, based at the Montgomery Regional Airport and at Bates Field in Mobile, has received an award of this magnitude.

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ARMY AVIATION 52 JULY 31, 2009



HONORS



Sanders Joins St. Christopher Order
SGM Kenan Harrington, left, honored retiring
CSM Donald R. Sanders with induction into the
Order of St. Christopher (a Transportation Corps
order) following Sander's change of responsibility
and retirement ceremony May 27 at Fort Rucker,
Ala. Harrington made the presentation of the OSC
medallion and certificate on behalf of BG Brian R.
Layer, chief of Transportation, to Sanders for his
dedication and tireless efforts as the command
sergeant major of the Aviation branch in maintaining the relationship between Army aircrews and
transporters. Joining Harrington and Sanders here
for a photo is Mrs. Lynn Sanders.



Army Aviator Receives Marine Award CPT Michael C. Athanasakis graduated from § the Marine Corps Expeditionary Warfare School May 7 at USMC Base Quantico, N.C. Athanasakis was one of only two Army aviators chosen to attend EWS, a captain-level Marine Corps school that prepares graduates to function as future commanders and staff officers. While attending the course, Athanasakis received the school's prestigious "Captain Patrick Rapicault Sister-Service Professional Writing Award" for his contemporary issue paper entitled, "U.S. Army Offensive Air Controllers." Here, Marine Col. Paul J. O'Leary, left, commander of the Education Command, congratulates Athanasakis after presenting him with the Rapicault Writing Award. Athanasakis is now assigned to the 160th Special Operations Avn. Regt. at Fort Campbell, Ky.

SPOTLIGHT



28th CAB Celebrates 50

The 28th Cbt. Avn. Bde. of the Pennsylvania Army National Guard celebrated its 50th anniversary June 1 with a cake cutting ceremony at Camp Adder in Iraq. The 28th CAB assumed responsibility May 12 for aviation operations for the Multi-National Division-South. Here, COL Teresa Gallagher, 28th CAB com-

mander, assisted by CW3 Charles Tetley, the food service manager, cuts the cake while COL Robert Samborski, 28th CAB deputy commander, takes a photograph. The brigade also received their combat patches early in the day.



Jarvis Earns First Army SOY

The First U.S. Army announced June 24 that it has selected *SPC Kevin Jarvis* as their 2009 Soldier of the Year to represent the command at the U.S. Forces Command's NCO and Soldier of the Year competition to

be held in late July at Fort Hood, Texas. Jarvis is a 68W medical specialist with the 3rd Bn., 383rd Avn. Regt., in St. Louis, Mo., under the 166th Avn. Bde., Army Reserve.



USMA Cadets Take UND Helo Training

What's a better way to spend your summer break than learning to fly? The University of North Dakota in Grand Forks hosted 18 U.S. Military Academy cadets in June for a four-week basic helicopter training course. In 2003, UND signed an agreement with USMA and the ROTC command to provide orientation training to cadets, which includes a ground school with basics in aerodynamics and flight regulations, and about 21 flight hours. The visiting cadets flew about an hour a day with an instructor pilot until they had about 20 hours, then took the controls to solo for an hour. The 17 USMA cadets who completed the training in 2008 all branched Aviation when they received their commissions this year. Since 2003, UND has trained 179 cadets via the summer program. Here, next to a Schweizer H-300 helicopter are cadets, from left and kneeling: Stephanie McKiernan, Krysta Cass, Adam Ramsdale, Chelsea Hunkler, Jessica Stephenson and Jessica Lynch; standing: Douglas Babcock, Brendan Regan, James Flanagan, Alois Renggli, Paul Roeder, Steven Kinney, Jacob Reddington, Alonso Espinoza, Bryant Watson, Sean Boniface, Phillip Baweja and Christina West.

ARMY AVIATION 53 JULY 31, 2009



SGM ACADEMY GRADUATIONS

AAAA congratulates the following 38 Aviation branch graduates from Class 59 of the U.S. Army Sergeants Major Academy on May 21 at Fort Bliss, Texas.

MSG Richard S. Adams SGM Aaron B. Alexander MSG Marion E. Arnett CSM Randall D. Brewster CSM Nicolas V. Carter * SGM Keith V. Cooper * MSG Danny J. Davis CSM Lucio C. Deanda MSG Joseph L. Depenhart SGM Antoine Duchatelier Jr. SGM Eric Goolsby CSM Douglas K. Greene * MSG Rodney W. Harris SGM Brian N. Hauke SGM William L. Henson **CSM Annette Hunter** SGM Zacchaeus H. Hurst * SGM David J. Ibsen MSG Kirk D. Innis CSM Timothy S. Johnson SGM Johnny A. Jones Jr. SGM Dexter L. Kimble CSM Trefus E. Lee MSG Howard W. Loken + SGM Robert B. McGraw * SGM James P. Moore (ARNG) CSM Michael P. O'Donnell SGM Gregory D. Pace SGM Ernest Rodriguez CSM Kevin M. Rubio MSG Anthony E. Smoots CSM James P. Snyder CSM Terry L. Sparks * SGM Curtis V. Stapleton CSM Richard Sullivan III CSM Maurice L. Terry 5

FLIGHT SCHOOL GRADUATIONS

SGM Crystal L. Turner

CSM Jason W. Werner

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 09-15, 57 Officers, **Graduated May 28**

ABOLC

LT Aaron E. Scully * LT Leo A. Amoling LT Timothy A. Devine * LT Joseph T. Larson LT Jacob T. Rykken LT Joseph M. Alexander LT Robert M. Antis LT Steven P. Bane * LT Derek T. Behney LT Robert L. Bender LT Augustine B. Castronovo LT Shaun A. Collins LT Joshua P. Daneault * LT Joseph C. DiFrancesco * LT Michael A. Dobel LT Adam M. Ellington LT Comador M. Ferguson LT Doniel J. Flores LT Jan-Michael T. Guillermo LT Daniel T. Jones * LT Christopher A. Marr * LT Joseph D. Plotino LT Matthew D. Rouleau LT April J. Santos 3 LT Lesley R. Wayman *

AWOBC

LT Luke R. Wimmer

WO1 John C. Bockmann * WO1 Charles K. Eckart * WO1 Marcus A. Hursey * WO1 Joshua R. McCoy * WO1 Jillian B. Taylor-Furman WO1 Karl B. Gawron * WO1 Randy L. Billings WO1 Colin R. Brantz * WO1 Jeremy W. Brewer WO1 Joshua R. Brewer WO1 Travis J. Craig WO1 Marie A. Fredieu * WO1 Donald A. Goeppinger * WO1 LaTroy R. Green * WO1 Bronson L. Hamby * CW2 Guenther A. Heimerl WO1 Max L. Hoffman WO1 Harold W. Ivy WO1 Chad E. Jackson * WO1 Kevin R. McDonald WO1 Matthew T. Mulder

WO1 Derrick D. O'Brien WO1 Julio A. Ortiz WO1 David L. Piggott Jr. WO1 Robert P. Porter * CW2 Heath B. Robinson WO1 Banipal K. Seperghan CW2 Brandon E. Thomas WO1 Royce E. Thex WO1 Erik J. Williams CW2 James A. Young

Class 09-16, 39 Officers, **Graduated June 11**

DG

HG

HG

HG

HG

ABOLC LT Josiah D. Schlessman * LT Jay R. Berger * LT Robert E. Lelito CPT Mubarak O. Alkaabi LT Jared H. Brynildsen * LT Nicholas L. Craig * LT Heather M. C. Daugherty * LT Christopher A. Lawson 3 LT Kevin M. Power LT Heather M. Robinson * LT Matthew E. Stewart * LT James W. Tesauro LT Katharine M. Urosevich * LT Matthew J. Williams * CPT Scott E. Wohlford * CPT Philip J. Wyant *

AWOBC WO1 Kyle T. Prososki

DG

HG

HG

HG

HG

CLG

WO1 Mark S. Alexander *	
WO1 Stephen R. Cook *	
WO1 Curtis J. Howell	
WO1 Dylan D. Ousky	
WO1 Ginny K. Akins *	
WO1 Douglas R. Anderson *	
WO1 Jacob S. Beno *	
WO1 Jay S. Bown *	
WO1 William J. Buck	
WO1 Richard E. Caldwell *	
WO1 Michael W. Caveness Jr	
WO1 Benjamin G. Fisher *	
WO1 Frank M. Jenkins III	
WO1 Erik N. Jones	
WO1 Jason A. Koffarnus *	
WO1 Christopher M. Lopez	
WO1 Jed W. Mayes *	
WO1 Justin C. Meyer *	
CW2 Eric G. Roberts *	
WO1 Jonathan E. Strickland *	
WO1 Michael F. Tharp *	
CW2 Philip H. White *	

Class 09-17, 42 Officers, **Graduated June 23**

ABOLC	
LT Matthew L.	Brown
LT Timothy A.	Ashcra

HG LT aft LT Colin R. Downey * HG LT Thomas P. Gurrera Jr. HG LT Michelle L. Malinowski HG LT Brandon L. Andreasen LT Andrew C. Arbogast * LT Derek P. Brown

DG

DG

HG

HG

HG

LT David L. Butler * LT Anthony J. Cimellaro * LT Jonathan I. Dickson * CPT Bradley J. Docimo *

DG HG LT Nicholas A. Gebhardt HG LT Adam C. Geer *

LT Joseph L. Gyokeri * LT Raymond W. Hanson LT Darin K. Hunter * LT Michael J. Jenkins *

LT Panteley T. Matanov * LT Miles C. Miller Jr. * LT Jose A. Nunez II *

LT Wilford A. Rose * LT Brandon F. Staub * LT Troy D. Wikle

AWOBC

DG

HG

HG

HG

HG

WO1 Brandon J. Korn * WO1 Gordon W. Fuller WO1 Benjamin D. Rainey WO1 Shawn R. Witt * WO1 Duke B. Berry * WO1 Michael J. Deveau * WO1 Christopher M. Green WO1 Matthew R. Henline * WO1 Kelcey J. Huffman WO1 Britt A. Moser WO1 Omar Perez-Rodriguez * WO1 Jesse L. Sheninger * WO1 William T. Sherman * WO1 Zachary P. Shimon * CW2 Hector Simon WO1 Ray L. Smith * WO1 Masaki R. Sudo * WO1 Tyler S. Wagner

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

> > Graduate

ARMY AVIATION 54 JULY 31, 2009



Supporting the U.S. Army Aviation Soldier and Family

NEW MEMBERS

Air Assault Chapter **CSM Lebert Beharie** SFC Christopher Boily Matthew Brown CW4 Joseph N. Callaway 1LT Patrick Dowd MAJ Susan R. Fondy SGT James J. Frailey **Brett Garretson** Terry Geer Alain Giroux LTC Scott Hasken SFC James R. Hunt SPC Shaun Hurst SSG Jonathan B. Kincaid Mariko Kraft John Mason 1LT Micah Morino CW4 Scott Movers CW5 John D. North David Rohmfeld SSG Bradley N. Schultz CW3 Eric Shires CW4 Kevin Smith CPT David M. Spanton Martha Stephens Thomas P. Sullivan CW4 Joe Tejada, Ret. James Tweed Timothy L. Vincent Bob Waite CPT Kevin C. White CW2 Michael E. Wilkinson **Aloha Chapter** Justin Duh Arizona Chapter Scott Moser **Aviation Center Chapter** WO1 Giles D. Allen WO1 Benjamin S. Anderson 2LT James R. Antonides 2LT Justin L. Astroth 2LT Michael J. Baldi WO1 Grant J. Black WO1 Stewart M. Bloomfield 2LT Michael R. Boos WO1 Daniel Borisov CPT Tom L. Cai 2LT Richard M. Camacho 2LT Kitto R. Clinton WO1 Benjamin R. Coon WO1 Ryan L. Cunningham WO1 Jessica L. Davis WO1 Justin D. Davis WO1 Evan M. Dewan WO1 Ryan J. Drawin 2LT Joel S. Dugve-Estroda 2LT Kyle C. Eberly CPT David Elmo II 2LT Michael G. Ferrer 2LT Giovanni M. Gensale WO1 Francisco G. Granda WO1 Brent W. Gregory

WO1 Nathan D. Hahn WO1 Andrew C. Hall WO1 Cory A. Halt WO1 Josh L. Haney WO1 Christopher E. Hanson CW3 Steve Hart WO1 Andrew A. Hazlett WO1 Mathew L. Ingle WO1 Benjamin C. Jackson WO1 Nicholas S. Johnson WO1 Tyson L. Jones WO1 Sean R. Keller WO1 Gregory A. Kilpatrick WO1 Joshua H. Kilpatrick SSG Matthew S. Kinney CW2 Nathaniel E. Knutson WO1 Michael K. Kosmack WO1 Ian G. Kraus WO1 Paul S. Laser LTC Stephen W. Long 1LT Jason Lui CW4 Sean Magonigal 2LT Fernando E. Martinez WO1 Benjamin L. May WO1 Matthew P. McKenna WO1 Benny B. McLaughlin WO1 Marcus T. Nakamura WO1 Jarrod G. Nash WO1 Mike T. Nettleingham 2LT Amit V. Patel WO1 Nathanael M. Piatt 2LT Zachary H. Porter CW4 Robert A. Price, Ret. SSG Robert Price WO1 Jon A. Reed WO1 Andrew S. Rhoden WO1 Christopher J. Schell 2LT Pete M. St. John Rob Stone WO1 Aaron L. Turner WO1 Brian T. Wade WO1 Andrew J. Wickland WO1 Michael O. Wilson 2LT James T. Wolfe 2LT Kenneth A. Wolfe WO1 Jacob W. Wootton Kelly Yoakum Kevin Yoakum WO1 John Zoll Big Red One Chapter SPC Dray S. Carlton SPC Christopher E. Like CW4 Jeffrey Woodall Bluegrass Chapter Robert Garcia PFC Bobby J. Sizemore Central Florida Chapter Matt Hoffman Dennis Howe Sergio Moreno Jennifer A. Robbins Frank Simpkins Richard Zanecki

Colonial Virginia Chapter SSG Micheal D. Barber Tommy Bernal SSG William L. Carhuff SFC Christopher T. Doss J. Kelly Huck Gary Jefferies MSG Carlton E. Lumbley PV2 Fausto D. Moreno SSG Guy A. Randall, Ret. SSG John T. Wight, Ret. **Delaware Valley Chapter** Michael Bruchanski Allen Kiesel Craig S. Lewis Harry Reichardt **Empire Chapter** CW2 Patrick C. Fisher Flying Tigers Chapter John Antle Richard Kindred CW4 Kevin Kyle **Greater Atlanta Chapter** LTC James D. Howell Roger Nixon Brian Spaulding **Greater Chicago Chapter** Mark Kaminski Jim McNerney Jeff Rowan **Griffin Chapter** SPC Cecil A. Barnett SGT Eduardo Duran John J. McGuire CSM Jorge O. Soriano Idaho Snake River Chapter 1SG Bradley L. Gaskell Iron Mike Chapter MAJ Michael P. Slattery Jack H. Dibrell/Alamo Chapter CW4 Kirk Brown, Ret. CSM Sammy C. Sablan Jimmy Doolittle Chapter WO1 Larry A. Gunter **Keystone Chapter** Miranda Keeney Lindbergh Chapter LTC Theodore Williams Jr., Ret. **MacArthur Chapter** Robert Hofmann Magnolia Chapter Mr. William Brown SPC Cleother Clayborne SGT Michael E. Hall SGT Jason T. Lockett SSG Aubrey D. Overton SSG Craig S. Proaps SSG Nathan E. Ribelin SSG Jerry L. Rogers

SSG Joseph R. Sykes PFC Ricky J. Tanner SPC Charlie P. Whitaker Michigan Great Lakes Chapter Tom W. Prater Midnight Sun Chapter Shannon DeHaas Monmouth Chapter Eric Cochrane Tony Lisuzzo Nicholas Martino **Morning Calm Chapter** CW2 Diana P. Burks CW4 David N. Johnson Mount Rainier Chapter Melinda Jenks WO1 Daniel M. Lawrence CW4 Paul Shetler **North Country Chapter** Mr. David Bessey SFC Michael A. Morgan North Star Chapter SFC Mark A. Swedeen **North Texas Chapter** Rebecca Becker Larry Ginder Bierck Saxton Sylvia Szafarczyk Northern Lights Chapter CW4 Andy Miller Phantom Corps Chapter PV2 Wallace B. Rodecker V SFC Stephen T Schmidt Pikes Peak Chapter Jason Jenkins Chip Wallace Ragin' Cajun Chapter MAJ Kevin E. McHugh Savannah Chapter SSG Robert E. Congdon Wayne Shill Stanley Wojtowicz ShowMe Chapter CPT Paul R. Howerton Southern California Chapter Gary H. Burdorf Nick Giordano CW2 William B. Morris, Ret. Mr. Thomas Toomey Tennessee Valley Chapter Lisha Adams Frank Aponte Mabra Barnes Gene Barnett Beverly Boyd Scott Clark Ty Copeland MSG Doug Cowart, Ret. Kathy Dickens **Brad Duckett**

Philip Dussault

Morgan Evans Mike Fanning Keith Farr Don Ferguson, Jr. Larry Frakes Stephen Granade Parker Griffith Armando Guerrero Mike Guest Paul Haines John Howard Steven Isbell Billy Jarrell Gerald F. Johnson Michael J. Kane Richard Kretzschmar T.J. LaPointe James Lee Morgan L. Lovvorn Eric Martin Eddie Mason Arthur McDonald Ron Olkiewicz Jonathan Osborne CW4 Charles Park, Ret. **Detlef Presser** Manuel G. Ramirez William Reeves Derek Simmer Stanley Souvenir Mike Sutton Sheri Teague Nilmini Thompson Bernhard Wiegand Kevin Willis **Thunder Mountain** Chapter CPT Shane W. Boyd Volunteer Chapter SSG Wayman Manson James Mayo SGT Daniel Mickey Voodoo Chapter PFC Steven W. Ferguson Jr. SPC Patrick J. Fuerst PV2 Cory J. Logsdon MAJ Steven P. Nelson CW5 Wiley C. Nugent Washington-Potomac Chapter CW2 Reuben A. Arney Richard Aronson Mike Bennis MG Guy Bourn, Ret. Michael Creighton CW4 Michael R. Jewett CW5 Bobby McQuaid Bill Skipper COL Chris Swadener, Ret. Matthew L. Sweet 1SG Patrick G. Winkler Continued on page 61

ARMY AVIATION 55 JULY 31, 2009

SGT Douglas N. Speights

Benton Sykes

AAAA News

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Magnolia Chapter



MC President COL Dane Powell, left, assisted by COL Robert Berry, honored three members of the Mississippi Army National Guard with induction into the Order of St. Michael on May 15 during the chapter's quarterly meeting held at the 1108th Aviation Classification Repair Depot in Gulfport. The Bronze medallion and certificates of induction were presented, from left above, to *SFC Rodney Shiyou*, *SSG Eddir Agreaard* and Army civilian *Larry Tucei Jr*. for their unwavering support of and many contributions to the Aviation branch.

Air Assault Chapter (Deployed)



LTC Jimmy Blackmon, commander of the 7th Sdqn., 17th Cav. Regt. and Task Force Palehorse, honored *1SG Patrick Lunsford* with induction into the Order of St. Michael and the Bronze medallion April 24 at Forward Operating Base Fenty in Jalalabad, Afghanistan. Lunsford has spent over four years with the 7-17th Cav., serving as a first sergeant in two troops, most recently with Troop D. Lunsford was serving with Task Force Palehorse as part of the 159th Cbt. Avn. Bde.'s deployment in support of Operation Enduring Freedom. He is now attending the Sergeants Major Academy at Fort Bliss, Texas.

Aloha Chapter



COL A.T. Ball, left, chief of staff of the U.S. Army Pacific Command, presented the Meritorious Service Medal to LTC William O. Fischer and honored him with induction in the Order of St. Michael and the Bronze medallion June 4 at Fort Shafter, Hawaii. Fischer served on the USAPAC's G3 Operations staff as the chief of the Aviation Division. While serving in Hawaii with the 25th Cbt. Avn. Regt., Fischer activated and assumed command of 209th Avn. Spt. Bn. in January 2006, then deployed the unit to Operation Iraqi Freedom 06-08 from July 2007 to October 2008. His responsibilities on the G3 staff, from January to June 2009, included director of the Personnel Recovery Coordination Cell and chief of the USARPAC Aviation Resource Management Survey Team. Fischer is now attending the Army War College at Carlisle Barracks, Pa.

Aviation Center Chapter



On the occasion of their retirement from active duty, *CW4 Stuart L Contant*, left, and *CW4 Wylie A. Mathis* were honored with induction into the Order of St. Michael April 20 at Lowe Army Heliport, Fort Rucker, Ala. LTC Robert W. Hutson, commander of the 1st Bn., 212th Avn. Regt., presented the Bronze medallion to each officer, who serve with Co. A at Shell Army Heliport near Enterprise. Contant contributed immensely as the company and as the airfield safety officer, while Mathis, the contract evaluation platoon leader and company standardization officer, contributed immensely to standing up of the evaluation platoon's oversight of the

LSI contractor's Basic Warfighting Skills Division, the foreign military training program, and "Headhunter" staff support at Fort Rucker.

Colonial Virginia Chapter



LTC Christopher Brewer, commander of the 1st Bn., 222nd Avn. Regt., inducted departing Chaplain (*CPT*) *Jeremy A. Blanford* into the Honorable Order of St. Michael June 5 at Fort Eustis, Va. Blanford, who served as the unit's chaplain, received the Bronze medallion in recognition of his dedicated support, mentorship, counseling, and developmental programs that supported over 3,000 aviation trainees attending advanced individual training. He helped raise the standards, morals, and ethical values of aviation Soldiers being assigned to U.S. Army and Air Force units of the active, National Guard and Reserve components. Blanford is now assigned to Fort Campbell, Ky.

Delaware Valley Chapter



DVC President Mark Ballew, left, honored retired CW4 Jack A. Jordan, retired CW5 Herman R. Richardson and MAJ Louis J. Karnes with induction into the Order of St. Michael April 8 at the Boeing Company facilities in Ridley Park, Pa. Ballew presented each with a framed certificate and Bronze medallion. Jordan, a decorated combat aviator, has spent decades supporting Army aviation and AAAA while on active duty and as a Boeing flight test pilot; accumulating over 10,000 accident free flight hours. He plans to retire. Richardson is also a Boeing flight test pilot, who has conducted initial airworthiness flights on 65 CH-47F and 50 MH-47G Chinook aircraft. He was recognized for his impact on Army aviation and sup-

ARMY AVIATION 56 JULY 31, 2009

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port of the Chinook program. Karnes is the departing Defense Contract Management Agency's flight test chief to Boeing. He was honored for his aviation service and his work conducting the acceptance test flights and deliveries of the first 65 new CH-47F and 21 additional MH-47G aircraft. Karnes is now attending the University of Alabama in Huntsville for his Masters in Business Administration.

Flying Tigers Chapter



BG Matthew Matia, right, commanding general of the 11th Avn. Cmd. (USAR), honored two senior Reservists with induction into the Order of St. Michael May 4 during the AAAA annual convention at the Gaylord Opryland Convention Center, Nashville, Tenn. Matia draped Bronze medallions around the necks of LTC Robert Notch and 1SG Deeann Dunstan, both active Guard Reserve Soldiers. Notch was the 11th AC's aviation force development officer and was recognized for his 20 years of commissioned aviation experience and 12 years of aviation force development with the last 8 years specifically devoted to Reserve aviation transformation. He is now the commander of the 90th Avn. Spt. Bn. in Grand Prairie, Texas. Dunstan, who has received the Meritorious Service Medal, served as the 244th Avn. Bde.'s Headquarters Company 1SG. She was honored for her years of aviation service and her recent role in the relocation of the 244th AB Headquarters from Fort Sheridan, III. to Fort Dix, N.J. Dunstan is now attending the Sergeants Major Academy resident course.

Greater Atlanta Chapter



GAC Treasurer Sam Seetin honored retired COL Charles S. Keller with induction into the

Order of St. Michael and presentation of the Bronze medallion May 20 at Fort McPherson, Ga. Keller serves as the liaison for the Medical Communication for Combat Casualty Care in the Office of the Deputy Chief of Staff for Logistics (G4) with the U.S. Army Forces Command. During his career with Army aviation, he has flown 1,500 accident free flight hours, serving in aviation positions from section leader to battalion command. He has had a key role in the coordination, funding and transformation for all FORSCOM medical evacuation units.

Griffin Chapter



LTC Troy D. Krings, left, commander of the 1st Bn., 214th Avn. Regt., honored one of his departing commanders with induction into the Order of St. Michael March 12 at the Stuttgart Army Airfield, Stuttgart, Germany. Krings presented *CPT Benjamin C. Peterson* with the Bronze medallion for his successful command of Co. E. Today, Peterson is working with Task Force ODIN at Fort Hood, Texas.

Iron Mike Chapter



BG Raymond Palumbo, right, deputy commanding general of the U.S. Army Special Operations Command, presented retiring *LTC Patrick Henry O'Hara III* with the Silver medallion of the Order of St. Michael April 24 at Fort Bragg, N.C. O'Hara, who was inducted into the

Order in 2007, served as the deputy director for Special Operations Aviation with USASOC. He was honored for over 25 years of service to the nation. A master Army aviator, O'Hara accumulated 3,750 flight hours, of which 990 hours were flown under night vision goggles. His career highlights include serving four years as an AH-6 "Little Bird" attack pilot with Co. B, 1st Bn., 160th SOAR(A); participating in Operation Desert Storm; Navy/Marine Corps exchange officer and an AH-1W Super Cobra instructor pilot; and served as a professor of military science at Austin Peay State University in Texas. O'Hara plans to remain in the Fort Bragg area and pursue a government service position.

Iron Mike Chapter



A couple that never quit are now retiring. For his outstanding service, COL Andrew N. Milani II received the Silver medallion of the Order of St. Michael, while Julie Milani was inducted into the Honorable Order of Our Lady of Loreto during an April 2 farewell at Pope Air Force Base, N.C. Milani, inducted into the Order in 2000, has been involved with Army aviation since 1981. He has held multiple assignments with the 160th Special Operations Avn. Regt., including command of the 2nd Bn. and as the 9th commander of the Regiment. In his final assignment he served as the chief of Staff for the U.S Army Special Operations Command at Fort Bragg. A master Army aviator, he has more than 3,000 hours flying the UH-1, UH and MH-60A/L, the CH-47D and MH-47E, and the A/MH-6 Little Bird. Julie leaves a legacy of distinguished service and caring to the Army and the aviation community's mission. She participated in numerous installation and community councils and boards to enhance the quality of life of Soldiers and family members; and provided advice and recommendations for the various family readiness and volunteer programs. She most recently served as the treasurer for the USASOC's family readiness group. An advisor, mentor and role-model, she was a great ambassador for the Army and every command of which she has been a part. The Milanis plan to remain in the Fayetteville area.

ARMY AVIATION 57 JULY 31, 2009

AAAA News

Lindbergh Chapter



Retired LTC David Reichert, LC vice president of Programs, honored LTC Martin Ochsner with induction into the Order of St. Michael and presentation of the Silver medallion and certificate March 27 during his retirement at Scott Air Force Base, III. A 30 year veteran of the Kentucky Army National Guard and the active Army, Ochsner most recently served as the deputy chief of the Joint Operational Support Airlift Center with the Operations and Logistics Directorate (J3) of the U.S. Transportation Command. During his assignment, he was responsible for supporting over 100,000 scheduled joint service missions moving over 2 million passengers and delivering over 20 million pounds of cargo with an estimated savings of over \$200 million for the Defense Department.

Idaho Snake River Chapter



A retiring Idaho Army National Guardsman with over 42 years of service was honored with induction into the Order of St. Michael April 9 at Gowen Field in Boise. Following the award of the Legion of Merit for service to active Army and Guard, *CW5 Thomas A. McGee* was inducted and presented with the Bronze medallion and certificate. McGee, a Vietnam combat veteran, served as the Idaho state aviation safety officer. His leadership, mentorship and unwavering commitment to safety and professionalism as well as his significant and lasting contributions to

aviation leave behind a lasting legacy for all Army aviators to admire and emulate. McGee plans to serve as a civilian employee with the Idaho ARNG ground safety office in Boise.

Morning Calm Chapter



Retired LTC Bruce P. Crandall, a Medal of Honor recipient from the Vietnam war and the honorary colonel of the 2nd Avn. Regt., assisted with the induction honors of four 2nd Cbt. Avn. Bde. aviators into the Order of St. Michael April 16 at Camp Humphreys in the Republic of Korea. Crandall helped present the Bronze medallion to LTC Andrew J. Lippert, MAJ Nicholas H. Gist, MAJ John H. McMahan and CW4 Stanley R. Stacy for their years of aviation service and commitment. Lippert, Gist and McMahan served as the commander, executive officer and S3 operations officer, respectively, for the 3rd Bn., 2nd Avn. Regt., a general support aviation battalion, and have returned to the continental U.S. Stacy served as an instructor pilot with the Co. C, 3-2nd Avn., and retires from the Army. Pictured here, from left, are Stacy, Lippert, McMahan, Gist and Crandall.

Rhine Valley Chapter



LTC David Leach, right, commander of the SHAPE Helicopter Flight Detachment, honored *MSG Daniel D. Moesch* with induction into the Order of St. Michael at his farewell barbeque May 2 in Mons, Belgium. Moesch, the departing non-commissioned officer in charge of the detachment at the Chievres Air Base, was presented with the Bronze medallion and certificate. During his tenure, the detachment achieved 100 percent mission accomplishment rate while preserving its more than 42 year perfect safety record. Moesch is now assigned to the 82d Cbt. Avn. Bde. at Fort Bragg, N.C.

AAAA Chapter News

Tennessee Valley Chapter



Retired CSM Leon Hite, TVC's vice president for Enlisted Affairs, presented awards to the Redstone Arsenal's Noncommissioned Officer and Soldier of the Quarter on May at the Redstone Officer and Civilian's Club in Alabama. *SFC Christopher Patterson*, with Co. B, 832d Ord. Bn., took the NCO honors and *SPC Eric Beard*, with the local medical command, was the SOTQ. Each Soldier received a check for \$150 on the behalf of AAAA and the TVC. Here, Hite congratulates Beard and presents his check.



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ARMY AVIATION 58 JULY 31, 2009

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Bluegrass Chapter



A Century Later, 1st Aviation Enlisted Man Honored

The Army's first serving enlisted aviation Soldier was posthumously honored with induction into the Order of St. Michael March 31 in the Circuit Court of McCreary County, Whitley City, Ky. The surviving relatives of CPL Edward "Eddie" R. Ward, who later retired from the Army as a captain, were presented with a framed Gold medallion and certificate of induction. Retired MG Joseph Bergantz, AAAA National's vice president of Membership, assisted by BGC's CW5 Dean E. Stoops, V.P. for Legislative Affairs; CSM Donald Sanders, the Aviation branch command sergeant major; and McCreary County Judge Blaine Phillips, who issued a proclamation declaring March 31, 2009 as Edward Ward Day in the county, presented the medallion to Dorothy Timmons, Ward's 98 year-young niece and senior surviving family member and Joann Baxter, Ward's grand niece. Since the Bluegrass Chapter formed several years ago, they have used Ward as the namesake for their Soldier of the Month award.

Born in Pine Knot, Ky. in 1892, Ward was 19 when he enlisted in the Army in 1901. He began his involvement in military aviation Aug. 1, 1907 when he and PFC Joseph E. Barrett, both Signal Corps Soldiers, were detailed by the War Department for practical balloon instruction at the Stevens Factory in New York City. Since Ward was senior to Barrett, the 25 year-old Kentuckian was assigned by the Army's Signal Officer to take charge of "...all matters pertaining to military ballooning, air machines, and all kindred subjects." Thus, Ward became the first non-commissioned officer of the enlisted nucleus of the Army's newly formed Aeronautical Division. After a few weeks of training, the two Soldiers traveled to Virginia for an aeronautical exhibit to assist J. C. "Bud" Mars with his passenger-carrying captive balloon and aided in the construction of an aerial glider designed and operated by Israel Ludlow. Later, Barrett deserted and rejoined the Navy, leaving Ward as the sole enlisted man assigned to the Aeronautical Division.

In December 1907, Ward was assigned to Fort Myer, Va., and eight new Soldiers were assigned to him. His team helped to uncrate and assist with the Wright brothers' airplane demonstration trials, which began on Sept. 3, 1908. Ward was later detailed to the new balloon air station for the training of pilots and ground crews at Fort Omaha, Neb. After promotion to sergeant, Ward served as the engineer of U.S. Army Dirigible No. 1 at Fort Omaha. He also served at the Philippines Air School in Manila running the machine shop. In 1914, he returned to the states for assignment with the Signal Corps First Balloon Squadron. He received his commission as a first lieutenant at the start of World War I. Ward retired in June 1930 after 29 years of service, most of it with the Aeronautic branch of the Signal Corps. Ward died in 1965 in Dayton, Ohio.

CW5 Mark Grapin, the BGC's secretary, helped spearhead the project to recognize Ward's accomplishments. Pictured here, from left, are Sanders, Bergantz, Phillips, Stoops, Baxter and Timmons.

UPCOMING EVENTS

SEPTEMBER 2009

Sept 14 - 17 Joint C4ISR Symposium and Expo, Atlantic City, NJ

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

NOVEMBER 2009

Nov 2 - 6 U.S. Army Warrant Officers Assoc. Annual Meeting, Salt Lake City, UT

Nov 3 - 6

AAAA 7th Annual Luther G. Jones
Summit, Corpus Christi, TX

Nov 9 - 11 AAAA ASE Symposium, Sheraton Music City Hotel, Nashville, TN

DECEMBER 2009

Dec 9 - 11 AAAA UAS Symposium, Crystal Gateway Marriott, Arlington, VA

JANUARY 2010

Jan 5 - 7 AUSA Aviation Symposium & Exhibition, Arlington, VA

Jan 22 AAAA Scholarship Executive Committee
Meeting, NGRC, Arlington, VA

Jan 23 AAAA National Awards Committee Meeting, NGRC, Arlington, VA

Jan 25 - 29 Aviation Senior Leaders Conference, Fort Rucker, AL

FEBRUARY 2010

Feb 10 - 11 **Joseph P. Cribbins Aviation Product Symposium,** Huntsville, AL

ARMY AVIATION 59 JULY 31, 2009

AAAA News

WAR SUPPLEMENTAL PASSED

On June 18, the Senate passed 91 to 5 the \$105.9 billion Supplemental Appropriation Act (H.R. 2346), which the House passed 226 to 202 earlier in the week, to fund the wars through the end of September.

A strong contention in the Senate, concerning a provision to bar the release of photos showing abuse of detainees in U.S. custody, was overcome by shifting that item to another bill.

Among the add-ons were \$7.7B to prepare for the H1N1 (swine) pandemic flu, \$534M for "stop-loss" payments to veterans and \$2.4B for aid to Pakistan.

NEXT ANNUAL SPENDING BILLS

On June 9, the House Appropriations Committee began action on the 12 annual spending bills by setting agency operating budgets. In the process, the president's \$533.8B defense budget was cut \$3.5B. Republicans complained that the Defense Department was held to a 4 percent gain while major non-defense accounts were receiving increases averaging 12 percent.

On June 11, several House Armed Forces subcommittees began marking up the National Defense Appropriations Act.

The military personnel committee approved a 3.4 percent active duty pay raise and authorized a 30,000 increase of the active Army's end strength.

The personnel committee reported that they were unable to find the mandatory \$5.1B in off-sets necessary to include a disability compensation provision for Chapter 61 retirees (forced by disabilities to retire before 20 years of service) as requested in President Obama's budget.

The Democratic leadership is said to be working with the committee and a resolution is expected. Pundits think Congress is unlikely to approve all of the accounts in time for fiscal year 2010 starting Oct. 1, but will do so before adjourning the 111th Congress.

DOD NEEDS TO FIND SAVINGS IN 2011

In response to the Office of Management and Budget, all government departments are to outline at least five significant savings, terminations, reductions and savings initiatives in their 2011 budget plans.

The Defense Department is expected to reduce costs below the 2010 level of \$644 billion, including \$130B for the war operations, by using the ongoing quadrennial defense review to determine savings across the next 5 years.

Additionally, the full-year needed fund estimates for the Iraq and Afghan wars are to be submitted.

COMBAT FORCES WITHDRAW FROM IRAQ CITIES

GEN Ray Odierno, commander of U.S. forces in Iraq, said June 15 he is committed to



AAAA Representative to The Military Coalition (TMC)

withdrawing all coalition combat forces from Iraqi cities, including Mosul, to ready positions by the end of June per the U.S. and Iraqi security agreement.

A limited number of advisors and trainers will remain in the cities to work with the Iraqi security forces. Odierno said the overall situation has improved with the decline of violence and tensions and the better interdiction of foreign enemy fighters at the borders.

Future U.S. combat missions are to occur at the invitation of the Iragi government.

President Obama has said all combat troops are to leave Iraq by Aug. 31, 2010, with up to 50,000 advisors and trainers remaining.

Under the Iraqi security agreement, all U.S. forces are to be out of the country by 2011.

Although the Iraqis are pleased with the foreign troop pull-back, there is concern about the ability of Iraqi forces to meet future challenges.

NEW COMMANDER IN AFGHANISTAN

On June 15, GEN Stanley McChrystal took command of the NATO-led International Security Assistance Force with its 56,000 U.S. troops and 32,000 allied soldiers from 41 nations.

McChrystal is expected to apply a more unconventional approach in an increasingly violent campaign that has increased from 50 insurgent attacks per week in Jan. 2004 to about 400 attacks during the first week in June.

He has pledged to reduce the number of Afghan civilian casualties by improving allied procedures, obtaining more local intelligence and applying surveillance and reconnaissance aircraft to better focus operations.

NEW ARMY SECRETARY NOMINATED

President Obama nominated Rep. John M. McHugh (R-NY) June 2 for Secretary of the Army. McHugh, whose district includes Fort Drum, has served on the House Armed Services Committee for 16 years.

He is a supporter of the 10th Mountain Division, served on the U.S. Military Academy Board of Visitors, and helped passed the recent bi-partisan defense weapon acquisition reform bill.

BCT NUMBERS DECLINE AT POSTS

Army Secretary Peter Geren announced June 2 that Forts Bliss, Carson and Stewart will

each receive one less combat brigade than previously planned.

This announcement implements the 2010 budget decision by Defense Secretary Robert H. Gates, to field 2 instead of 5 new brigades with the recent active duty troop increase of 65,000 for a total of 574,000 Soldiers.

The personnel made available are to assist the Army of 45 brigades to cope with the personnel stresses caused by the unit rotations to the war zones and to end "stop loss" extensions. Local officials are hoping Congress will revive the brigade assignments to their locales.

RETROACTIVE STOP-LOSS PAY APPROVED

Congress on June 18 allocated \$534M to give a retroactive bonus of \$500 per month to Soldiers who were forced to stay in the military beyond their enlistment term since the Sept. 11 terrorist attacks. Previously Congress had approved the similar stop-loss payments for fiscal year 2009 beginning on Oct. 1, 2008.

The 185,000 service members eligible for this bonus must apply within one year to claim payment.

NEW GI BILL ENROLLMENT UNDERWAY

The new Post 9/11 GI Bill signed into law in July 2008 is providing a robust education benefit opportunity that rivals the World War II era GI Bill.

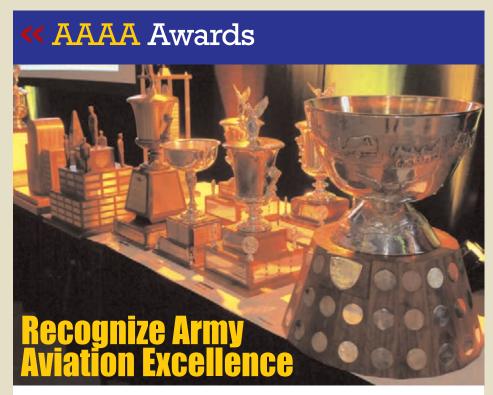
Since this is the initial year, the prospective students and the Veterans Affairs administrators must work carefully together to determine benefit eligibility and to gain those benefits.

The new GI Bill, which is in effect on Aug. 1, will provide the same education benefits for active and reserve component members and in some cases may be transferred to family members.

In general, the benefits for attending a state school include tuition and fees, a monthly living stipend, a book and supply stipend, a one-time relocation allowance and other benefits.

For attending a private school, the veteran should receive the benefits described above for up to the amount of the most expensive state school in that state plus a voluntary Yellow Ribbon Program from the private educational institution for the remaining tuition and fee costs

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



Upcoming Awards Deadline Dates to Remember

Deadline - AUGUST 15, 2009

Unmanned Aircraft Systems Awards

★UAS Soldier of the Year ★UAS Unit of the Year

Deadline - October 15, 2009 National Functional Awards

Functional Awards are presented during the Fort Rucker Senior Leaders' Conference:

- ★ Fixed Wing Unit of the Year
- *ATC Manager of the Year
- ★ATC Company of the Year
- ★Air Traffic Controller of the Year
- **★ATC** Facility of the Year
- *ATC Technician of the Year
- ★ Medicine Award
- *Air/Sea Rescue Award
- **★DUSTOFF Flight Medic Award**
- ★Trainer of the Year Award Functional Awards are presented during the Cribbins Symposium:
- ★Outstanding Aviation Logistics Support Unit of the Year
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by an Industry Team, Group or Special Unit
- ★ Materiel Readiness Award for a Contribution by a Small Business Organization
- ★Materiel Readiness Award for a Contribution by a Major Contractor

REMEMBER THE TROOPS

Nominate Your Candidate Today!

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

NEW MEMBERS

Continued from page 55

William C. Moog Memorial Michael L. Baczkowski

Wright Brothers Chapter

Scott Crislip

CW3 Henry Mentrak

Zia Chapter

1LT Michael A. McGahie CW4 David S. Read, Ret. CW5 Wayne L. Sowell

No Chapter Affiliation

SSG Omar Arteaga

Marcia Baldwin

SSG Pedro Barreto Jr.

Bill Brannon

Brian Byrne

Carolyn Byrne Charlie Chambers

Andrew Claverie

LTC Jack E. Cooper, Ret.

Jean-Marc de Saint Martin

Bill Dillard

Roger Duckworth

LTC Richard A. Gray

PV2 Brandon C. Greene LTC Maurice D. Gwinner, Ret.

MAJ Reuben Hokanson

Jaime A. Jarrin

Sheila L. Jaszlics

MAJ Bart Johnke

1SG Reggie Jones SSG Michael F. Lukeman

COL Michael C. Maffei

BG Shlomo Mashiah. Ret.

Charles Matthewson

PFC Samuel C. Mcalister

1SG Scott McCoy

COL Mark McMullen Jason D. Messamer

Jack Musgrove David A. Neill

SGT Joel Nixon

CSM Ivan D. Ossian, Ret.

CW2 Brian Pardue

Robert Peter

Scott Peterson Janet Petraroi

Charles Ransom

Joseph Rice

John R. Ryan

Jorge Sabido

Michael L. Snow

Larry Thrash

LTC Jeffrey Urso

Ash Vii

Stanley K. Watson

Robert Whalen

Maria Wilson

Timothy Winslow

CPT Craig M. Young

<< AAAA News

Supporting the U.S. Army Aviation Soldier and Family



ORDER OF ST. MICHAEL RECIPIENTS

SILVER

COL Robert L. Hesse LTC Brian L. Thompson CW4 Cynthia L. Nielsen COL Andew Milani CW5 Gregory D. Dahn

BRONZE

COL Michael Montoya MAJ Todd A. Welsh SFC Richard Dickerson COL David Sage 1SG Robert Farris Jr. CW4 Christopher Lowe MAJ Kenneth Cole SFC Craig Downey Robert Codney LTC Desiree C. Wineland

MAJ Calvin Wineland CW3 Al Cargen, Ret. LTC Travis Richards COL Jay Whitaker LTC Richard P. Adams SFC Herivan Figueroa SFC Michael Brown CW4 Michael J. Swisher CW4 John W. Sharer, Ret. CSM Donald Wright CW3 Martin Trenary CW4 David Van Guilder CW4 Christopher Marshall 1SG Brad Oxenford SFC Jon Griswold CPT Timothy Wickersham MAJ Jenness Steele CW3 Gary Dye CPT Anthony Timanus CW3 Jennifer Collins CW3 Jess McGee 1SG Scott Blevins MAJ Edward Vedder CW4 Gary Doak CPT Dwayne McJunkins CW4 James Hood CSM Leeford Cain MAJ Robert Keeter

LTC James McMillion

CW4 Jeffrey Lee CW4 Stephen Spicer SFC Jason Lamb CPT Daniel Gross MAJ Frederick Toti 1SG Henderson MAJ James Godfrey CPT Aric Raus LTC Thomas Rude

NEW CHAPTER OFFICERS

Armadillo Chapter

LTC Andrew Doehring,
President; COL Bob Poland,
Ret., Senior Vice President;
MAJ Josh Hegar, VP of
Programs; 1LT Christopher
White, VP Membership;
CPT Brian Halsell, Secretary

Morning Calm Chapter LTC Regginial R. Barden, Senior Vice President; MAJ Josephine E. Thompson, VP Membership

Ragin' Cajun Chapter MAJ Dan Moore, Senior Vice President; CPT William Whitesel, VP Membership

VMI Chapter

CDT Hannah Guarendi, Senior Vice President

SOLDIER OF THE MONTH

SPC Robert Blinn April 2009 Bavarian Chapter

SPC Carrington Walker May 2009 Bavarian Chapter

SSG Miguel Martinex June 2009 Bavarian Chapter

New Life Members

LTC Jack E. Cooper, Ret. LTG John M. Curran, Ret. Joel L. DiMaggio MAJ Robert L. Holmes, Ret. CPT Christopher E. Peterman CPT Jonathan M. Schloicka LTC Jann E. Stovall, Ret. CW4 Warren D. Tinseth, Ret.

New AAAA Industry Members Recoil Suppression Systems, LLC



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 M	EMBERSHIP FORM
AAAA Membership Place "X" in appropriate box New	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 1 Yr \$50 2 2 Yrs \$100 3 Yrs \$150 5 Yrs \$250 RETIRED MEMBER DUES 1 1 Yr \$37 2 2 Yr s \$74 3 Yr s \$111 5 Yrs \$185
City State ZIP+4 Home Tel	☐ Check or Money Order for dues is enclosed, made out to "AAAA". ☐ Charge my: ☐ VISA ☐ MC ☐ AMEX ☐ Diner's Club
Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)	Credit Card# (No DEBIT) 3 digit sec. code Expires mm/yy
Spouse (First Name) FAX Tel:	CHAPTER AFFILIATIONS (Check one) ☐ Please affiliate me with the chapters near my home.
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.	Affiliate me with theChapters 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)

ARMY AVIATION 62 JULY 31, 2009

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 2011 induction. The deadline for receipt of 2011 nominations is May 1, 2010.

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

LIEUTENANT COLONEL DONALD F. LUCE

ARMY AVIATION HALL OF FAME 1998 INDUCTION

LTC Donald F. Luce dedicated himself professionally and personally, in and out of uniform, for over 50 years in developing, improving and sustaining an Army aviation program that could fully support the U.S. Army in peace and war.

Luce learned to fly at 16. In 1942, at age 17 and too young for military service, he joined the Civil Air Patrol as a pilot and observer and flew submarine watch over the Gulf of Mexico.

In 1944, based on his CAP experience, Luce was commissioned a 2nd lieutenant and participated in combat operations in New Guinea, the Philippine Islands and Okinawa. Later he went on to serve in Japan, Korea and China.

Luce left the Army in 1946, but was recalled to active duty in 1948 during the Berlin Crisis in Germany. From 1950 to 1954 he served in U.S. Army Europe and was responsible for establishing the Heidelberg Army Airfield. He was then reassigned to what would later become U.S. Army Aviation and Troop Command.

From 1959 to 1961, Luce worked on and obtained approval from the U.S. Air Force for the Army to assume the capability to research, develop and procure its own aircraft.

In 1961, he was also a prime mover in securing approval for the Army to have its own depot level maintenance facility, establishing the Corpus Christi Army Depot in Texas. These actions finally and effectively divorced Army aviation from the U.S. Air Force.

Luce then became the first director of Maintenance at CCAD, where he was responsible for the depot's maintenance support of all Army aircraft during the critical years of the Vietnam War and during the major expansion of Army aviation forces. During these years, he initiated many support programs including spectrometric oil analysis, in-house overhaul of aircraft and components, and retro-

grade of battle damaged aircraft.

Luce retired from the Army in 1969 with a reputation as a mover and shaker – a man who got things done. In his retirement years, Luce continued to support Army aviation with the same zeal and enthusiasm displayed while in uniform. He moved to St. Louis, Mo., where for many years he represented AVCO Lycoming, the prime producer of the T53 and T55 turbine engines.

Over the years he established three AAAA chapters, serving as president of each. He was a member of the AAAA National Executive Board for six terms; and was a co-founder of the annual AAAA Aviation Product Support Symposium, now in its 24th year (as of 1998). Luce served a lengthy stint as treasurer, then as a governor of the AAAA Scholarship Foundation until his death in December 1994.



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