

# ARMY AVIATION

SUPPORTING THE U.S. ARMY AVIATION SOLDIER AND FAMILY

NOVEMBER 30, 2009 \$4.00



***SKY WARRIOR***  
Armed Persistence

 **GENERAL ATOMICS**  
AERONAUTICAL



A POWERFUL PROMISE.

The Block III AH-64D Apache Longbow will deliver new and superior capabilities to the warfighter. More powerful sensors for target ID at twice the range, more powerful processors for better battlefield awareness and quicker reaction, a more powerful drive system to deliver greater combat capability to our forces on the ground. The Block III Apache Longbow. The fastest, strongest, most agile Apache ever.

 **BOEING**



# Contents

November 30, 2009, Vol. 58 No. 11

## SPECIAL FOCUS

### Unmanned Aircraft Systems

- 26** What Can the ER/MP Do for You?  
*By LTC Kevin Messer and James Herberg*
- 32** Sight Unseen - The National Airspace System and Unmanned Aircraft Integration  
*By LTC Trey Kelley*
- 38** HELLFIRE Gets Ready for Prime Time with New Army UAS  
*By LTC Michael Brown and Lindsay Jensen*



### Air Traffic Control

- 40** What is a TAOG? The Evolution of the Theater Airfield Operations Group  
*By MAJ Terry Meyer, CPT James F. Dougherty and MSG Chad Coffman*
- 46** Product Manager Air Traffic Control Systems Modernization Update  
*By Joseph A. Myers and John B. Traylor*

## FEATURES

- 10** Synergy for the Army's UAS Efforts  
*By MG James O. Barclay III*
- 16** Technical Aviation Warrant Officers  
*By CW5 Jeffrey Reichard*
- 18** Future Enlisted Aviation Leaders  
*By CSM Tod L. Glidewell*
- 24** No Time to Chill When it Comes to Safety  
*By BG William T. Wolf*

- 52** A Training Year in Review: AATS, Enterprise, and New Initiatives  
*By COL Mark Weiss*

- 54** Ask the Flight Surgeon  
*By MAJ Nicole Powell-Dunford*

- 55** Cribbins Aviation Product Symposium

- 56** 159<sup>th</sup> CAB Maintains "Strong Bonds" During Deployment to Afghanistan OEF IX  
*By Denise Lewis*

## DEPARTMENTS

AAAA News	63
Advertisers Index	59
Army Aviation Mailbox	65
Briefings	4
Calendar	70
Fallen Heroes	67
Hall of Fame	71
Industry News	58
In Memoriam	65
Legislative Report	64
Letter to the Editor	66
Membership Application	70
Membership Memo	8
New Members	68
People on the Move	60
President's Cockpit	6

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg.® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830.

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Publisher

William R. Harris Jr.

## Editor

CW4 (Ret.) Joseph L. Pisano Sr.

## Family Readiness Editor

Judy Konitzer

## Director of Design & Production

Anne H. Ewing

## Advertising Director

Robert C. Lachowski

## Circulation Department

Deb Cavallaro

Debbie Coley

Diane Grinsted

Erika Isolda

Mary Ellen Kother

Elisabeth Mansson

## Web Address

www.quad-a.org

## Editorial Address

755 Main St., Suite 4D

Monroe, CT 06468-2830

Tel: (203) 268-2450

Fax: (203) 268-5870

General e-mail:

aaaa@quad-a.org

Advertising: bob@quad-a.org

Editorial: editor@quad-a.org

## ON THE COVER

**PAID ADVERTISEMENT: ABOUT THE COVER** – An innovative and technologically advanced derivative of the combat-proven Predator® unmanned aircraft system (UAS), Sky Warrior® UAS was designed by General Atomics Aeronautical Systems, Inc. to provide the U.S. Army and Division Corps commanders with long-range, armed, unmanned aircraft surveillance and attack capability. Featuring a heavy-fuel engine, triple redundant avionics, and redundant flight controls/surfaces, Sky Warrior can fly for more than 30 hours and carry four Hellfire missiles. An earlier Block 0 version of the contracted Block 1 aircraft was fielded more than a year ahead of Army requirements to meet urgent combat needs and has contributed significantly to defeating terrorists and saving soldiers' lives. Variants of Sky Warrior have been flying in combat for over three years. *Caption provided by the advertiser.*

## General Officer Announcements

Secretary of Defense Robert M. Gates announced that the President has nominated Army **Brig. Gen. William N. Phillips** for promotion to the rank of major general and subsequent appointment to the rank of lieutenant general with assignment as military deputy/director, Army Acquisition Corps, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Washington, D.C. He is currently serving as Commander, Joint Contracting Command, Multi-National Forces-Iraq, Operation Iraqi Freedom.

Secretary of Defense Robert M. Gates announced that the President has nominated the following Army Aviation brigadier generals for promotion to the rank of major general. Congratulations to: **Brigadier General Walter L. Davis**, Director, Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7, HQDA; **Brigadier General James C. McConville**, Deputy Chief, Legislative Liaison, Office of the Secretary of the Army, HQDA; **Brigadier General Perry L. Wiggins**, Deputy Commanding General, Fifth United States Army NorthFort Sam Houston, Texas.

## New ARMY AVIATION Editor



**CW4(R) Joe Pisano**, who has been a contributing editor on the staff and deputy to the Executive Director, is assuming the editor responsibilities effective immediately. LTC(R) James Bullinger, ARMY AVIATION Magazine editor since 2004 has accepted a position with a defense contractor to provide strategic communications support to the UAS Center of Excellence at Fort Rucker, AL. Joe is a past board member of AAAA and the AAAA Scholarship Foundation and joined the AAAA staff in 2007. A recovering Chinook Driver, Joe can be seen boring holes in the air in his Mooney all over Ohio and the Midwest where he makes his home with his wife Jamie surrounded with his sons' families and numerous grandchildren. Good luck and thanks to Jim, and thank you Joe for stepping up! Joe can be reached at [editor@quad-a.org](mailto:editor@quad-a.org).

## Army to Add New CAB

During the Association of the U.S. Army's annual meeting in Washington, D.C., MG James O. Barclay III announced Oct. 5 the Army's intention to create a new combat aviation brigade in the next 12 to 18 months. Barclay, the commanding

general of the Army Aviation Center of Excellence and Fort Rucker, Ala., said the brigade would be formed from existing force structure from around the Army from units, people and equipment in separate organizations. He gave no further details on the location, unit designation, or subordinates units for the new command. The Army currently has a tactical aviation force of 10 CABs and one air cavalry brigade.

## Oklahoma I-35 Named for Fallen Aviator



On Sept. 9, a ceremony was held in Purcell, Okla., to name a stretch of Interstate 35 in McClain County after fallen Army pilot **CW2 Steven Earl Shephard**. Local lawmakers authorized a memorial sign honoring Shephard to be placed on the interstate north of the McClain County Expo Center. Shephard, 30, of Purcell, was an AH-64D Longbow helicopter pilot killed with his copilot during combat operations June 27, 2005 in Iraq.

## Motorcycle Accident Kills Aviation Captain

Officials at Fort Hood, Texas, identified **CPT Luke David Yustin**, 25, of Bridgeport, Vt., as a Soldier killed in a Sept. 26 motorcycle accident. According to Texas Troopers, the accident occurred at about 3 p.m. 15 miles east of Fredericksburg as Yustin was riding eastbound on U.S. Highway 290. An automobile made a legal left turn in front of Yustin and Troopers say Yustin didn't see the car brake and ran into the vehicle. Yustin was assigned to Co. B, 2nd Bn., 4th Avn. Regt., since May 2008.

## Delaware Guard Improves Aviation Facilities

The Delaware Army National Guard said farewell to its last UH-1 "Huey" helicopter in a Sept. 18 ceremony at the New Castle Airport. The event also celebrated the start of \$28 million in construction projects to build a 91,000 square foot maintenance hangar with overhead cranes and network connections to plug helicopters directly into a computer system to analyze the aircraft status. Another project is a 30,810 square foot building to serve as a garage for parking UH-60 Black Hawk and a lone C-12 aircraft. The project is expected to finish in January 2011. The UH-1 left the state by November.

## More Guard Aviation OEF Bound

Army National Guard officials reported Sept. 15 about 70 Soldiers from Oregon and Washington will deploy to Afghanistan next spring to support Operation Enduring Freedom. Members with the 1st Bn., 168th Avn. Regt., home based in Pendleton, Ore., will deploy with CH-47 Chinook helicopters, pilots, crew chiefs, mechanics and a fuel support team. The Soldiers will train at Fort Hood, Texas before heading overseas.

# FN MAKES THE WEAPONS THAT MAKE HISTORY.



## 1917

The .30 caliber Browning Model 1917 Machine Gun is adopted by the U.S. military and variants remain in active U.S. military service for more than a half century.

## 1977-1982

U.S. military adopts the FN M240 and M249 SAW. FN opens a plant in Columbia, South Carolina to build small arms for the U.S. military.

## 2002

FN introduces the Advanced Reconnaissance and Remotely-Operated Weapon Systems (ARROWS). It is compatible with 7.62mm, .50 caliber and 40mm automatic grenade launchers and may be mounted on vehicles or installed in a static position.

## 2009 - LRWS

The FN Light Remotely-Operated Weapon System (LRWS) is the first in a family of remote platforms that offers a high volume of accurate fire while keeping the operator safe. It offers day and night optical sights, and can fire on the move or as part of a perimeter defense for high value sites.



For more than 100 years Fabrique Nationale has successfully equipped generations of soldiers, sailors, airmen and marines of the United States and its Allied nations. From legacy systems like the BAR, M2HB .50 caliber machine gun and Hi Power autoloading pistol designed by John M. Browning, to today's cutting-edge M240, M249, GAU-21 and the recently-adopted USSOCOM SCAR, FN stands at the leading edge of battlefield weapons. That's why 70% of the small arms used by the U.S. Military today proudly bear the FN mark of quality.



[www.fnhusa.com](http://www.fnhusa.com)

**WHEN THE MISSION IS DEFENDING FREEDOM, THE WEAPON IS MADE BY FN.**



## Going Strong And Moving Forward

**W**e held our Fall National Executive Board meeting at the Washington DC Convention Center during the AUSA Annual Meeting in October. All of our various committee chairmen reported on the status of revenue, membership and chapter activities.

With confidence, I can assure you that our Association is strong, vital and in great shape heading into 2010. I thank all our Aviation leaders who supported the meeting by bringing the Board up to speed on the status of their respective areas.

Special thanks to MG Jim Barclay, Aviation Branch Chief; BG Walt Davis, then Director of Army Aviation G3/G5/G7; and BG Tim Crosby, Program Executive Officer Aviation.

One current national Executive Board item of business under review is the Order of Saint Michael Program. AAAA National Secretary, BG (Ret.) Howard Yellen is chairing this committee to focus on written standards and guidelines for each level: Gold, Silver and Bronze.

His committee is developing stricter criteria and controls in order to maintain the relevance and prestige of the Order of Saint Michael. In addition, a new honorary level award is being considered to recognize the contributions of non aviation-related personnel. This review effort will ensure that our best and brightest Enlisted, Warrant Officers, DACs, and Commissioned Officers are prop-



The 2010 AAAA Annual Convention general information brochure will be included with the next two issues of ARMY AVIATION magazine.

erly recognized by this outstanding Aviation Branch award.

An icon of Army Aviation past, CW4 Michael J. Novosel, Sr. was honored this past month by the Army Aviation Branch Chief. A commemorative bust will be on permanent display in the Fort Rucker Headquarters building entrance hall.

Mike received a Medal of Honor for repeated trips to evacuate 29 soldiers under heavy enemy fire while serving his country during the Vietnam War.

In 1975, Novosel was inducted into the Army Aviation Hall of Fame and in 1998 was honored by our organization for his outstanding contributions to Army Aviation with an Order of Saint Michael.

Serving 42 years as an aviator,

spanning three wars (World War II, the Korean War and the Vietnam War) and saving more than 5,500 wounded soldiers by medical air-evacuation, Mike's contributions to this country and Army Aviation will stand as a model for future Aviation soldiers to emulate.

Serving as President of our organization, I am honored to be invited and attend functions at some of our local chapters. In October, I presented Order of Saint Michael awards and served as a guest speaker for the 42<sup>nd</sup> CAB ARNG and Empire Chapter in Saratoga Springs, NY.

I enjoyed meeting with COL Mike Bobeck and members of his Brigade; I was shown the greatest hospitality. Thank you for your dedication and contribution to Army Aviation.

I know it seems like Spring is a long way away, but I would like to remind you that the next two issues of the magazine will contain the Registration and Housing packets for the April 14-17, 2010 AAAA Annual Convention in Fort Worth, TX. The online registration will open on Monday, January 4, 2010.

Please consider nominating one of your peers or subordinates for one of the AAAA National Awards that will be awarded at the upcoming convention. The suspense for nominations is January 1, 2010. We especially need nominations for NCO, Soldier, DAC and Crew Chief of the Year awards.

Please help us recognize soldiers and all of those individuals who are contributing every day to make sure all of us back here in civilian life enjoy the fruits of democracy and freedom by nominating them for these awards. The door is open!

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

### Statement of Ownership, Management, and Circulation (Required by PS Form 3526)

Title of publication : Army Aviation (ISSN 0004-2480). Date of filing: October 6, 2009. Frequency of issue: Monthly, except April and September (10). Annual subscription price: \$30.00. Location of known office of publication: 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Location of headquarters or general business office of the publisher: Same. Publisher: William R. Harris, Jr., 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Editor in Chief: William R. Harris, Jr. Owner: Army Aviation Publications, Inc. (AAP), 755 Main Street, Suite 4D, Monroe, CT 06468. Known bondholders, mortgagees, and other security holders owning or holding 1% or more of the total amount of bonds, mortgages or other securities: None. The average no. of copies each issue during the preceding 12 months, and the actual number of copies of the issue published nearest to the filing date (latter appears in parenthesis) were: a. Total No. copies (Net Press Run): 17982 (16999) (1); b. Paid Circulation: (1) Sales through dealers, carriers, street vendors, and counter sales: NA (NA); (2) Paid or Requested Mail Subscriptions NA (NA); c. Total Paid and/or Requested Circulation: 16817 (16163); d. Free distribution by mail: Samples, complimentary, and other free copies: 77 (11); e. Free Distribution Outside the Mail (Carrier or Other Means): N/A (N/A); f. Total Free Distribution (sum of 15D and 15e): 77 (11); g. Total Distribution (sum of 15C and 15f): 16895 (16174); h. Copies Not Distributed 1087 (825); i. total (Sum of 15g and 15h): 17982 (16999); Percent Paid and/or Requested Circulation (15c/15gx100): 99% (99%).

I certify that the statements made by me in this statement and dated October 1, 2009 are correct and complete.

William R. Harris Jr., Publisher



**Flexibility.**

**Your most  
important  
payload.**

Sentry™ HP. Multi-mission, multi-role, tactical, medium-range UAS. > Versatility at its best. Inherent plug, power and play attributes deliver situational awareness, intelligence and other effects when and where needed. > Seconds count. Sentry's minimal launch time equals maximum target time for operators. > Intuitive. Operating, and training systems are second nature. > Sentry HP. Proven pedigree of ruggedness, flexibility and service to the Nation.



A Finmeccanica Company

DRS Unmanned Systems, Fort Walton Beach, Florida – Total Solutions...Total Performance

[www.drs.com/sentry](http://www.drs.com/sentry)



## Individual Membership and Other Benefits



**T**he vast majority of AAAA members take out their checkbooks once each year and dutifully renew their individual membership.

Whatever the category – \$15 for Enlisted/GS-8/Full-Time Student; or \$26 for all others – our association makes NO profit on these memberships; and the individual membership dues only help to partially offset the publication costs and postage for ARMYAVIATION magazine.

By any measure, individual membership in AAAA is truly one of the best bargains in the industry and of the professional military associations!

We have one of the best professional journals of any military association and it encompasses the total Army aviation community, not just the active component, but the Army Reserve and Army National Guard as well.

You could get a non-AAAA member subscription to the magazine for \$30 a year, but it comes free as part of your low association membership dues.

Our first-time members can enjoy the benefit of the long-standing “2-for-1” program, where their dollar buys a two-year membership for the price of a single year.

While this program is attractive from the standpoint of laying out fewer dollars, we have realized a higher renewal rate from those individuals who have had two years to consider the services and benefits offered by AAAA – making the renewal decision certainly easier as a result.

AAAA has an under-advertized program that supports our members who deploy to one of the combat theaters. If you are a current member in good standing and your membership expires during your deployment, AAAA will provide a courtesy extension to the membership for a year.

While the program is not intended to encompass those who have mobilized and not deployed to the combat theater, the expense of these complementary extensions is certainly worth every penny it costs our Association in supporting our Aviation Soldiers.

Since there is no direct connectivity between the Army’s personnel management system and AAAA’s membership services section in Connecticut, there is a required level of proactivity on the part of the individual member or their supporting chapter.

As the former secretary of the Bluegrass Chapter, I can tell you the few moments it took me each month to stay abreast of which of our members were deploying was a sound investment of my time.

This loop is closed with a simple phone call to the National Office at (203) 268-2450, or an email message to [aaaa@quad-a.org](mailto:aaaa@quad-a.org), letting them know when the deployment starts and stops, and they’ll take care of the rest.

Another program I’ll touch upon briefly is tailored to memberships for the merchants and businesses in our local communities, namely *Associate* and *Sustaining* memberships.

We all get coffee at the local donut store, pick up a dozen of something for mom at the florist shop, or have our car serviced by the neighborhood “quickie-lube.”

Each of these interfaces with a local merchant is an opportunity to include them in AAAA’s membership programs, which we’ll discuss in detail in another membership memo.

Many of these local businesses reciprocate their inclusion in our Aviation success with discounts to AAAA members – whether it’s a few dollars off a haircut, a flat-rate percentage discount, or a free appetizer offered by a restaurant.

Next time, we’ll look into Associate and Sustaining memberships in detail, and how they benefit our chapters and association; and some innovative tools for membership recruiting.

Details on each of the Membership programs are further described in the AAAA INFOFILE and I welcome your questions at [mark.grapin@quad-a.org](mailto:mark.grapin@quad-a.org).

CW5 Mark Grapin  
AAAA Vice President for Membership  
[mark.grapin@quad-a.org](mailto:mark.grapin@quad-a.org)



AAPI GRAPHIC

ARMYAVIATION



Photo Courtesy of Ryan Reeves

# YOUR SERVICE MAY END. YOUR COVERAGE WON'T.

**AAFMAA – Better Coverage- Lower Cost- Continues With You**

\$400,000 Coverage	
AAFMAA	SGLI
<b>\$19.00*</b>	<b>\$26.00**</b>
<b>Continues to age 50</b>	<b>Stops 120 days</b>

\*Monthly premiums shown. Subject to terms and conditions of the policy. Coverage ends at age 50 or 60 based on nicotine use. \*\* Does not include \$1 charge for TSGLI.

\$400,000 Follow-On Coverage; 10 years, Age 50		
AAFMAA	VGLI	
<b>\$29*</b>	<b>\$144**</b>	<b>\$268**</b>
<b>No Increases</b>	<b>Age 50-54</b>	<b>Age 55-59</b>

\*Level Term II monthly premium. This is best non-nicotine rate class. Rates may be higher depending on individual health and lifestyle. \*\*Monthly premiums shown

Compare AAFMAA's Level Term I low-cost alternative to SGLI. A great way to supplement your coverage. Unlike SGLI, which stops 120 days after separation or retirement, Level Term I can continue to age 50. AAFMAA's Level Term II is a great follow on with even greater savings. You pick the amount and the term (5 to 30 years) and your rates never change. VGLI increases every 5 years. For over 129 years, military families have trusted AAFMAA.

**No war, No aviation, and No terrorist clauses.**

**For complete details call **AAFMAA** toll free: 1-877-398-2263**

**www.aafmaa.com**



*Insurance from a name you can trust®...AAFMAA*

**STABILITY • REPUTATION • LOW COST • SINCE 1879**

Army and Air Force Mutual Aid Association, 102 Sheridan Avenue, Fort Myer, VA 22211-1110

The U.S. Government does not sanction, recommend or encourage the sale of this product. Subsidized life insurance may be available from the Federal Government.



## Synergy for the Army's UAS Efforts

By MG James O. Barclay III

**T**he emergence of unmanned aircraft systems (UAS) in the mid-1990s brought unmanned aerial vehicle technology to the forefront as an essential capability to accomplish the intelligence, surveillance and reconnaissance (ISR) mission.

Since that time the roles, missions and numbers of UAS have continued to expand at unprecedented rates.

In the past six years, the Department of Defense has experienced unparalleled rapid growth in unmanned systems. From 2002 to 2008, the number of unmanned aircraft increased from 167 platforms to over 6,000 aircraft.

The expansion of unmanned aircraft systems will continue to have ever increasing utility in future Army operations. Our UAS are proving themselves in key operational missions and are embraced by the war fighters who employ them.

The current Army methodology for assigning tasks for UAS is to missions that are dull, dirty or dangerous.

Just as the mechanized warfare and airpower resulted in a revolution in military affairs, the introduction of unmanned aircraft will have significant implications on how wars are fought for generations to come.

### The UAS CoE

In October 2007, the Army Vice Chief of Staff directed the establish-

For more information on the Army Unmanned Aircraft Systems Center of Excellence visit online at [www.rucker.army.mil/uascoe/](http://www.rucker.army.mil/uascoe/) or call (334) 255-0836, DSN: 558-0836.

Or visit the UAS CoE Knowledge Network at: <https://www.us.army.mil/suite>



The UAS CoE is responsible for synchronizing the efforts of all UAS related issues that support current, emerging and future forces – one of ten essential tasks important to Army warfighters. Here, SSG Adam Jeter with the 5th Sqdn., 73rd Cav. Regt., 82nd Abn. Div., hand launches a Raven unmanned aircraft to provide immediate intelligence during a June 26 joint assault operation with Iraqi army and national police in the Ma'dain area east of Baghdad, Iraq.

ment of the U.S. Army Unmanned Aircraft Systems Center of Excellence (UAS CoE) at the home of Army Aviation.

The purpose of the UAS CoE then and now is to synchronize and focus the Army's UAS efforts with the Department of Defense (DOD), our sister services, functional Army proponents and their corresponding Centers of Excellence, the combined arms branches, and with other agencies and our industry UAS stakeholders.

Today, the Army UAS CoE is manned and resourced to fulfill the VCSA's directive and is co-located with the U.S. Army Aviation Center of Excellence (USAACE) here at Fort

Rucker, Ala.

It serves as the Army's proponent and integrating agency for all UAS related issues and is the single source and voice for all Army UAS strategies.

The overarching mission of the UAS CoE is to provide Army-level direction towards systematically migrating the applicable mission capabilities to unmanned air systems by fully integrating unmanned aircraft as a "system-of-systems" on the modern battlefield and on the battlefields of the future.

It provides both vertical and horizontal integration of UAS concepts and initiatives for current, emerging and future UAS capabilities.

# When their terrain changes **VERSATILITY** is key.

WASP  
UAS: RAVEN  
PUMA<sup>AE</sup>

Around an embankment, beyond the horizon, or over the sea, continue to gather critical data undetected without putting your troops or civilians in harm's way. Each AeroVironment UAS is uniquely designed to maximize results without compromising the mission. Be prepared for any situation with our family of UAS ready for your deployment today.



RANGE - 5 km  
ENDURANCE - 45 minutes  
WEIGHT - 0.95 lbs (430 g)  
**WASP**

RANGE - 10 km  
ENDURANCE - 60-90 minutes  
WEIGHT - 4.2 lbs (1.9 kg)  
**RAVEN**

RANGE - 15 km  
ENDURANCE - 2 hours  
WEIGHT - 13 lbs (5.9 kg)  
**PUMA<sup>AE</sup>**



The emergence of unmanned aircraft systems has reshaped how tactical ground commanders have accomplished their intelligence, surveillance and reconnaissance mission requirements. Here, SGT Donald Melvin, left, and SPC Stephen Cantrell prepare to launch a Shadow UAS from Camp Taji to fly on a June 26 ISR mission north of the Iraqi capital in support of the Multi-National Division-Baghdad.

### The Ten Essentials

In order to create the desired synergy for the Army, the USAACE has directed ten essential tasks to the UAS CoE.

1. Develop a flexible, coherent, comprehensive and actionable UAS strategy for the Army.

2. Synchronize the efforts of all UAS related issues that support current, emerging and future forces.

3. Serve as the executive agent for the Army UAS Board of Directors.

4. Chair the Training and Doctrine Command's directed monthly UAS BoD Working Group to inform, support and facilitate the development of the UAS *Concept Capabilities Plans, Capability Documents* and the DOTMLPFP (doctrine, organization, training, material, leadership & education, personnel, facilities and policy) change requirements.

5. Coordinate with Joint Unmanned Aircraft Systems Center of Excellence, DOD, Office of the Secretary of Defense (OSD), and other agencies to facilitate interoperability and system integration.

6. Develop and implement the Army's UAS strategic communications plan.

7. Represent the Army on national airspace integration, joint command and control, and spectrum management issues.

8. Represent the Army on the OSD's UAS Task Force Integrated Process Teams.

9. Participate as required in Army UAS accident and mishap investigations, joint UAS experiments, exercises, simulations and studies.

10. Represent the Army to joint, coalition and other U.S. government and non-government agencies.

### Synchronizing Efforts

To facilitate these tasks, the Army UAS CoE has several venues and tools available for networking stakeholders and collaborating efforts, and enhancing knowledge management.

#### UAS Board of Directors

The UAS Board of Directors and its corresponding working group is the most enduring of these venues.

The BoD Working Group meets monthly on the second Tuesday of each month, while the UAS BoD convenes periodically to provide updates, share information and obtain strategic guidance from Army senior leaders.

#### UAS CoE Knowledge Network

The Knowledge Network is a web-based tool designed to enhance and facilitate the situational understanding of Army unmanned aircraft systems in a collaborative environment.

The UAS CoE has established its knowledge network using an Army Knowledge Online "single sign-on" protocol and is accessed through the Aviation Warfighters' Forum Knowledge Network.

The Website address for the UAS CoE is: <https://forums.bcks.army.mil/secure/CommunityBrowser.aspx?id=728022&lang=en-US>.

#### UAS Professional Forum

The UAS Professional Forum on the Battle Command Knowledge System or BCKS is available to enhance working collaboration and the exchange of information.

This forum provides an open envi-

ronment for the professional discussion of aviation and UAS topics.

It can be accessed through the BCKS Aviation Net, which is linked to both the Aviation Warfighters' Forum and UAS CoE Knowledge Network.

### One Team, One Fight

Unmanned aircraft systems were born out of necessity to protect the force. As the Army continues to develop concepts and doctrine for UAS engagement in current and future warfare, the UAS CoE stands poised to map these capabilities and integrate their intrinsic ability to support the warfighter.

It is the integrating hub for all UAS related activities for the Army.

With the strong commitment of the Army and the Army's UAS proponent, the UAS CoE is prepared to provide the synergy for the realization of the full potential of these systems within the current and future battle space.

I urge each of you to learn more about the UAS CoE and become an active participant in our Army aviation and unmanned aircraft systems issues.

Your knowledge and understanding helps us all become more effective in our day-to-day missions.

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.*

# THE NEXT GENERATION IN ONE SYSTEM® TECHNOLOGY

TEXTRON Systems

## JOINT SERVICES INTEROPERABILITY FOR MULTIPLE UNMANNED AIRCRAFT

AAI's Universal Ground Control Station (UGCS) architecture is the preferred solution for U.S. joint services requirements for simultaneous mission control of multiple unmanned aircraft.

The UGCS is the next generation of proven One System ground control station technology in combat today with U.S. Army, Army National Guard, and Marine Corps unmanned aircraft systems. One System is the only ground control station currently supporting multiple unmanned aircraft of various military branches.

Plus, the network-centric UGCS already meets U.S. Army and joint services interoperability requirements and C4ISR unmanned aircraft systems joint information exchange capabilities.

To learn more, go to [aaicorp.com/universal](http://aaicorp.com/universal) or call 1-800-655-2616.

[aaicorp.com](http://aaicorp.com)

© 2009 AAI Corporation. All rights reserved. AAI is an operating unit of Textron Systems, a Textron Inc. (NYSE: TXT) company. AAI is a registered trademark of AAI Corporation. One System is a registered trademark of the U.S. Army.





ARMED  
SCOUT  
645

# CHECK. CHECK. CHECK. COMPLETE

Hovered at an altitude of 6,000 feet at 95 degrees... check. Operated longer than two hours... check. All this, while carrying a 2,300-pound mission payload... check. EADS North America completed testing of its Armed Scout 645 in Colorado and passed with flying colors. The Armed Scout 645, based on the same platform as the highly successful UH-72A Lakota Light Utility Helicopter, met all of the U.S. Army's armed scout helicopter performance requirements. When results count, the Armed Scout 645 is the only helicopter in its class that passes the test.

[www.ArmedScout.com](http://www.ArmedScout.com)



LOCKHEED MARTIN 

 american  
eurocopter  
an EADS North America Company

 EADS  
NORTH AMERICA



## Technical Aviation Warrant Officers

By CW5 Jeffrey A. Reichard

**I**n today's Army, the role of aviation continues to expand and become more critical. We rapidly deploy troops, supplies, and/or firepower to a given location, giving our ground forces greater reaction time, flexibility, and versatility.

The advances in technology have increased the requirement to have highly trained technicians able to implement and maximize the capabilities of our aviation fleet.

The experts in our technical Aviation Warrant Officer fields are the Air Traffic and Airspace Management, Unmanned Aircraft Systems, and Aviation Maintenance technicians.

These Aviation Warrant Officers are critical members of the aviation team, and their requisite knowledge, skills, and abilities place them in high positions of responsibility right out of their completion of training.

Competition for these technical MOS's is very keen, with Warrant Officer Accession Board selection rates often below 20%.

The Air Traffic and Airspace Management (AT/ASM) technician, MOS 150A, is the newest, and smallest of the technical Aviation Warrant Officer specialties. These officers are accessed from the enlisted MOS 15Q.

Currently there are only about 100 authorizations in the Active Component for these officers, but they fill critical positions. Upon completion and certification training at Fort Rucker, they assume duties as platoon leaders in the GSAB ATS company and Airfield Operations Battalions (AOB).

These positions formerly designated for aviation lieutenants but rarely filled, allow the increasingly complex areas of terminal area air traffic control and joint airspace coordination and deconfliction to be managed by



Left to right: WO1 Wesley Iwerks, WO1 Giac Ly, WO1 Elizabeth Vogt, WO1 Rebecca Pinckney, WO1 Robert Freeman, CW2 Donald Scholl (USAR), and WO1 Mark Stubbs recently graduated Air Traffic and Airspace Management and are currently serving in various units as 150As.

those with years of training and expertise, and have allowed the aviation lieutenants to get back to the cockpit.

After their time as platoon leaders 150A Warrant Officers will go on to later assignments focusing on airfield management or safety and standardization as part of the AOB or Theater Airfield Operations Group (TAOG) staff, and airspace planning assignments in brigade, division, and corps staff positions.

The Unmanned Aircraft Systems (UAS) technician, MOS 150U, is an MOS that continues to be an integral part of the aviation fight.

Accessed from the enlisted MOS 15W, UAS techs are part of the aviation team embedded in Brigade

Combat Teams (BCTs). Each BCT has a Shadow Platoon, and each platoon has two 150Us. (W2/W3) with the CW3 as the platoon leader. There are over 100 authorizations for 150Us currently, with more to come as the Army prepares to field the ERMP.

As we all know, UAS is playing a major role in the war effort in Iraq and Afghanistan. Defense Secretary Robert Gates has made expansion of intelligence, surveillance, and reconnaissance capability a top priority at the Pentagon.

According to the latest figures, UAVs supply 95% of full-motion video images that commanders use in the CENTCOM AOR.

In 2005 UAVs flew 100,000 hours, most of it in support of troops in Iraq

and Afghanistan. In 2008 the number of hours in flight approached 400,000. This dramatic increase in flight time will only increase the need for UAS Operations Technician Warrants.

They will be heavily relied upon as the subject matter experts in ensuring the mission for UAS can be accomplished as it continues to grow.

Just like the 150A, competition for selection for UAS Tech is very tough, with only the most highly qualified being selected.

The Aviation Maintenance Technician, MOS 151A, is the oldest, and largest technical Aviation Warrant Officer MOS.

With their backgrounds as aviation maintainers, these subject matter experts now manage the arduous tasks and responsibilities of the Army aviation maintenance community.

With just over 200 authorizations Army-Wide, these maintenance experts assist in developing the priorities of aviation logistics, tools, and personnel, and coordinate it all to come together in a 24 hour per day cycle.

These Technical Aviation Warrant Officers provide an enormous amount of support to the entire aviation community. Their daily duties ensure the seamless operation of missions and are crucial to the efficiency of Army Aviation as we know it.

The Army takes full advantage of their expertise, as they are utilized immediately upon completion of their specific technical training. Without these warrants, the moving parts of Army Aviation would come to a grinding halt.

A special thanks to CW4 Richard Ayers, Warrant Officer Proponency, and Mr. Brian Swensen and CW3 Kevin Francisco, both instructors with 1<sup>st</sup> Aviation Brigade, for all their input and contributions to this article.



*CW5 Jeffrey A. Reichard is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, Alabama.*

# IT TAKES ONE TO KNOW ONE



Photo courtesy of SFC Kevin Doherty

## What separates us from our competition?

A deep understanding of customer needs. Plus, the know-how to improve mission effectiveness. Reduce risk. Boost readiness. Increase safety. And cut operational and support costs. It's knowledge gained from 22 years of extraordinary service to defense industry customers. And from the U.S. Veterans who comprise 39% of our workforce.

Put what we know to work for you:

[www.QinetiQ-NA.com](http://www.QinetiQ-NA.com)

QinetiQ North America  
Systems Engineering Group  
890 Explorer Blvd.  
Huntsville, AL 35806  
256-922-6800  
800-518-8364

# QinetiQ

North America

Systems Engineering Group



# Future Enlisted Aviation Leaders

By CSM Tod L. Glidewell

**I**n an attempt to showcase the talents of our enlisted leaders, I will run articles written by our non-commissioned officers in place of my monthly columns when appropriate. We are also asking our Advanced NCO Course to write articles of historical importance or issues of interest to our enlisted force.

This month's contribution, which I hope to be the first of many yet to come; is a double article authored by CSM Patrick Whitfield, the CSM of the 1st Bn., 222nd Avn. Regt. at Fort Eustis, Va.; and by ISG Ernest Gunter with the 1st Bn., 13th Avn. Regt. at Fort Rucker, Ala. I thank them for their great efforts and service.

As you will see there's an effort afoot at all three of our advanced individual training locations to produce more responsible and accountable Soldiers that are better prepared to directly integrate with our formations.

I believe as you read this article you'll see it is no longer business as usual at our training bases.

Now I would ask you leaders out there, "Do you have a reception and integration program that can pick up and continue what these leaders have started?"

Take Care of the Soldier – they will take care of our Army! Above the best!

---

## What is a Leader?

By ISG Ernest Gunter

---

**E**very week new Soldiers arrive at Fort Rucker and Fort Eustis from basic training to attend advance individual training (AIT) for Aviation related military occupational specialties (MOS).

As an AIT company first sergeant (ISG) assigned to Fort Rucker, all new Soldiers receive an in-brief from me where I pose the question, "What is a leader?"

The answers I receive vary. Most Soldiers believe that a leader is the person in charge giving the orders and that a leader has to be a morale person.

A leader, as I explain to Soldiers, is simply any person that others are willing to follow.

In the Army and in life, we have good leaders as well as bad leaders. Part of my responsibility to new Soldiers is to instill the desire to become that good leader, the leader that others want to follow.

I explain it like this: "If you are the Soldier that knows what right looks like and adheres to what is right, and if you're that Soldier that is always squared away – does the right thing even when no one is watching – then you have the attributes of a natural leader." People will automatical-



Soldiers prepare to move out for a day of tactical training.

ly have the desire to follow your example.

In AIT, Soldiers not only learn their new MOS, but also learn how to be a professional Soldier that embodies the *Warrior Ethos* and lives by *Army Values*.

The AIT platoon sergeants spend countless hours mentoring young Soldiers to become the future leaders of tomorrow. A portion of this process is achieved by placing Soldiers in student leadership positions and giving them responsibilities that they may not be accustomed to.

With a constant rotation of diverse Soldiers, molding these future leaders and providing opportunities for them to grow is a step-by-step process.

Each student leader like each AIT platoon sergeant is different. Any Soldier that shows the potential and desire to become a leader or to hold a leadership position is considered.

Some Soldiers may show leadership potential, but may be shy in nature and need a little push to stand out; while other Soldiers instantly shine and step forward and assume leadership positions.

We have four different platoons broken down by time in service and level of training. Each AIT platoon sergeant selects their student leadership which consists of one student ISG, four student platoon sergeants and four squad leaders.

The cadre company ISG makes the final decision on the selection for student ISG. The student ISG is one of the most critical leadership positions in the platoon and they are held responsible for the status of over 400 Soldiers and weapons, with guidance and oversight of the cadre.

# Zing™ knows



Reliability and safety begin within the helicopter itself. To keep flying in the world's worst conditions, its complex components require constant monitoring and maintenance. And now it's easier and more cost-effective.

Honeywell Zing™ for Helicopters products provide diagnostic information required for optimum readiness and performance. As an on-condition system, maintenance is now performed based on evidence of need. Increasing readiness. Enhancing safety.

Zing™ HUMS and Zing™ Test sensors and embedded diagnostic software actively monitor and communicate the health and maintenance needs of critical components.

Zing™ Ware and Zing™ Services are software- and web-based programs that collect and analyze fleet-wide data for long-term reliability analysis.

Honeywell Zing™. Know more and stay mission ready.

## Honeywell

For more information call: 1-858-679-4140

[www.missionready.com](http://www.missionready.com)

© 2009 Honeywell International Inc. All rights reserved.

## Developing Students as Leaders

By CSM Patrick Whitfield

Here at Fort Eustis in the 1st Bn., 222nd Avn. Regt. there are several challenges to the process of developing new Soldiers into potential leaders, including the "leader-to-led" ratios and running multiple shift operations.

The primary philosophy is to place new Soldiers in situations that allow them to learn the concept of leadership in a non-threatening environment.

With five initial entry training companies managing Soldiers in 12 different MOS, the intent remains consistent across the battalion; however, each company must approach the process a little differently to facilitate their shift schedules and student load.

Each company manages different MOSs, taking on different traits and responding to different variables, but all meet the intent and experience opportunities to learn what it means to be a leader.

The concept of "student leadership" is key to the operations of the battalion. Managing 250 to 350 Soldiers, while juggling three shift operations with six cadre platoon sergeants, lends itself to leadership challenges. Rather than viewing this as a problem, the battalion and company cadre have approached this as an opportunity to allow our Soldiers to excel. The results have been extraordinary.

Peer-to-peer leadership can be challenging, but it also can be exceptionally effective if approached in the right manner. All student leaders know they will not be ridiculed, chas-



AIT PSG walk Soldiers through "Glass House" training to demonstrate how to enter, clear and secure a building.

The 1st Platoon is filled with Soldiers that arrive from basic training and they stay in this platoon for a minimum of four weeks.

When a Soldier has been in the platoon for three weeks and has taken and passed their initial diagnostic Army physical fitness test (APFT), they are then evaluated for a student leadership position.

The cadre platoon sergeants consider those Soldiers that have not received any negative counseling, passed their APFT, maintain good personal appearance, display the Army values and show qualities of leadership.

In the 2nd Platoon, the cadre platoon sergeant (PSG) chooses a student PSG as well as chooses candidates for selection as the student 1SG.

These Soldiers remain in the 2nd Platoon from week 5 through 11 of training. It is during this phase that we truly begin to see Soldiers stand out amongst their peers.

As these Soldiers grow in understanding of how the Army works, the cadre looks for the Soldiers that not only set the right example, but can also follow orders and enforce the standards which they have learned.

Soldiers that reach the 3rd Platoon are those Soldiers whose training is longer than 12 weeks. The cadre PSG for this platoon looks for those Soldiers that are professionals and are

not afraid to stand up and correct their peers when necessary.

The student PSG at this phase has conducted enough physical training (PT) that they can lead their platoons in PT and receive and pass on all required information to fellow Soldiers in their platoon with minimum supervision from the AIT cadre.

They can place the formation into an extended rectangle and are capable of marching their platoon to and from class along with calling appropriate cadence.

One such Soldier, PFC James Ellison, a platoon guide for 2nd Platoon passed his PT test with a 290 out of a possible 300 and felt it was not good enough.

This Soldier took the initiative to do additional PT every day with the Soldiers who did not meet standards. By doing so, he motivated and helped other Soldiers improve on their PT, at the same time improving upon his own.

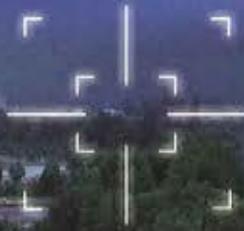
During a barracks inspection, several Soldiers failed to meet the standard; he used his personal time in the evening to help them get up to standard. He continually went above and beyond expectations by motivating his peers to volunteer for cleaning details and set a higher standard for other platoons to follow.

PFC Ellison is but just one example that will make great future leaders for Army aviation.



A Soldier provides overwatch during a building clearing exercise.

LAT: N 42.135522  
LON: W 91.769198  
AZ: 384.2  
CL: 0.5



# EXTRAORDINARY VISION FOR EVERY MISSION.



Critical, life saving missions like this won't launch without the vision that makes them safe. That's why the combat SAR H-60s depend on extraordinary sensors from FLIR Systems. That's also why the Army's LUH deserves the proven Talon™ system. Talon delivers an unmatched combination of performance, at the lowest possible weight. The Talon's plug and play commonality between aircraft ensures less down time and more mission time. When mission success means lives saved, the choice is clear. FLIR Systems. [www.FLIR.com/GS](http://www.FLIR.com/GS)





A four man stack breaches the door to enter the building as the remainder of the squad provides security.



A breach team secures the building as the squad pulls security.

tised or professionally embarrassed for making mistakes.

Our approach is to place new Soldiers in the leadership positions with the idea that this is an opportunity to improve, get honest feedback from their peers, take on issues they see from inside the ranks, and possibly improve operations.

Most of the companies assign a student first sergeant (ISG) to each of their platoons – Day, Night-1, Night-2 and Hold Platoon. Additionally they will assign an assistant platoon sergeant (PSG) to squads within these platoons. This gives each student responsibility as a ISG or PSG with 75 and 25 Soldiers respectively.

These student leaders take on responsibility for preparing physical training (PT) formations, beginning of day accountability, pre- and post-class accountability, marching formations to and from school, barracks maintenance work order tracking, wall locker inspection preparation, barracks cleaning, and weekend pass collection and distribution.

This list does not account for everything these Soldiers are responsible for, but gives an idea of the scope of their actions.

Each of these items gives cadre PSGs the opportunity to step back to coach, teach and mentor a much larger population, since they do not per-

sonally have to perform the actions.

They influence how it is done, but are able to actually teach Soldiers through action and involvement instead of simple observation.

The feedback received from Soldiers indicates that Soldier morale is higher. They feel the communication process is better because they feel more comfortable talking with student leadership and asking for clarification, or further guidance through these intermediaries.

At the same time, Soldiers in student leadership positions learn how to communicate their issues to the NCOs and commander in a positive process.

All Soldiers have commented that the peer feedback and peer evaluations have benefited them in learning how to be leaders and matured them as Soldiers.

Most companies are able to change student leaders approximately every 4 to 6 weeks. This gives an opportunity to a large number of Soldiers while also allowing for continuity and maturity in the process.

To provide leadership opportunities to additional Soldiers, most companies have taken on additional projects that can be student led and monitored by cadre without overburdening actual company leadership.

Some of the more successful projects have included having a commit-

tee of Soldiers develop an “Initial Entry Training Night” at the Post Exchange. This project was conceived by cadre, then given to the Soldier committee to plan and execute.

It incorporates using resources at the Morale, Welfare and Recreation office; the Post Exchange, the Inspector General’s office, the battalion staff, and ends with a briefing to the battalion’s command sergeants major and commander.

This program resulted in record sales at the Post Exchange, and provided Soldiers with significant cost savings on items like computers, game systems, and portable music devices.

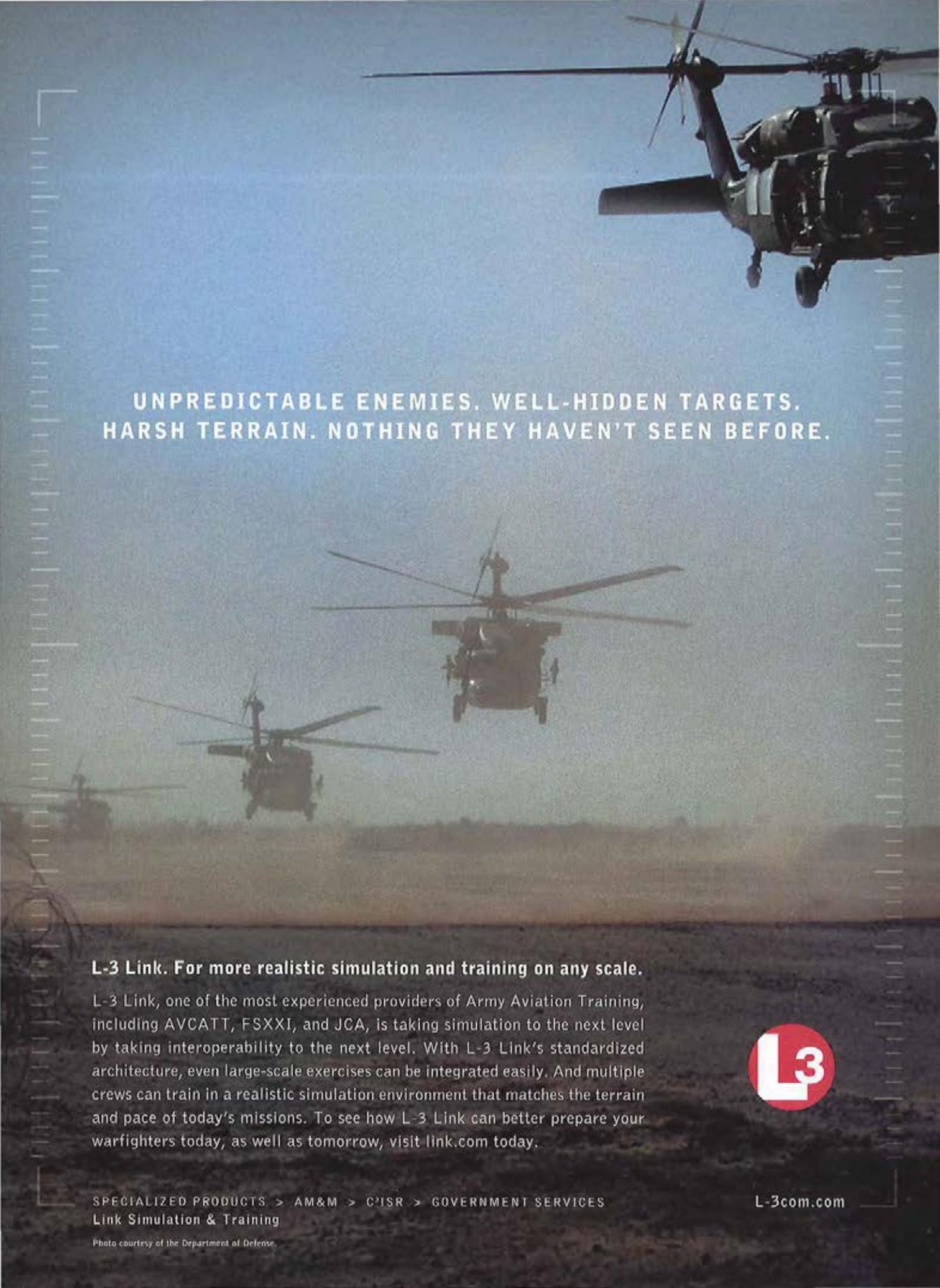
The Soldiers involved developed knowledge about resources available on the installation, within the battalion organization, and how to coordinate resources to make this event successful.

Another company coordinated with the installation youth center, and a student committee worked with the youth center to complete an entire facility renovation – including Soldier art work on the walls and weekly mentorship sessions between young Soldiers and installation teens.

This program has given Soldiers a true appreciation of the concept of *selfless service* and at the same time the mentorship program has benefited Soldiers – by gaining insight as to how others look up to them, and the impact that just wearing the uniform can have.



*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.*

A formation of Army helicopters flying over a desert landscape. The helicopters are silhouetted against a clear blue sky. The terrain below is a flat, arid desert with some low-lying vegetation and a distant horizon line. The overall tone is professional and military.

UNPREDICTABLE ENEMIES. WELL-HIDDEN TARGETS.  
HARSH TERRAIN. NOTHING THEY HAVEN'T SEEN BEFORE.

**L-3 Link. For more realistic simulation and training on any scale.**

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](http://link.com) today.



SPECIALIZED PRODUCTS > AM&M > C/ISR > GOVERNMENT SERVICES  
Link Simulation & Training

[L-3com.com](http://L-3com.com)

Photo courtesy of the Department of Defense.



# No Time to Chill When It Comes To Safety

By BG William T. Wolf

The season of giving thanks is upon us and with it comes an opportunity to pause and reflect on the many blessings that have touched our lives this year.

This time of year always reminds me how lucky we are to be part of an amazing Band of Brothers and Sisters that remains steadfast in the quest to protect each other and the United States of America.

For more than 234 years, this great Army's mission has been to fight and win our nation's wars and, during the past several years, our team has been fighting overseas contingency operations in places like Iraq and Afghanistan.

I am tremendously thankful for these great men and women who continue to stand point to protect our nation and remain dedicated to preserving our way of life.

My gratitude for our Soldiers and the great work they do every day extends beyond traditional unit boundaries to encompass the Family members who make their Soldier's success possible.

The men and women who keep the home fires burning while their Soldier is busy training and fighting hold a very special place in our Army Family and I am very thankful for their many contributions.

Because of your individual and collective efforts and skills, we have been successful where others before us have failed.

Your skills in identifying and assessing hazards and defining and implementing controls to reduce risks have contributed greatly to this success, and I thank you for your dedication to our Army's safety.

Although it is appropriate to celebrate our successes, now is no time to let our guard down when it comes to



safety. With the full effects of winter being felt across our installations, careful attention must be paid to prevent cold weather injuries.

Caring for Soldiers and avoiding cold weather problems are both an individual and leadership responsibility. Leaders must train Soldiers to the standard in prevention, recognition and first aid for cold weather injuries and enforce those standards. The extra time we take preparing our Soldiers for cold weather will reduce injuries and result in a huge payoff in increased unit readiness.

For additional information and tools you can use to manage risk and decrease the chance of fall/winter incidents, accidents and injuries, visit <https://safety.army.mil> and look for the Army Safe Fall/Winter campaign logo at the bottom of the Web page.

We are a Band of Brothers and Sisters, both on and off the battlefield. And with the arrival of colder temperatures, it's "no time to chill" when it comes to safety.

Many of you will enjoy the comforts of home and joys of being with

Family this holiday season. If you are traveling, I urge you to be extra cautious on our nation's highways, as POV accidents are still the No. 1 off-duty killer of our Soldiers.

Be extra vigilant in identifying, assessing and controlling hazards by using the online TRiPS planning tool. Remember, a moment's lapse in awareness can easily result in tragedy.

As we bow our heads and give thanks during November's Veterans Day and Thanksgiving celebrations, know that a grateful nation acknowledges the many sacrifices made by you and your Family members this year.

To all of you who put your lives on the line every day to defend this great country, know that we, as a nation, are truly grateful for your service.

*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.*



*These are our references.*

[www.northropgrumman.com/circm](http://www.northropgrumman.com/circm)

▼ **IR COUNTERMEASURES**

Northrop Grumman has over 40 years of infrared countermeasures experience. Our Laser DIRCM is installed on over 450 platforms for the United States Armed Services and Allied Nations. Our resumé, experience, and reliability speak for themselves. These are our references.



# What Can the ER/MP Do for You?

By LTC Kevin Messer and James Herberg

ARMY PHOTO

**A** lot! That is the answer and attitude within the Medium Altitude Endurance Product Office when Soldiers and leaders ask, "What can your new unmanned aircraft system do for me?"

Within the Unmanned Aircraft Systems Project Office, the product manager for MAE (PM-MAE) is responsible for delivering the MQ-1C Extended Range/Multi-Purpose (ER/MP) unmanned aircraft system (UAS) to the Army's fighting forces.

The personnel in this organization understand the need to deliver a reconnaissance, surveillance and target acquisition (RSTA) capability that can provide accurate and timely information to operational forces allowing them to be at the right place, at the right time, with the right forces.

They realize the need to provide a proactive, real time attack capability – by capturing ongoing enemy operations and distributing that information to the various commands and forces – allowing friendly forces to destroy or interdict fleeting enemy operations, or remain on station supporting

friendly force ground operations with on call direct fire.

Additionally, they recognize they must provide a communications relay capability that supports long-range operations across vast distances, to allow the synchronization of a multitude of actions, and extend the operational range of the ER/MP.

## "When do I get it?"

The short answer is now.

But this doesn't mean all operational forces will receive the MQ-1C system today; the system is fielded within the combat aviation brigade and is a division asset.

The complete answer, the real answer, is that some units will receive some capability now with increasing numbers of units receiving systems with additional capabilities over the upcoming years; capabilities that will be retrofitted to earlier units.

This answer is far more complicated because the acquisition process – which requires designing, developing, training, testing, fielding, and sustaining the system – can only

deliver the UAS as fast as these requirements can be met.

Much like a major campaign, the planning, preparation and movement through the stages of operation over several years takes tremendous coordination and effort.

The execution of a major acquisition program involves hundreds, if not thousands of people – military, government and business – to craft a plan to deliver the right product to the right units with the right capabilities.

The Quick Reaction Capability (QRC) will provide the 1st Cavalry Division with a slice of a full company, which includes four MQ-1C ER/MP aircraft, two One-System ground control stations and 17 personnel.

Congress directed in April 2008 the early deployment of two ER/MP units to Operation Iraqi Freedom to support operational needs; and the first unit arrived in Iraq in early August.

As the unit becomes fully operational, the MQ-1C gives the division a dedicated and enduring reconnaissance, surveillance and target acquisition capability with its electro-optical



**MEGGITT**

smart engineering for  
extreme environments

**Our thermal management systems improve  
performance, reliability and mission success.**

Meggitt Defense Systems keeps missile and aircraft electronics cool under any circumstance. Our battle-tested thermal management systems are lightweight, high performance, affordable and are used in manned and unmanned aerial vehicles.

Our 30 years of expertise in cooling technologies can be found in thousands of systems, helping keep personnel and equipment mission-ready.

email: [gerry.janlckf@meggitt.com](mailto:gerry.janlckf@meggitt.com)  
[www.meggittdefense.com](http://www.meggittdefense.com)



ARMY PHOTOS

The Extended-Range, Multi-Purpose medium altitude endurance unmanned aircraft conducts a test flight over California.

and infrared imagery sensors, synthetic aperture radar moving target indicator sensors, and laser target designation; and a communications relay capability for up to 22 hours a day.

The 2nd QRC unit, which deploys in 2010, will have the additional ability to fire HELLFIRE missiles in a direct attack role as the aircraft are weaponized.

While these early units will not have all the capabilities required of the MQ-1C system, they provide an 80-percent solution now.

As full tactical units – with 12 MQ-1C aircraft, five ground control stations and 128 personnel – come on line at one to two systems per year, they will bring greater endurance and improved sensors with even greater capabilities beginning in 2011.

These other improved sensors include a tactical signals intelligence package and/or foliage penetrating radar.

#### Acquisition Authority

On May 19, 2008, the ER/MP UAS went from an acquisition category (ACAT) II program – managed within the Army – to an ACAT I(D) Defense Acquisition Board program with decision authority and oversight now resting with the Under Secretary of Defense for Acquisition, Technology and Logistics.

The ACAT I(D) designation has had a manifold increase on the regulatory and documentary prerequisites that must be met to satisfy statutory and regulatory requirements for a program of this level.

The good news is the Office of the

Secretary of Defense (OSD) has a vested interest in the success of the MQ-1C ER/MP UAS program and strongly supports the Army having this capability.

The granting of the Rapid Acquisition Authority helps us to respond to combat emergencies by speeding up the delivery of new systems to the field and was used to implement the QRC deployments.

Also, with direction by senior leadership to deliver an 80-percent solution now, as opposed to a 100-percent solution that would slow deliveries long after the immediate need has expired, has given the PM-MAE tremendous latitude in fielding efforts.

#### ER/MP Testing

Although the MQ-1C design is based on earlier systems, there are significant differences and improvements requiring a multitude of tests.

These tests range from environmental testing to the conduct of operations, and include the following:

#### System Level Environmental Test

Recently during January and April, the ER/MP went through the full suite of environmental testing at the McKinley Labs on Eglin Air Force Base, Fla.

The test covered various environmental conditions such as hot, cold, snow, wind, ice and rain, as well as various configurations such as storage and operational.

The systems performed well, and identified issues are being resolved to ensure the systems can operate in the environments it will encounter.



Efforts are underway to arm the ER/MP with HELLFIRE missiles, shown here with two missiles under the fuselage. In November and December the ER/MP will conduct additional testing, firing up to 16 missiles, at the Navy's China Lake Test Center in California.

# Common Sensor Technologies



For every platform,  
one powerful advantage.

Raytheon Common Sensor Technologies deliver superior ISR and targeting capabilities at an unbeatable value. Leveraging a trusted heritage of sensor development and production, Raytheon Common Sensor Technologies equip manned and unmanned aircraft with proven mission capabilities, delivering sensor commonality bred through common parts, reliable performance and dedicated support. Interchangeable, survivable and upgradeable, Raytheon Common Sensor Technologies provide an uncommon and distinctive operational advantage.

[www.raytheon.com](http://www.raytheon.com)

Keyword: CST

**Raytheon**

*Customer Success Is Our Mission*

## Customer Test

In April, a Customer Test with the QRC-1 equipment and Soldiers was conducted. The test served as a graduation exercise for the QRC-1 training and occurred at General Atomics' El Mirage facility in California.

The Army's Operational Test Command ran the event with support from the doctrinal experts from Fort Rucker, Ala.

The test consisted of five vignettes designed to reinforce the training the Soldiers had received and prepare them for deployment.

The vignettes were flown from El Mirage into the Edwards Air Force Base ranges. The Soldiers performed tasks such as reconnaissance, convoy support, target location and cooperative engagements.

## Production Prove-out Test #1

During November and December the ER/MP will fire 16 HELLFIRE missiles at the Navy's China Lake Test Center in California.

This will include autonomous and remote engagements from various altitudes and using different angles-

of-attack, during day and night flights.

Various types of targets, from stationary to moving, will be engaged.

The event will demonstrate the ER/MP's ability to perform HELLFIRE launches in preparation for the limited user test and the QRC-2 deployment.

## Limited User Test

Currently the MQ-1C ER/MP is scheduled to conduct limited user testing in conjunction with a National Training Center rotation at Fort Irwin, Calif., during May and June of 2010.

The QRC-2 Soldiers will operate the MQ-1C system to provide RSTA support to training units.

Eight additional HELLFIRE missiles will be fired to verify that the Soldiers can use the ER/MP system to conduct missile-on-target engagements.

The Soldiers will be required to provide the laser spot for two missiles fired from a helicopter to demonstrate the capability to perform cooperative engagements.

The LUT will support ER/MP's second low rate initial production decision as well as support the Army

Test and Evaluation Command report supporting the QRC-2 deployment.

## Conclusion

It should come as no surprise to anyone that getting an 80-percent system into the hands of Soldiers today will demonstrate the good, the bad, and the acceptable, all while technology enhancement efforts continue to ensure our Soldiers get the best tools available for their mission.

The PM-MAE office and personnel are dedicated not only to providing the best possible ER/MP unmanned aircraft system to the Soldier, but also to getting the system as quickly as possible in their hands to support ongoing operations, while garnering feedback on what's good and what needs to be improved.



*LTC Kevin Messer is the product manager for Medium Altitude Endurance (MAE) with the Unmanned Aircraft Systems Project Office and James Herberg is a contractor with MTS supporting MAE at Redstone Arsenal, Ala.*

**TacEvac™**  
Tactical Casualty Movement System™

**EVERY MISSION. EVERY VEHICLE.  
ALWAYS READY.**

The TacEvac Helicopter Casualty Litter Rack® allows every mission aircraft to have dedicated "tactical evacuation" capability. Mission aircrafts can now carry two critical litter casualties and a full complement of "shooters" or cargo.

The Airborne Litter Platform System preloads into stations to simplify the rapid loading of casualties. Fitting NATO stations including CH-46, CH-47 and all fixed wing aircraft, the ALPS provides a universal fit for all shortened tactical litter variants (as many are too short for NATO sized stations). The ALPS is also stackable and lightweight for easy storage when not in use.

**HELICOPTER CASUALTY LITTER RACK**

**AIRBORNE LITTER PLATFORM SYSTEM**

[WWW.COMBATMEDICALSYSTEMS.COM/AA](http://WWW.COMBATMEDICALSYSTEMS.COM/AA) \*PATENT PENDING

**COMBAT MEDICAL SYSTEMS™**  
PHONE: 910.426.0003 | FAX: 910.426.0009  
6441-D Yadkin Road, Fayetteville, North Carolina 28303



# Rescue, only faster.

No delays. No time slots. Direct two-way SATCOM communications between survivor and personnel recovery centers, with automatic acknowledgement and notifications for instant peace of mind.

**Over-the-Horizon without the delays.**

Introducing the HOOK2<sup>®</sup> SATCOM Base Station. Now in a theater near you.

[www.gdc4s.com/hook2basestation](http://www.gdc4s.com/hook2basestation)

**HOOK2**  
GPS CSAR System<sup>®</sup>

**GENERAL DYNAMICS**  
C4 Systems

# Sight Unseen



## The National Airspace System and Unmanned Aircraft Integration

By LTC Trey Kelley

**S**ight unseen means to do something or perform an act without seeing the object first. For the Unmanned Systems Airspace Integration Concepts Product Directorate (USAICPD), "sight unseen" has a double *entendre*: seeing a possibly conflicting aircraft without actually "seeing" it, and in a way that has never been done.

The Army's Unmanned Aircraft Systems Project Office (UASPO) has established an office for the specific purpose of developing, testing and fielding a system giving UAS operators a "sight unseen" capability and allowing them an alternate means of compliance with Federal Aviation Regulation (FAR) Part 91.113.

The FAR states, in part, "When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear."

For UAS operators to comply and

integrate routinely into the National Airspace System (NAS) with manned aircraft, it will require the integration of technology, operations and procedures, with cohesive requirements and standards.

With the proliferation of UAS in the U.S. military services to accomplish combat missions supporting contingency operations, airspace needs are growing.

Segregated airspace no longer suffices for UAS training, testing and operations.

Currently, the Federal Aviation Administration (FAA) approves Certificates of Waiver or Authorization (COA) allowing limited UAS daytime-only operations in the NAS for specific unmanned platforms at specific locations with ground observers and/or chase aircraft to comply with FAR Part 91.113.

The number of COA submissions is growing and the submission and approval process is consuming valuable time and resources of the FAA and the Department of Defense (DOD).

The COA method of flying unmanned aircraft in the NAS is rapidly becoming untenable.

The Unmanned Systems Airspace Integration Concepts Product Directorate with the Unmanned Aircraft Systems Project Office is working issues to allow military UAS to operate in the National Airspace System in compliance with Federal Aviation Regulations. In the near future, Army unmanned aircraft, like the Shadow here, will be able to launch and operate safely in national airspace with no risk to civil aviation or other unmanned aircraft.

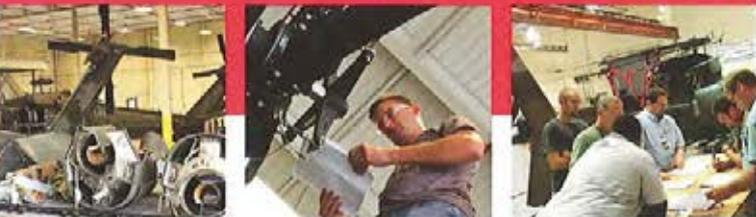
Congress directed researching and developing alternate airspace integration solutions in the 2009 National Defense Authorization Act.

Senior leadership within the offices of the Secretary of Defense, the Joint Chiefs of Staff, and the services have called for these solutions to allow UAS immediate, and ultimately unfettered, access to the NAS.

The Joint Forces Command's Joint UAS Center of Excellence chaired and sponsored the draft UAS Airspace Integration Initial Capabilities Document (ICD), which was commented on by all services and now adjudicated.

The JFCOM is sponsoring this ICD through the Joint Capability Integrated Development System process.

**The Right Team,  
The Right Choice,  
The Right Reason.**



## **At SES, our Warfighters are at the heart of what we do.**

When our men and women are at war, it's important that they have the most technologically advanced solutions out there. Science and Engineering Services, Inc. (SES) has accepted the challenge of bringing these warfighter. Through advanced prototyping, manufacturing, integration, our team has the handle most any project, no



technologies directly to the research and development, training, and total systems knowledge and firepower to matter how large or small.

*SES – Small Business Customer Focus, Large Business Capability*



4015 Pulaski Pike NW • Huntsville, AL 35810 • (256) 858-0106 • [www.sesius.com](http://www.sesius.com)

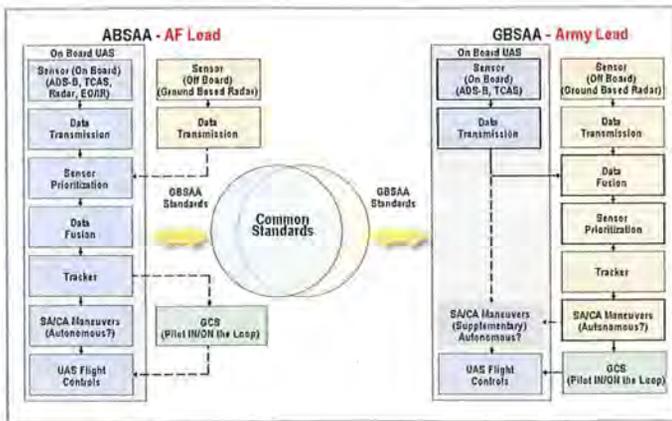


Figure 1.

The ICD identifies 35 capability gaps within five broad pillars to UAS NAS access:

- \* Airworthiness
- \* Pilot & Operator Qualification
- \* Sense-and-Avoid
- \* Operations and Procedures
- \* Equipage

### The GBSAA Approach

In response to the pressing needs identified by government leaders and this study, DOD is attacking the airspace integration challenge on all fronts.

One front is the “sense-and-avoid” and DOD has designated the Army as the lead for ground based sense and avoid (GBSAA).

Tactically, GBSAA provides geographically-focused near- and mid-term levels of access.

GBSAA is the result of a rigorous process, which considers the mission, system and location for employment.

The idea is to take incremental steps and gain more access as technology improves and the system is tested further.

GBSAA Phase I, also called “zero-conflict airspace” or ZCA, is the first step in this incremental approach.

The ZCA will allow UAS to fly in a monitored volume of airspace until an intruder aircraft penetrates that airspace, becoming a threat for midair collision.

When that occurs, the UAS adopts a safe-state by either: climbing to controlled Class A airspace, flying to restricted airspace, or landing.

The ZCA concept allows UAS to operate in the NAS without chase planes or ground observers and would allow night flights.

### GBSAA Phase II

Self-separation is Phase II of GBSAA, and it allows the volume of airspace around the UAS (reduced in size) to move with the aircraft so the UAS can maneuver with other aircraft inside a certain area.

The USAICPD team is developing and testing GBSAA and is validating a methodology for GBSAA employment at El Mirage, Calif. – one of three service-nominated “proof of concept” sites.

The other sites are Beale Air Force Base in California and Cherry Point Marine Corps Air Station, N.C.

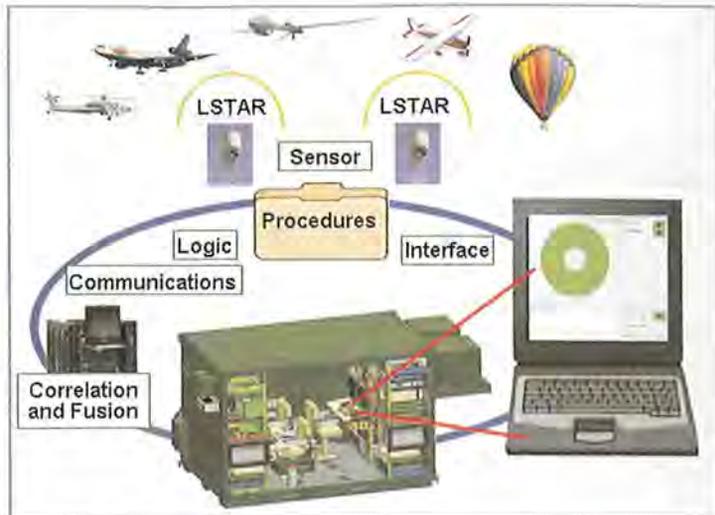


Figure 2.

At El Mirage, the ZCA concept is being tested and will be used for night flights by the Sky Warrior, which is the proof of concept closest to meeting near-term goals.

At Beale AFB, the ZCA concept was considered for the Global Hawk to climb from Class C to Class A airspace using GBSAA.

At Cherry Point MCAS, the ZCA concept is being tested to establish the ability to fly the Shadow tactical unmanned aircraft from military Class D airspace through non-segregated areas of the NAS into a restricted area.

The USAICPD strategy is to continue developing GBSAA as part of a larger SAA solution.

### GBSAA Phase III & IV

Phase III will integrate GBSAA with Airborne Sense and Avoid, or ABSAA, to provide a comprehensive capability for UAS to operate in the NAS.

Ultimately, this integration would add collision avoidance capability to avoid aircraft at much closer distances than would be allowed with self-separation.

Phase IV will integrate the system into the FAA’s “Next Generation” airspace of the future.

This regimented process has been closely coordinated with the FAA; it holds promise as the near-term solution and as part of the future SAA system to allow UAS routine, unfettered access to the NAS.

The standards and requirements for a GBSAA system being developed at El Mirage will be largely extensible and transferable to other locations and will be common to all SAA systems, regardless of being on-board or off-board the unmanned aircraft (see *Figure 1*).

### Coming Together

After validation and verification, GBSAA ZCA will be a standard solution for any location desiring this capability. GBSAA includes several components or functionalities.

First, GBSAA is sensor independent, but includes a sensor or system of sensors (currently ground radar).

The system includes procedures, networks and communications, correlation and fusion, logic, and a user interface (see *Figure 2*).

The Army has documented and organized the El Mirage



©2009 Rockwell Collins, Inc. All rights reserved.

We're not allowed to tell you how many of the world's most elite forces have deployed with Rockwell Collins avionics. But for over 23 years, our advanced displays, communications, navigation, and field support systems have enabled enhanced situational awareness critical to the success of their missions. To see where we're headed next, please visit us at [rockwellcollins.com/rely](http://rockwellcollins.com/rely).

**Rockwell  
Collins**

Building trust every day

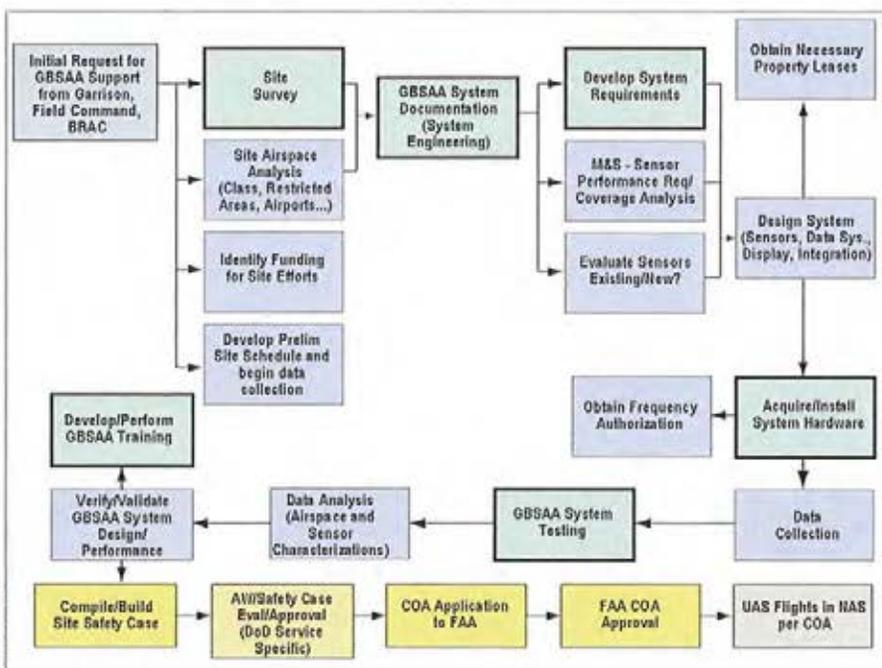


Figure 3.

approach and methodology and is validating a jointly developed process for GBSAA so it is standard and repeatable based upon the mission, the system being flown, and the location (see Figure 3).

Once this process goes through validation and verification, Phase I of GBSAA would be considered a universal DOD solution for immediate UAS airspace access wherever needed.

In parallel, the USAICPD will con-

tinue working through a rigorous developmental process to incrementally define and develop next steps, each much more complicated from a technology perspective, and lessons learned will be shared with all services working on airborne SAA.

### Conclusion

The challenge to develop a viable sense and avoid capability is crucial to the final objective of seamless, unfettered, routine, and shared unmanned and manned flight in the National Airspace System.

The technologies exist to realize a viable ground based SAA system, but the challenge lies in maturing and coordinating these technologies into a robust system safe enough to use for this purpose.

The Army's UASPO, through the USAICPD, is leading this effort for DOD to realize this sight unseen.



*LTC Trey Kelley is the director of the Unmanned Systems Airspace Integration Concepts Product Directorate with the Unmanned Aircraft Systems Project Office, at Redstone Arsenal, Ala.*

## UH-60 Black Hawk

### Preventive Maintenance Inspection Kits



**H60PMI-1**  
360 Hour  
1680-01-546-3560



**H60PMI-2**  
720 Hour  
1680-01-546-3545

**Ready For Requisition**

**HUPP**  
AEROSPACE / DEFENSE  
www.HuppAerospace.com

1690 Summit Street  
New Haven, IN 48774  
Fax: 260.748.8383  
Phone: 260.748.8282

# Covers & Portable Hangars



AH-64



OH-58



CH-47



H-60

 **RoLin**  
Industries, Inc.

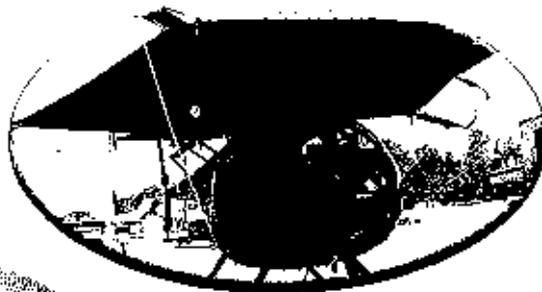


BELL 412

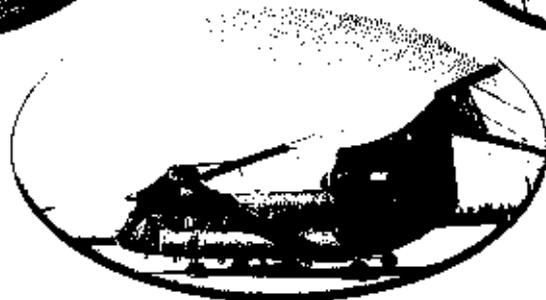
Patent No.  
US 6,749,151 B1  
US 7,131,600 B2



AH-64



MD500



CH-47

Inside Shades, Components, and Munitions Covers. Visit our website to see which products best fit your needs. We have many NSN's assigned. Installation Training videos are available.

## RoLin Industries, Inc.

634 Lovejoy Rd. • Ft. Walton Beach, FL 32549

Phone: 850.654.1704 • Toll Free: 888.667.9488

E-Mail: [sales@windshieldsbuddy.com](mailto:sales@windshieldsbuddy.com)

[www.windshieldsbuddy.com](http://www.windshieldsbuddy.com)

 **GSA Advantage!**  
www.gsaadvantage.gov

Contract  
#GS-07F-0520N

# HELLFIRE Gets Ready for Prime Time with New Army UAS

By LTC Michael Brown  
and Lindsay Jenson

After more than two decades providing Army warfighters with a world class air-to-ground missile, the HELLFIRE missile team continues to provide the aviation community with more lethal capabilities to meet current operational needs.

The HELLFIRE Missile Product Office team of the Joint Attack Munition Systems Project Office conducted its final two test shots June 16 of the unmaned aircraft variant of the AGM-114 HELLFIRE air-to-ground missile at China Lake, Calif.

The June tests prove the software design is now ready for prime time with the Army's Extended Range/Multi-purpose (ERMP) unmanned aircraft system (UAS) live-fire tests this fall and during the limited user tests scheduled in the spring of 2010.

The ERMP product, managed by the Unmanned Aircraft Systems Project Office, will fill the Army's aviation capabilities gap following cancellation of the RAH-66 Comanche program and the Army's force restructuring initiative.

The goal of the ERMP program is to field a medium altitude, persistent intelligence, surveillance and reconnaissance (ISR) unmanned aircraft to complement existing UA systems within the Army.

One of the key requirements of the ERMP program is to provide direct attack capability and the HELLFIRE missile is now ready for testing to meet that requirement. The ERMP will have multiple on-board weapons



The author, LTC Michael Brown, right, HELLFIRE Product Manager, and his assistant PM, MAJ Kirk Ringbloom, made a February visit to Bagram Air Base in Afghanistan for product feedback. Here, they check out a Sky Warrior-A unmanned aircraft (similar in design to the ERMP) with a pair of HELLFIRE missiles loaded and ready for flight in support of Task Force ODIN and TF Thunder.

and be capable of loitering for 36 hours at altitudes up to 25,000 feet.

Army commanders require UAS to execute tactical reconnaissance, surveillance and target acquisition in direct support of their ground maneuver mission; and Army unmanned aircraft platforms provide tactical commanders with immediate responsiveness or "eyes on target" without lengthy processing, exploitation and dissemination processes associated with joint ISR assets.

The software improvements in the AGM-114 UAS variant missile will increase the engagement envelopes and provide more lethality to the warfighter and more flexibility to the UAS operators when prosecuting targets.

This capability will also be extended to all joint forces by 2012.

"The hard work and dedication by the exceptional men and women from Redstone (Arsenal, Ala.) paid off today (June 16) with the 22nd in a row successful HELLFIRE UAS variant shot," said Charles Bates, the HELLFIRE Product Office Integrated Product Team Lead.

"I feel proud just to be a part of this team. The ability of the Hellfire UAS variant missile to engage targets behind the launching aircraft provides the warfighter with an unprecedented capability that will most certainly result in higher lethality and survivability," he said.

The test shots with the new software marked a significant milestone not only for the ERMP program, which will be

the first Army combat platform to use it, but it is also historical for the HELLFIRE missile program as it will be used to transition to the Army Enterprise and joint forces with the fielding of the AGM-114R in October 2012.

The HELLFIRE Missile System is an air-to-ground missile that provides joint attack helicopters and UAS in Iraq and Afghanistan with point-target precision strike capability to defeat heavy, advanced armor, individual hard point and non-traditional targets.

The tests in June mark the 22nd successful AGM-114 UAS variant missiles launched from joint rotary and UAS platforms. The latest shot was a "Lock-on-After Launch" shot with a 135 degree offset. This AGM-114 UAS variant missile hit dead-on the laser designation spot, demonstrating the ability of the AGM-114 UAS variant to engage and kill targets that are behind the aircraft at launch.

The successful completion of these tests paves the way for the first HELLFIRE live firings from the Army's ERMP platform by the end of October at China Lake.

The joint AGM-114 UAS variant missile will support the joint rotary aircraft and UAS communities.



*LTC Michael Brown is the product manager and Lindsay Jenson is the engineering planner for the HELLFIRE Missile Systems with the Joint Attack Munition Systems Project Office at Redstone Arsenal, Ala.*

# The Huntsville Aircraft Modification & Integration Center Doors are open!



© 2009 The Huntsville Times

Meeting the growing demands of Army aviation.

## Right. Now.

**WESTWIND**  
TECHNOLOGIES  
[westwindcorp.com](http://westwindcorp.com)



A UH-60 Black Hawk, flying in the aftermath of a dust storm, prepares to land at Washington Army Helport. During their 12 month rotation, 1-58th Avn. AOB Soldiers safely executed more than 500,000 aircraft movements in the greater Baghdad area.

# What is a TAOG?

## The Evolution of the Theater Airfield Operations Group

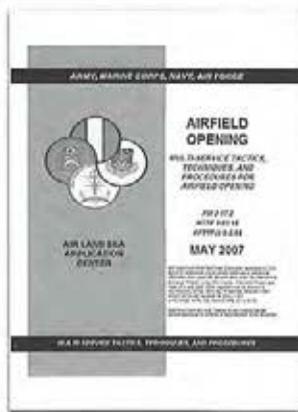
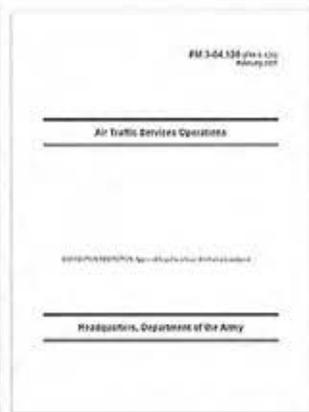
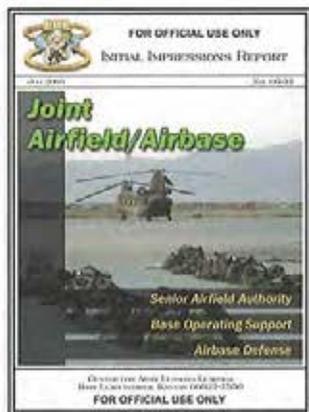
By MAJ Terry Meyer, CPT James F. Dougherty and MSG Chad Coffman

**Editor's Note:** This is an update to the article "Air Traffic Services Transformation: From Concept to Combat" by James Jones with the Air Traffic Services Command, which appeared in the November 2006 edition of ARMYAVIATION magazine.

The face of today's Army Air Traffic Services has evolved since the June 2005 publishing of these executive summary excerpts from the Center for Army Lessons Learned, Initial Impression Report No. 05-31, Joint Airfield/Airbases.

"The Center for Army Lessons Learned and the U.S. Air Force Lessons Learned chartered an Army/USAF team of eight subject-matter-experts to examine joint airfield and airbase operations, including senior airfield authority (SAA), base operations support-integrator (BOS-I), and airbase defense in both Iraq and Afghanistan.

This collection plan included any aviation-related safety issues highlighted during the visit to the area of



operations (AOR).

The team limited its collection plan to joint-use airfields and airbases where aircraft from more than one service frequently operated.

The U.S. Marine Corps airbases and Army airfields with only rotary wing or unmanned aerial vehicles were not included in the report.

The team used the definitions found in the U.S. Central Command's BOS-I matrix to observe the relatively new concepts of SAA and BOS-I.

In both the Iraq and Afghanistan

AOR, the team visited senior Army and USAF leadership involved in planning and executing airfield/airbase operations."

"As the United States and its allies transition from major combat operations to stability operations in OIF and OEF, CENTCOM directed that the airfields within Iraq and Afghanistan meet recognized conventions for the operation of airfields.

SAA and BOS-I leadership were directed to bring joint airfields into compliance with International Civil

HARDB  
WEAR



**VT Miltope**

A company of VT Systems



## RUGGED RUNS DEEP IN THIS FAMILY

**A Case for Rugged...** The Next Generation VT Miltope TSC V3-GM45 is built rugged, down to its Intel® Core™ 2 Duo technology. Now, the fastest brains match the toughest brawn. Equipped with a 2.53 GHz T9400 Intel® Core™ 2 Duo mobile processor and up to 8 GB of RAM, it can support the mission in any environment. With a larger 15.4" WXGA enhanced MILBRITE ELG low-power display, the TSC is readable in low or very bright light. VT Miltope's patented modular I/O technology can handle many optional configurations. On a flight line or in a hangar, it's qualified to operate with surrounding equipment without interference. TSC V3-GM45 is the most powerful rugged laptop computer for military operations. The TSC V3-GM45... built rugged for generations.

Computers · Disk Drives · Mass Storage · Printers · Network Communication Devices  
Product Support for Military & Commercial Applications

[www.miltope.com](http://www.miltope.com)



ARMY PHOTO

Here, ATS Soldiers with the 1st Bn., 58th Avn. Regt. man the control tower at Liberty Army Heliport.

*Aviation Organization, Uniform Facilities Code for airfields, AF Regulations, and Army Regulations, whichever are more restrictive."*

Armed with the findings from this collection and analysis team, Army transformation produced two organizations still largely unknown to the Aviation community – the Theater Airfield Operations Group (TAOG) and the Airfield Operations Battalion (AOB).

Activated in 2007, they were designed to remove the burden of airfield management from the shoulders of combat aviation brigade commanders.

Under the old model, the senior Army aviator operating from the airfield defined the operational procedures for it and was responsible for compliance with all airfield related inter-service and inter-agency regulations.

The AOB provides an airfield management solution, singular in both command and purpose to ensure the safe day-to-day operations of today's airfields and adjacent airspace.

Operating an airfield in the CENT-COM AOR today, at a minimum, requires functional knowledge of contracting, expertise in civil and military aviation fuel support, Joint aircraft landing zone requirements, airfield environment maintenance and battle damage repair, terminal and

enroute air traffic control procedures, base operations services, crash fire rescue requirements, weather forecasting, environmental management, airspace management, host nation aviation authority liaison, force protection, unified facility code engineering standards, and Joint Facility Utilization Board and Joint Acquisition Review Board participation.

### What the AOB Brings

The AOB is equipped to provide a similar level of air traffic control as the ATS company organic to the general support aviation battalion (GSAB).

Each is manned and equipped to provide essential tactical terminal and enroute air traffic services.

These include the AN/TSW-7A air traffic control tower and the tactical terminal control system (TTCS), Air Traffic Navigation Information Control System radar, flight following and Tactical Airspace Integration System.

The AOB gives up one TTCS team (the GSAB ATS Company has two), but gains airfield management, services (ASE) and safety and standardization elements.

These three elements contain the personnel with the skill sets, knowledge and behavior sets required to perform the managerial duties of the senior airfield authority.

The element is composed of one MAJ (O4) 15B, one CW4 153AB, one CW3 150AO, one MSG (E8) 15P50, one SFC (E7) 15Q40, one SSG (E6) 15P30, two SGT (E5) 15P20, one PFC (E3) 15P10 and one PFC 15Q10.

This senior team is capable of assessing airfield requirements, procuring the necessary military and contract services, and managing their daily operations; thus enabling our aviation brigade and battalion commanders and their staffs to focus on the fight.

Like the ATS company, the AOB is able to deploy and conduct expeditionary airfield services but is prepared to remain in place as the battlespace expands, necessitating a division of responsibility between supporting and forward area airfields.

The CAB commander uses his organic ATS company for airspace command and control (AC2) forward while the AOB manages the expanding supporting airfield and associated airspace requirements.

### The TAOG

The parent TAOG embeds as an echelon-above-corps unit providing operational level airfield management planning and oversight across a theater.

Through interaction with sister services, host nation civil and military air authorities, and U.S. State Department agencies, the TAOG provides the Army service component commander a tailorable unit to assist the Army and corps staffs in the planning, integration and management of Army and joint airfields within a prescribed theater.

Most recently, this has been accomplished in Operation Iraqi Freedom and Operation Enduring Freedom with the insertion of an Air Traffic Service Standardization Element (ATSSE) into the army and corps level air staffs focused on carrying out theater airfield and air traffic procedures development and standardization, efficient employment of available ATS systems and streamlining of ATS systems and fixed navigational aid maintenance.

### Where We Are Now

With ATS transformation now complete, the following details the breakout of the two TAOGs and ten AOBs across active and reserve components.

**YOUR CAR NEEDS INSURANCE.  
YOUR HOME NEEDS INSURANCE.  
YOUR BUDGET NEEDS A BREAK.**

**TRY USAA INSURANCE.**

At USAA, we believe people need money more than insurance companies do. So you can save if you insure your home and car with us, and we also offer multi-product savings<sup>1</sup> on car insurance, saving you up to \$525.<sup>2</sup> And that's in addition to the auto dividends or Subscriber's Account distributions we issue when we have a good year (last year we returned \$445 million to our members).<sup>3</sup> We don't answer to Wall Street. We answer to you.

**BETTER INSURANCE BEGINS NOW  
800-227-USAA | usaa.com**



<sup>1</sup>Multiple Products Savings not available in CA, HI, MA, NC, NY and PA. <sup>2</sup>Based on nationwide survey of usaa auto insurance customers from 12/1/07 to 11/30/08, who reported their prior insurers' premiums when they switched to USAA. Savings do not apply in MA. <sup>3</sup>There is no guarantee or promise of future Subscriber's Account distributions or auto insurance dividends. © 2009 USAA. 99204-0909



ARMY PHOTO

During the 2008 transfer of authority between American and British forces, members of the 164th TAOG, here SSG Walthal, left, and CSM Ronsairo, right, conducted an airfield assessment of the Basra International Airport in southern Iraq. In April 2009, the 3rd Bn., 58th Avn. Regt. AOB, in partnership with the Iraqi Civil Air Authority, assumed responsibility as senior airfield authority.

To date, both TAOGs and three AOB have been deployed in support of OIF and OEF.

While in garrison, the 3rd Bn. (AOB), 58th Avn. Regt. and 4th Bn. (AOB), 58th Avn. Regt. provides the

7th Army and the 8th Army in Germany and Korea, respectively, with readily available airfield management assets.

The Army National Guard AOBs enhance their respective state emer-

gency management capacity by providing units trained in expeditionary airspace and airfield command and control.

Here are the two TAOG units and their subordinate AOBs. Note that the active Army 164th TAOG has an ARNG and an Army Reserve AOB, and a separate ATS maintenance company, while the 204th TAOG is comprised of all ARNG units.

### The Future

As this article goes to print, two key developments are ongoing which will provide continued enhancement of Army air traffic services in the future.

First, the Army Aviation Capabilities Based Assessment 2015-2024 seeks to ensure that the future force is armed, equipped and trained with the tools necessary to fight and win our nation's wars. Army ATS has been and will continue to be an essential enabler to this process.

Second, the 164th TAOG is working with Air Traffic Services Command and our sister services to develop a joint airfield management curriculum to increase flight safety for all services through improved awareness of airfield 'best practices' and regulations, to increase flexibility of joint aviation employment by increasing the number of personnel qualified to perform SAA responsibilities in a joint, interagency, intergovernmental, and multinational environment; and to improve theater airfield planning by raising awareness of the ATS organizations, capabilities and missions resident throughout the services.

While this effort is currently in its infancy, possible future opportunities include cross training at Air Force, Marine and Federal Aviation Administration institutions to ensure our service members possess the right knowledge before being asked to perform SAA duties for a joint use, international airport landing civil/military fixed wing and helicopter traffic.

### Summary

From an Army ATS perspective, we conduct small heliport and tactical assembly area ATS operations very well. Through analysis and lessons learned, shortfalls were identified in our abilities to operate larger joint use airfields and airbases.

The creation of the theater airfield operations group and airfield opera-

#### 164th TAOG

- 1st Bn., 58th Avn. Regt. Fort Rucker, Ala.
- 2nd Bn., 58th Avn. Regt. (USAR) Fort Rucker, Ala.
- 3rd Bn., 58th Avn. Regt. Fort Rucker, Ala.
- 4th Bn., 58th Avn. Regt. Illesheim, Germany
- 2nd Bn., 130th Avn. Regt. (ARNG) Camp Humphrey, Korea
- 597th Ord. Co. (ATS Maint.) Fort Bragg, N.C.
- Fort Rucker, Ala.

#### 204th TAOG (All ARNG)

- 1st Bn., 246th Avn. Regt. New Orleans, La.
- 2nd Bn., 244th Avn. Regt. Lexington, Okla.
- 2nd Bn., 185th Avn. Regt. Esler Field, La.
- 2nd Bn., 111th Avn. Regt. Southaven, Miss.
- 1st Bn., 107th Avn. Regt. Jacksonville, Fla.
- Smyrna, Tenn.

ARMY GRAPHIC



ARMY PHOTO

Soldiers of 1st Bn., 58th Avn. Regt., an airfield operations battalion, consolidated at Udairi Army Airfield in Kuwait prior to redeployment in July 2009. While deployed, the 1-58th Avn. provided ATS services to Liberty and Washington Army Heliports, to Baghdad Radio (AIC), as well as senior airfield authority at Udairi.

tions battalion sought to mitigate these gaps. Our current engagements in both OIF and OEF have validated the concept, which is now reality.

In today's Army we now have units capable of conducting airfield planning, management and oversight – from pre-combat operations through stabilization

and transition – thus enabling combat aviation brigades to seek out, close with, and destroy the enemy.



*MAJ Terry Meyer served as an AOB operations officer with the 1st Bn., 58th Avn. Regt. in Afghanistan, CPT*

*James Dougherty served as an Army Central joint aviation liaison to the Kuwait Air Operations Center; and MSG Chad Coffman served as the NCOIC for the air traffic service standardization element for the Multi-national Corps-Iraq. All were deployed from July 2008 to July 2009.*



## Passion. Commitment. Innovation.

Solving technical challenges to help make the world a better and safer place through science and engineering.

For more information, visit [www.saic.com](http://www.saic.com)





Air Traffic Navigation, Integration, & Control System (ATNAVICS) controlling traffic.

## Product Manager Air Traffic Control Systems Modernization Update

By Joseph A. Myers and John B. Traylor



The global war on terrorism ushered in some unparalleled technological changes throughout the Department of Defense, turning vague science fiction ideas into real capabilities. With the advent of nanotechnology coupled with super computing systems, the possible applications of these technologies are endless and boundless.

Some of these technological improvements will have a profound impact on how Army air traffic control systems operate within the United States National Airspace System (NAS).

Principally, it is the product/project manager's job to harness these technological advancements and implement new capabilities rapidly, so they seamlessly interface with other systems on the battlefield.

The Product Manager for Air Traffic Control (PM ATC) is in the midst of an extraordinary Air Traffic Service (ATS) modernization effort, replacing equipment some of which has been neglected since the 1950s and 60s.

Our primary focus continues to be supporting ATS missions and equipment in OIF/OEF. ATS Soldiers have operated and supported equipment at

unprecedented OPTEMPO levels operating 24/7, 365 days a year, in some of the most austere environments imaginable. We continue to manage the PRESET and RESET of ATS Units going and returning from theater, ensuring equipment remains at 10/20 standards.

While priority has been to the war efforts, we continue to accomplish our chartered mission of modernizing tactical and non-tactical ATC equipment to 33 ATS Companies and Airfield Operations Bns and 88 Fixed Base sites worldwide. Here is but a snapshot...

### ATC NEAR-TERM TACTICAL PROGRAMS

#### Tactical Airspace Integration System (TAIS)

The AN/FSQ-211 TAIS is a mobile communications and digital battlefield automated system for airspace management. It is currently employed in theaters of operations and is the Army system of record for both Airspace Command & Control (AC2) and ATS flight following requirements.

The TAIS is a High Mobility Multi-Purpose Wheeled Vehicle (HMMWV)

mounted shelter with various communications equipment for voice and high bandwidth data transmission, and provides up to eight operators with a 2 and 3 dimensional near real-time view of the airspace. The TAIS automates the airspace deconfliction process from brigade to theater.

The TAIS Airspace Work Station (AWS) provides the same functionality as the workstations in the TAIS shelter, in locations such as battlefield coordination detachments, static headquarters, and training centers.

TAIS has completed the conversion



Tactical Airspace Integration System (TAIS) deployed.

# Mission Critical Reliability in a Voice Communication Switching System



## PROCOM™ Communications Systems from TELEGENIX

For over 35 years, the Communications Group at TELEGENIX has been providing highly reliable and scalable voice communications for Air Traffic Control (ATC) systems of all kind, including military mobile tactical air control and military & civilian fixed-base air traffic control.

PROCOM is unsurpassed for reliability, performance and affordability. For a simpler and faster operation, and uninterrupted ATC service, the PROCOM 2000 or 1800, will surely meet the communication needs of any size ATC facility.

For the very finest ATC voice communications technology – at the most affordable price possible – you can count on PROCOM series voice communications.

## **TELEGENIX**

71 Indel Avenue  
Rancocas, NJ 08073  
Toll Free: (800) 424-5220  
Phone: (609) 265-3910  
Fax: (609) 265-3920

[www.telegenix.com](http://www.telegenix.com)



AN/MSQ-135 Mobile Army Tower System (MOTS) engineering development model.

from an expensive Unix-based hardware to Windows XP platform. This migration significantly reduces the hardware footprint, provides intuitive Windows operator interface, is easier to train, and less costly to procure and support resulting in a reduction in total ownership costs for the hardware and software. This new software provides enhanced 3-D viewing capabilities, a graphical web-client, greater performance, and a simplified user interface.

Perhaps the most significant enhancement is the web-based service for Airspace Control Means Requests (ACMRs). In addition, the Dynamic Airspace Collaboration Tool (DACT) provides a "Google Earth like" graphical user interface, real-time collaboration, and the ability to view air tracks from a non-TAIS user's web browser. Using DACT, an Army Brigade Combat Team can use its TAIS to collaborate with Joint, Interagency, Intergovernmental, and Multinational non-TAIS users simultaneously.

All elements of combat power can be rapidly deconflicted and integrated into the airspace, reducing restrictive and time-consuming procedural controls, enhancing the safety of the airspace, and increasing the lethality of our forces. The DACT's capability allows airspace stakeholders a collaboration capability well beyond MIRC chat or VoIP conversations and email.

TAIS is nearing the end of production and block upgrade/P3I Programs have been initiated. The Block Upgrade package includes enhancements to communications systems including a VoIP-based intercom and access points, new multiband radios, and an upgraded Air Defense Systems Integrator (ADSI) with advanced fusion tracking capabilities.

At present, 80% of TAIS Shelters and 86% of AWS have been fielded. Of those, 11 TAIS Shelters and 52 AWS are currently deployed to OIF/OEF.

### **Air Traffic Navigation, Integration, & Control System (ATNAVICS)**

The AN/TPN-31 ATNAVICS is a survivable radar system mounted on an HMMWV. It is currently employed in theaters by both the Army and Marines providing ATC units a highly mobile tactical area surveillance and preci-

sion approach system. It provides for expeditious air traffic flow, permitting continuous unimpeded operations, area navigational assistance, integrated air traffic during joint/combined operations, and coordinated air movement within the Airspace Command and Control system.

ATNAVICS is nearing the end of production and block upgrade/P3I Programs have been initiated.

Upgrades include computers, networking, and information assurance enhancements that provide the capability to send radar data to TAIS to be fused with other sensor data for air situational awareness; tilt sensor upgrades to provide a more reliable/accurate PAR Guide Slope; enhanced communications systems with new multiband radios that provide Satellite Communication (SATCOM) and data communications capabilities; software enhancements to greatly expand the on board mapping capabilities, range extensions for the Secondary Surveillance radar to improve Identify Friend or Foe (IFF) performance; and technology insertion of digital components, increasing reliability, improving sustainability and system readiness.

At present, 73% of Army and 43% of Marine ATNAVICS have been fielded. Eight ATNAVICS are currently deployed to OIF/OEF.

### **Mobile Tower System (MOTS)**

The AN/MSQ-135 MOTS is a highly mobile tactical air traffic control tower designed to rapidly setup and quickly establish ATS during the initial phase of deployment, and sustain those services throughout the operational and redeployment phases.

MOTS will allow sequencing and separation of arriving and departing aircraft, coordinating instrument meteorological condition recovery of aircraft, coordinating in-flight emergencies, and peacetime and combat search and rescue actions.

Significant milestones have been reached in the development of this new tower. Developmental Testing (DT) began December 2008 at the Redstone Technical Test Center (RTTC) and is scheduled to run thru July 2010 encompassing E3, environmental, and transportability related test events. Operational Testing with soldiers is scheduled to occur from July to August 2010.

Thus far, the system is performing well and should significantly enhance our Soldiers ability to provide Air Traffic Control services in support of battlefield operations and disaster relief efforts worldwide. MOTS production is scheduled to begin in 2011 with the first deliveries in 2012.

### **Tactical Terminal Control System (TTCS)**

The TTCS enhances aircrew safety by providing initial ATS capability at remote landing sites and drop zones. It is currently deployed in theaters and is the first ATC system to deploy during early entry.

A Modification Work Order (MWO) is in progress with the TTCS to eliminate unsupported and proprietary components. This MWO replaces the outdated VHF/UHF/HF/AM with new multiband radios, integrates the AN/ARC-220 for HF, and an additional AN/PRC-117F to provide SATCOM capability for non line of sight when performing remote operations. These improvements will reduce life cycle costs and enhance system readiness.

Also awarded this year was an effort to relocate the new TTCS mission package to an uparmored HUMMV to pro-

# PHANTOM PRODUCTS

.....OLD LIGHTS WORKED IN THE OLD WARS.

## New Wars Need New Lights!

YOUR NEW BATTLEFIELD IS ASYMMETRIC AND YOUR FLASHLIGHT SHOULD MORPH WITH YOU TO BLEND INTO YOUR SURROUNDINGS AT NIGHT

## Can Your Old Light Do This?

LOW LEVEL NVG SECURE WHITE FOR A QUICK MAP CHECK?

AND INFRARED FOR INTERIOR BUILDING CLEARING WITH NVGS?

AND BRIGHT WHITE MODE TO KNOCK OUT UNFRIENDLY EYES?

AND INFRARED STROBE TO SIGNAL A HELICOPTER?

AND NVIS GREEN IN THE COCKPIT?

## Phantom Lights Can Do This!

WE ARE THE ONLY ONES THAT MAKE A LIGHT TO MORPH INTO 10 DIFFERENT LIGHTS IN THE BLINK OF AN EYE. YOUR OLD FILTERED FLASHLIGHT DREAMS OF BEING THIS VERSATILE. WE'VE BEEN DOING THIS KIND OF LIGHTING SINCE 1985. YOU AND YOUR SOLDIERS WILL BENEFIT FROM OUR EXPERIENCE.

**We Are The Covert & Tactical Lighting Specialists!**

**WWW.PHANTOMLIGHTS.COM**

**888-533-4968**

### THE PHANTOM WARRIOR TLS™



### THE PHANTOM HAWK®

### Phantom AZL-15™



### BellaBeam



### Phantom Map Light™

### Phantom Dome Light™



### Phantom TOC Lights™



**PHANTOM PRODUCTS INC.**

474 Barnes Boulevard, Rockledge, Florida 32955



Tactical Terminal Control System (TTCS) new modification work order (MWO) configuration.

vide increased Soldier survivability and provide the commander freedom of maneuver. Forty nine TTCS MWO have been applied. TTCS is currently deployed to OIF/OEF.

### ATC Near-Term Fixed Base includes the National Airspace System (NAS) Modernization Programs

#### Digital Airspace Surveillance Radar (DASR)

The DASR, which is the replacement program for the aging AN/FPN-66/A and ASR-9 radar systems, provides primary and secondary radar capability to 60NM and 120NM respectively. Seven of twelve systems to date have completed FAA Flight Check and are fully operational.

P3I efforts planned are to upgrade the Signal Data Processor and the Radar Health Monitor. This should improve target processing and facilitate future software improvements by increasing data processing capacity.

#### DOD Advanced Automation System (DAAS)

The DAAS provides the controller a radar based display of the airspace under their assigned responsibility. The Army is using DAAS to replace older automation in the Army Radar Approach Control (ARAC), Tower Cab, the Ground Control Approach (GCA), and in the Aeronautical Information Centers (AIC).

To date, 28 of 35 sites are operational. P3I efforts planned are the upgrade to flat panel displays, new generation data processors, and maintenance laptops.



Fixed Base Radar located at Fort Stewart, GA.

#### Voice Recorder Replacement Program (VRRP)

VRRP replaces current digital voice recorders that are end of life and will provide reliable and flexible air-to-ground and ground-to-ground voice recording for use during accident/incident investigations, training, and search and rescue operations, and to respond to Freedom of Information Act requests. Twenty seven of 87 voice recorders have been installed to date.

#### Radio Replacement Program (RRP)

The current fleet of fixed base radios is obsolete and unsupportable; Many of these radios were procured in the late 1960's/70's. The U.S. Navy awarded a competitive multiservice radio contract to General Dynamics in February 2009.

Their URC-200V2 and CM-300 family of radios will replace our obsolete GRC-171, GRC-211, URC-200V1, GRR, and GRT radios with GATM compliant radios that are fully compatible with 8.33 kHz frequency channel spacing, local and remote control operations, and digital signal processing technology.

This year we will begin replacement of radios, fielding approximately more than 2500 radios to 90 sites worldwide.

#### Instrument Landing System (ILS)

The ILS program will replace unsupportable systems with Mark-



DOD Advanced Automation System (DAAS).

20A ILS which provides aircraft with lateral and vertical guidance for precision approach. Five of seven ILS sites have been upgraded to date.

It is important to know that many of the Army owned NAVAIDS in use today will be decommissioned as GPS becomes the dominate means of navigation. Currently there are no additional validated requirements for Army owned NAVAIDS.

In conclusion, ATS units are a strategic asset with a global mission ensuring safety and survivability in commercial and DOD airspace and on the modern battlefield.

We must stay fully interoperable with the FAA's modernization of NAS facilities and equipment to ensure our ability to maintain Army managed airspace for training and force projection.

ATS is a core enabler for AC2, ensuring synchronized access of the ever-increasing congested Joint Airspace compounded by the proliferation of unmanned aerial systems.

These ATC modernization efforts have a direct impact to safety-of-flight operations and reduce the potential for airspace conflicts and fratricide.

PM ATC will continue to lean toward collecting and incorporating lessons learned from the ATS operations in OIF/OEF as well as our fixed base sites around the world to ensure Army Air Traffic Services relevance well into the 21st century.



*Mr. Joseph A. Myers is the Deputy Product Manager; Air Traffic Control (ATC) and Mr. John B. Traylor is the Technical Chief, PM ATC, Redstone Arsenal, AL.*

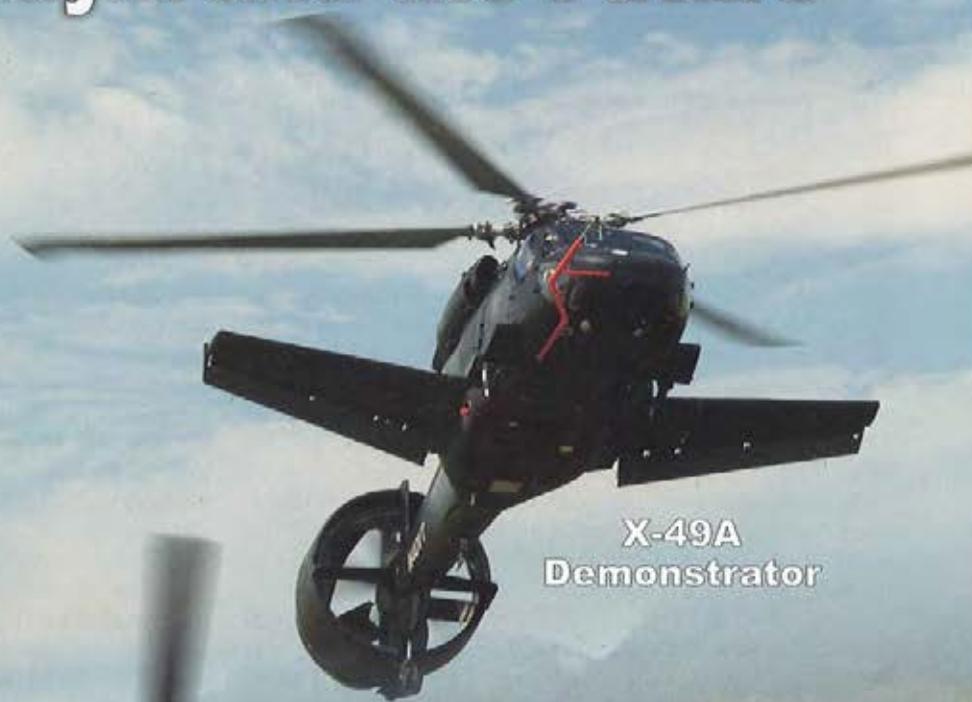
# Pioneering Hi-Speed Compound Helicopter Technology for Today... and the Future



Joint Multi-Role



Future Attack



X-49A  
Demonstrator



## SpeedHawk™

- > 200 kt CRUISE SPEED
- 2-5X's OPERATIONAL RANGE
- BETTER HOT/HIGH PERFORMANCE
- IMPROVED SURVIVABILITY
- REDUCED VIBRATION & FATIGUE



# A Training Year in Review: AATS, Enterprise, and New Initiatives

By COL Mark Weiss



**F**or the past 20+ years, the Army National Guard Aviation Training Sites (AATS) have been instrumental in providing Army aviation training and last year was no exception. Given the ever-increasing demands for aviation support, the four AATS are now, more than ever, a vital strategic training asset that is critical to the success of the U.S. Army Aviation Center of Excellence.

A quick review of last year's AATS training contributions will illustrate how the Army National Guard (ARNG) continues to play an important role within the institutional training base.

In fiscal year 2009 (FY09), the four Army National Guard Aviation Training Sites (AATS) collectively flew over 15,000 rotary and fixed-wing flight hours, trained over 360 graduate-level aviators, conducted aviation training on another 900+ aviators (including multi-component, inter-agency and international), and trained over 950 enlisted aviation personnel.

Clearly, the AATS provide a surge capability as a training force-multiplier that augments and supports the USAACE as multi-component, interagency, and international training centers of excellence. Additionally, the unique and focused capabilities found in the AATS help form the nucleus of the Army National Guard's contribution to the Aviation Enterprise.

## Aviation Enterprise

Recognizing that the Army needs to produce more helicopter pilots, the U.S. Army Aviation Center of Excellence (USAACE) and the Army National Guard continue to coordinate, collaborate, and cooperate in order to support the Army Force Generation (ARFORGEN) requirements; and, to increase the aviation capacity across the force to support both Overseas and Domestic operations.

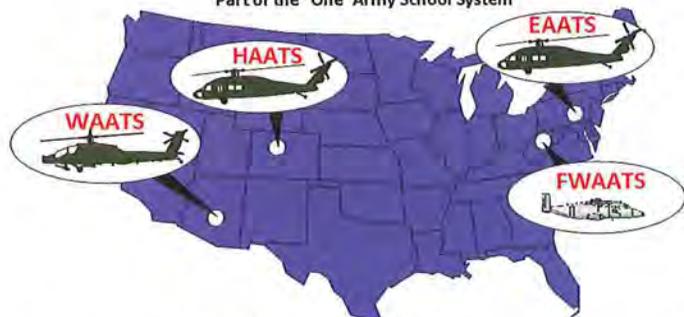
Consequently, an expanded "aviation enterprise" construct was adopted, which incorporated more Army National Guard (ARNG) instructor pilots, aircraft, and personnel than in previous years. Here were several highlights of the "enterprise" approach:

- The CG, USAACE is seeking additional Army National Guard Instructor Pilots to support the ARFORGEN and Flight School XXI training requirements. This professional development opportunity for ARNG Instructor Pilots will help train the Army's (45% are ARNG students) flight student requirements. Active Duty Operational Support (ADOS) funding will be provided at no cost to the Army National Guard.
- Lead by the USAACE DES team, the ARNG provided 12 UH-60M Instructor Pilots from five different States (WI, GA, FL, MA, MI) as part of the UH-60M AQC MTT effort to support 3-1 CAB deployment.
- EAATS provided Instructor Pilots and Flight Engineers as part of the CH-47F New Equipment Training Team (NETT) that supported CH-47F fielding to the 101<sup>st</sup> ASLT, 4<sup>th</sup> ID, 1<sup>st</sup> CAV, 82<sup>nd</sup> ABN.
- HAATS sent CH-47F Instructor Pilots to Ft Bragg ISO NETT; also provided instructors to teach refresher ground school for 82<sup>nd</sup> ABN/3<sup>rd</sup> ID.
- To better support ARFORGEN requirements, USAACE and NGB successfully collaborated on an existing NGB support contract that allowed USAACE to hire Advanced Aircraft Instructor Pilots to help train more Flight School XXI students.
- USAACE provided \$2.4M dollars of critical funding to support the UH-72A multi-media courseware development to support the Army's UH-72A flight training requirement.

The preceding is not an all inclusive list; however, it does illustrate a teaming approach among USAACE, the National Guard Bureau, and the AATS that goes beyond any measure of integration previously achieved.

## ARNG Aviation Training Sites

Part of the "One Army School System"



- Critical to the Total Army training effort.
- Supplements and complements training done at Fort Rucker.
- Training audience is multi-component, inter-agency, international students.

ARMY GRAPHICS

## New Training Initiatives-

Next, several training initiatives have been developed to mitigate the obvious, and not so obvious, challenges and to turn these challenges into opportunities. The program of instruction (POI) at the Western Army National Guard Aviation Training Site (WAATS) was expanded to include AH-64D aircraft qualification and instructor pilot (supplemental) courses.

Noteworthy was the fact that the National Guard Bureau in cooperation with the Arizona Army National Guard used internal aviation assets from the 1-285<sup>th</sup> ARB, AZARNG to conduct this training. The USAACE supported these efforts with DES check pilots, as well as providing flying hour reimbursement funding.

The goal for next year is to expand the available aircraft (AH-64D) fleet so that full-up aircraft qualification, instructor pilot, and maintenance pilot qualification courses can be taught.

In 2009, the Eastern Army National Guard Aviation Training Site (EAATS) faced multiple training challenges, yet turned these challenges into additional training opportunities with a true sense of urgency. Specifically, the challenge created by the deployment of the co-located 28<sup>th</sup> Combat Aviation Brigade (CAB) which resulted in losing a significant portion of their maintenance capability and available aircraft.

However, the EAATS was able to design, develop, and implement the Army's only UH-72A aircraft qualification and instructor pilot qualification courses. In addition, EAATS also conducted a "beta-test" UH-60 maintenance

test pilot course, which they have now added to their graduate-level aviation training curriculum.

And finally, to reiterate an important new training initiative that would assign additional Army National Guard instructor pilots to Fort Rucker. An "All State's Message" was recently published by the National Guard Bureau seeking support for this vital training initiative.

Specific information regarding this professional development opportunity can be obtained through the State Army Aviation Offices, the National Guard Bureau, or from the author. Acting with a sense of urgency, the Army National Guard can provide the added training capacity required to significantly reduce the training backlog (i.e. bubble), which will increase the training readiness but also the aviation capacity of our States.

Moreover, the aviators trained now at USAACE/Fort Rucker will become the graduate-level training requirements for the AATS in the future.

The challenge for the AATS, aviation enterprise, and the new training initiatives for next year is to build upon the successes of the past, to look forward to additional opportunities in the future, and to continue to refine the niche training areas of expertise so as to meet the warfighters' demands for aviation support.

Above the Best!

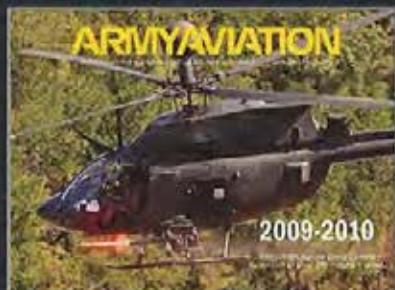


*Colonel Mark Weiss is the Deputy Assistant Commandant at the U.S. Army Aviation Center of Excellence, Fort Rucker, Alabama.*

# photo contest

Sponsored by **ARMY AVIATION** Magazine.

Twelve cash prizes will be awarded for **1st place (\$500)**, **2nd (\$300)**, **3rd (\$200)**, **4th (\$100)**, and **eight honorable mentions of \$50** each for the best shots that reflect an Army Aviation subject or theme.



Winners to be published in the magazine and in the Army Aviation calendar distributed at the AAAA Annual Convention. Contest is open to current AAAA members in good standing at time of entry. Persons who are not AAAA members may participate by joining AAAA.

Photographs must have been taken during calendar year 2009. Visit the AAAA website at [www.quad-a.org](http://www.quad-a.org) for complete rules and entry form.





# Influenza Update

By Dr. (MAJ) Nicole Powell-Dunford

**Editor's note:** We thank the U.S. Army School of Aviation Medicine at Fort Rucker, Ala. for carrying on the "Ask the Flight Surgeon" column for ARMYAVIATION magazine. Recently Dr. Nicole Powell-Dunford was a resident in aerospace medicine at the U.S. Navy Aerospace Medicine Residency Program, Pensacola NAS, Fla., and has joined the staff of the USASAM.

**Q: I get sick from my flu shot every year - do I still need to get it?**

**FS:** The seasonal influenza virus causes muscle pains, high fever, headaches, severe fatigue and upper respiratory symptoms. It is not only a mission stopping illness that can affect up to 20% of the U.S. population, complications of seasonal influenza kill about 36,000 Americans every year. Although good hand washing techniques can help limit the spread of seasonal flu, the virus is so contagious that immunization is the most effective strategy for preventing illness. The influenza immunization can be administered in two ways - as a live attenuated (significantly weakened) virus in the form of a nasal spray or as an inactivated (killed virus) shot. Neither method causes the actual development of influenza, which requires a virus strong enough to replicate within the human body, and neither can prevent or stop a different type of respiratory infection that you may have already caught around the same time that you are immunized. Both immunizations are highly effective in ramping up the immune system for a future response against the influenza virus. This immune system response may include mild fevers, aches and/or upper respiratory symptoms, which explains why immunizations are temporarily grounding. Because the live attenuated nasal

spray can sicken those with severe immune problems, the shot rather than the nasal spray should be given to those in close contact to immune suppressed individuals.

**Q: I am very concerned about the H1N1 swine flu. What are the chances I will die from this illness?**

**FS:** The H1N1 virus is a different strain of the usual seasonal virus. So far the vast majority of life threatening illness related to the H1N1 virus has occurred in high risk individuals such as those who are pregnant and/or who have diseases like diabetes or asthma. Most individuals infected with the H1N1 recover without any medical treatment.

**Q: How can I keep my family and my Unit well this flu season?**

**FS:** Pregnant women, adults over the age of 65 and children, especially those under the age of 6 months, face a high risk of complications from influenza and should be immunized as soon as possible in the flu season (fall through winter). Certain anti-viral medications can reduce the length of an influenza illness but must be given within 48 hours of the illness to work. Hand washing for 15-20 seconds can prevent the spread of many types of illness, but nothing has proven as effective as immunization for preventing influenza. Anyone with flu-like symptoms and a high fever should remain at home for 24 hours in order to avoid spreading illness to others.

## Question for the Flight Surgeon?

If you have a question you would like addressed, email it to [AskFS@quad-a.org](mailto: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!

## What's new at the Aviation Med School House?

The **Joint Enroute Care Course** (6A-F12/300-F26) is a 2-week course that provides concise, realistic and current enroute trauma transport training to ensure optimal patient outcomes aboard medical evacuation helicopters. The training is designed for joint and coalition forces, flight medics, registered nurses, physician assistants and physicians conducting aeromedical operations. The training focuses on integrating and incorporating current lessons-learned; innovative, joint-approved technologies; and relevant, realistic hands-on applications for enroute care aboard helicopters. Students get relevant combat based didactic content and practical exercises in: medevac doctrine; transport equipment and packaging; advanced trauma and critical care management; combined skill aeromedical scenarios, familiarization flights in UH-60 and CH-47 aircraft; altitude chamber; and water and ground survival familiarization. Completion of a mandatory Phase 1 distance learning module is required prior to attendance for all students. Visit <http://usasam.amedd.army.mil/> for details.

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. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, Ala.*

# JOSEPH P. CRIBBINS AVIATION PRODUCT SYMPOSIUM

## "Sustaining Operations While Recovering"

### OBJECTIVE & SCOPE

The Army Aviation Association of America (AAAA) will sponsor the 36<sup>th</sup> Annual Joseph P. Cribbins Aviation Product Symposium for interested members of industry and the aviation logistics and acquisition communities on February 10-11, 2010. The theme of this year's symposium is "Sustaining Operations While Recovering."

The purpose of the Aviation Product Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the support of Army aviation's warfighters.

This year we will have a half day on Feb. 10 featuring a Warfighters Perspective Panel prior to the regular symposium all day on Feb 11, 2010. The symposium will consist of individual and panel presentations with follow-on question and answer sessions. This year, the focus will be on acquisition, logistics and technology challenges encountered from both the government and the industry perspective, as we balance sustainment, modernization and recovery in a wartime environment. We will also have updates from the

Commanding General, Aviation and Missile Command, the Commanding General, Aviation Center of Excellence and the Program Executive Office, Aviation in addition to presentations by government, industry and aviation field and aviation directorate key note speakers.

The Aviation Product Symposium will provide a unique opportunity for senior leaders from industry, military, and the government to interact and share their thoughts on the future of aviation logistics. The key objective of this year's symposium will be to build on last year's discussions on how industry and the government can work together to continue to maintain the current standard of Army aviation excellence during an extended period of wartime environment.

For information regarding the symposium, please contact Ms. Janice Sanders supporting the Tennessee Valley Chapter of the Army Aviation Association of America at (256) 464-9191, or via e-mail at [janice.sanders@vt-group.com](mailto:janice.sanders@vt-group.com) or visit the Aviation Product Symposium website at [www.cribbinsaps.com](http://www.cribbinsaps.com).

ONLINE REGISTRATION - CHECK YOUR STATUS - Get Immediate Receipt GO TO - [www.cribbinsaps.com](http://www.cribbinsaps.com)



## AAAA Joseph P. Cribbins 36th Annual Aviation Product Symposium

### Registration Form February 10-11, 2010

North and South Hall (Registration in North Hall)  
Von Braun Center, Huntsville, Alabama



SPONSORED BY THE TENNESSEE VALLEY CHAPTER OF THE ARMY AVIATION ASSOCIATION OF AMERICA

LAST NAME : \_\_\_\_\_ FIRST: \_\_\_\_\_ RANK: \_\_\_\_\_  RETIRED

TITLE: (FOR YOUR BADGE) \_\_\_\_\_ COMPANY: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE:( \_\_\_\_\_ ) - \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

#### FEES: (Retired government working for industry must pay industry fees)

- INDUSTRY (Includes lunch and banquet) - \$430.00
- VENDOR BOOTH (includes registration for one attendee) - \$1000.00  
(PLEASE ALSO COMPLETE VENDOR FORM AVAILABLE ONLINE AT OUR WEBSITE: [www.cribbinsaps.com](http://www.cribbinsaps.com))
- AAAA GOVERNMENT (registration only) - \$75.00

#### MEALS: (meals are not included in the government rate; include any guest tickets you wish to purchase)

- LUNCH: \$20.00 x # tickets \_\_\_\_\_
- BANQUET: \$35.00 x # tickets \_\_\_\_\_
- MEMBERSHIP - \$26.00 (join today and get the member rate)

#### Please check if applicable:

- I am an invited speaker/panel member.
- I am a luncheon award winner or presenter
- I am a banquet award winner.
- I am an APS committee member/volunteer.

#### METHOD OF PAYMENT: (we accept cash, check, Visa, Mastercard, Discover and AMX)

Credit Card # \_\_\_\_\_ Expiration Date: \_\_\_\_\_ / \_\_\_\_\_

Personal Check  Corporate Check (Please make checks payable to AAAA (Tennessee Valley Chapter))

If you are an Industry Attendee and will not be able to attend the lunch or dinner and instead would like a donation made in your name to the scholarship fund for the value of your meal, please check the appropriate box. I am a paid Industry Attendee and will not attend the  
 luncheon and or  dinner, please make a donation in my name to the AAAA Scholarship Fund (Fee remains the same)

**CUT OFF FOR ALL PRE-REGISTRATIONS  
ON WEBSITE, FAX AND MAIL/EMAIL February 5, 2010**  
(after this date on site registration space available only,  
\$25.00 late fee for onsite registration)  
Hotel: Embassy Suites, Huntsville Alabama (256) 539-7373  
Code is "AGE" for Government and "AAA" for Industry -  
you must register by January 10, 2010 to get APS rate

TOTAL: \$ \_\_\_\_\_

ONLINE REGISTRATION GO TO- [www.cribbinsaps.com](http://www.cribbinsaps.com) or you may complete the registration form and fax to (256) 464-9291

# 159th CAB Maintains "Strong Bonds" During Deployment to Afghanistan OEF IX

By Denise Lewis

The conflicts in Afghanistan and Iraq have put military marriages and families under tremendous strain. Last year there were over 13,000 military divorces, with (8.5%) women in the military experiencing higher rates of divorce than (2.9%) men.

Noteworthy is that the percentage of Soldiers and Marines who are parents is higher than in recent conflicts and 230,000 children, especially those between the ages of 6-13, are adversely affected by the deployments.

As a result, funding for family support programs has become paramount.

## Tools to Strengthen Army Families

What was once known as a couples' offsite or retreat has now been transformed into an Army Chaplain's program called "Strong Bonds." ([www.strongbonds.org](http://www.strongbonds.org)) It specializes in helping Soldiers, couples, and families cope with the tempo before, during, and reintegration after deployment.

The theme behind "Strong Bonds" is: "Strong family relationships improve readiness and enable strong Soldiers."

Strong Bonds empowers Soldiers and their loved ones with relationship-building skills, and connects them to community health and support resources. It is a holistic, preventative program committed to the restoration and preservation of Army families, even those near crisis.

With Strong Bonds, participants not only bond with their loved ones, they bond with other Army families, chaplains and the Army community as a whole. In turn, our Soldiers realize they're not in this alone. They have an entire Army of support, both on duty and off.

More than 90% of those who have attended the program rate it as a positive experience.

## 159<sup>th</sup> CAB utilizes the Pre-Deployment Strong Bonds Program

Before the unit deployed to Afghanistan in December 2008, Commander COL Ronald Lewis and I (Brigade FRG Advisor) discussed pre-deployment preparation for our Soldiers and their families. My husband's key philosophy for commanding his Brigade is a "Team of Teams" (people, equipment, and training).

As we all know, a large part of soldiering involves training. With a significant part of the team being families, the Lewis Command Team believes that it is equally important to train the families and maintain strength before, during, and after deployments.

During the spring of 2008, the "Task Force Thunder's" Brigade Chaplain, MAJ Rod Swanson, arranged a Couples Strong Bonds retreat that was held in Nashville. His program covered the cost for lodging, food, and childcare.

Fifty-five couples, who attended the two day program, learned how to communicate with one another and how to discuss their fears and concerns for the upcoming deploy-



PHOTO BY LTC. JASON GALINDO

Members of the 159th Family Readiness Group, the Tennessee Valley Chapter, and the Huntsville Community pose on the steps of the Embassy Suites during a Strong Bonds retreat.

ment. Time was also allotted for them to spend quality time together exploring downtown Nashville.

## Strong Bonds for our Deployed Families

On September 10<sup>th</sup>, 2009, eighty spouses, one hundred and sixty children, and thirty-six childcare staff traveled to Huntsville, Alabama for a two day deployed spouses Strong Bonds retreat.

The program was led by Donella Prentice, a Chaplain's spouse of over 20 years. Some of the key topics of her discussion were communication and changes that occur between a husband and wife, during and after deployment.

Prentice also used DVDs by Mark Gungor, whose philosophy and teachings are about laughing your way through marriage. The DVDs use laughter to open hearts and change lives and help couples deal with tough issues in a non threatening manner. [www.laughyourway.com](http://www.laughyourway.com)

Deciding to bring along our Military Family Life Consultant (MFLC) proved to be very beneficial, as she was able to introduce herself to spouses she may not have had the opportunity to meet.

In doing so, she was instrumental in forging bonds and suggested the possibility of developing future group sessions, which will allow spouses and/or Soldiers to continue the dialogue before and after the Strong Bonds programs.

## Military Family Life Consultants (MFLC)

MFLC's have recently been assigned to the Brigades. They are licensed clinicians with Master's Degrees and at least five years experience of social work, counseling, or



Left to right: LTC(R) William Weaver, Tennessee Valley Chapter (TVC) President, Denise Lewis, MG James Myles, AMCOM Commander, MAJ Megan Stallings, 159th CAB Rear Det. OIC, and COL Neil Thurgood, TVC Senior VP.

related clinical disciplines. Consultants are trained on military specific topics including basic orientation to the deployment cycle and military culture.

The MFLC program also provides anonymous confidential support to Soldiers and their families. For more information on MFLCs go to [www.militaryonesource.com](http://www.militaryonesource.com)

### Expressions of Gratitude

At the completion of the seminar, spouses expressed how wonderful it was to share their experience with other spouses, helping them to appreciate that they were not alone.

They felt that they were now better able to clearly understand the differences in thought processes between men and women.

Some acknowledged speaker and listener challenges that face couples and thought that the seminar enabled them with tools on how to be a good listener.

Many also shared their fears and expectations for redeployment and reintegration. But most importantly, many expressed the message of forgiveness of time spent apart and understanding.

### Extended Team of Team Family

Although our weekend event was paid for through our Chaplain's program, our families were made to feel welcome by MG James R. Myles, commanding general of the Aviation and Missile Lifecycle Management Command, Redstone Arsenal.

Redstone provides the 159th CAB with sustainment support for all our aviation units in Afghanistan.

To thank MG Myles and his staff, AAAA, AUSA and the Chamber, our 159th families hosted a community welcome on Saturday. MG Myles commended the 159th families for their involvement and for their support of their Soldiers, and we in turn were able to thank him and other representatives for their support and for making us truly feel like a part of their family.

During our stay in Huntsville, we were also able to enjoy "Sci-Quest" and the Space Center at no cost. One family member stated, "This was a stress-free time away from home!"

Another family member expressed appreciation for "EVERYTHING from a great program, to shuttle transportation, extra-curricular events, food, and child care. We didn't have to worry about a thing!

### The Process

A unit can decide to have their program based at their post or at a surrounding local site, many of which are already pre-approved for childcare. If a site is not currently approved, it can take up to ninety days for your local contracting office to approve it.

Designated hotel sites for Fort Campbell are: Gatlinburg, Chattanooga, Nashville, and newly added to the list is Huntsville, Alabama.

All funding for lodging, food, and child care is derived from the Chaplain's program. Units that are interested in the Strong Bonds program can contact their Chaplain for more information.

### Lessons Learned

Although we provided activities for our teens, we also became aware of the need for Strong Bonds to develop a program specifically focused on them.

The hope is to teach teens coping mechanisms to successfully deal with the changing emotional development of their parents, as well as themselves, before, during, and after deployment.

### Continuing to Build "Strong Bonds"

I am positive that the Strong Bonds program is strengthening our Army families.

In a thank you letter written to me, a spouse expressed her heartfelt thank you and added, if I only knew how much we gave her a chance to breathe and arm her with the tools to work on her relationship.

This is enough proof for me that the program is working and saving our Army families through these difficult times.

We are so glad that we have had an opportunity to participate and look forward to continuing to build "Strong Bonds" for ourselves and for our Soldiers as we prepare for our Brigade's homecoming.



*Denise Lewis is the spouse of COL Ron F. Lewis, commander of the 159th CAB, 101st Abn. Div., Fort Campbell, Kentucky, (recently returned from Afghanistan.) She is the Brigade's Family Readiness Group Advisor.*

*Judy Konitzer, Family Readiness Editor, thanks Denise for sharing her story and hopes that more spouses will share their experiences with our readers. Direct any questions or suggestions to [judy@quad-a.org](mailto:judy@quad-a.org).*

**Brackett Aircraft Co., Inc.**

T  
O  
W  
B  
A  
R  
S



W  
H  
E  
E  
L  
S

**www.brackettaircraft.com**  
(928) 757-4005




# 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](mailto:editor@quad-a.org).

## Foliage Penetration Radar Research Continues

**Syracuse Research Corp.**, of North Syracuse, N.Y., reported Sept. 27 they are working under terms of an \$11.4 million contract with the Army Research Development and Engineering Command at Aberdeen Proving Ground, Md., to build a third foliage penetration reconnaissance, surveillance, tracking and engagement radar, or FORESTER, for applications on the Boeing A-160 Hummingbird unmanned aircraft. The FORESTER is an ultra-high frequency radar for persistent surveillance and capable of detecting people and vehicles moving through woods and under forested area canopy foliage. SRC engineers have built two other FORESTER systems for testing on an Army UH-60 helicopter and on another A-160 helicopter for single- and double-canopy foliage tests.



COURTESY M7 AEROSPACE PHOTO

## Army Awards C-26 Maintenance Contract

**M7 Aerospace**, of San Antonio, Texas, reported Sept. 23 the Army Aviation and Missile Command has awarded them a five-year contract for the life cycle contract support services for the Army's C-26 Metroliner aircraft fleet. M7 Aerospace will provide overall management including all support actions required for operating and maintaining the 14 aircraft in the fleet. M7 has been supporting the Army National Guard's C-23 Sherpa fleet maintenance for past three years. Work will be completed at M7's facilities in San Antonio.



ARMY PHOTO

## Utah New Home for Army UAS Testing

The U.S. Army Unmanned Aircraft Systems Project Office officially cut the ribbon Sept. 23 declaring Dugway Proving Ground in Utah as the new home for its Rapid Integration and Acceptance Center (RIAC). The RIAC will consolidate the testing of UAS payloads and technologies for Army systems for faster deployment to warfighters. In addition, a ground breaking ceremony was held for the start of construction on the RAIC's Building 1 located near Michael Army Airfield. Pictured here

breaking ground, from left, are: COL William King IV, DPG commander; COL Gregory Gonzalez, project manager for UAS; BG William Crosby, program executive officer for Aviation; Utah Lt. Gov. Greg Bell; MG Roger Nadeau, commanding general of the Army Test and Evaluation Command; and Tim Owings, deputy PM for UAS.

## BAE Provides IFF Systems to Army/Navy

**BAE Systems**, Greenlawn, N.Y., reported Sept. 21 it will provide identification-friend-or-foe (IFF) digital transponders, upgrade kits, and spares to the Army and Navy under a \$20 million contract. The IFF systems increase situational awareness and help to positively establish the identity of friendly aircraft, reducing the risk of fratricide, or "friendly fire." Under the Navy sponsored contract BAE will deliver a total of 46 AN/APX-118 common digital transponders and 381 AN/APX-123 transponders to the Army and Navy, along with 400 modification kits and spares.

## More FLIR Systems for Army MEDEVAC

**FLIR Systems, Inc.**, Portland, Ore., announced Sept. 21 it was awarded a new delivery order totaling \$15.4 million for its Star SAFIRE stabilized multi-sensor systems from the Army's Aviation and Missile Command in Huntsville, Ala.. The units delivered under this order will be installed on Army HH-60 Black Hawk helicopters supporting medical evacuation missions. Work will be completed within the next 12 months at FLIR's facility in Wilsonville, Ore.



COURTESY PHOTO FLIR SYSTEMS

## Bell Mentors Hawk Enterprises

**Hawk Enterprises, LLC**, Huntsville, Ala., reported Sept. 10 its formal completion of a Department of Defense Mentor-Protégé Program with **Bell Helicopter**. HE LLC just concluded an 18-month partnership training program between the two companies. In March 2008, HE became a Bell protégé under the DoD program designed to develop qualified small businesses into valued DoD business suppliers. HE is a service-disabled veteran-owned small business that provides technical, administrative, logistics and training services in support of the Army's OH-58D program. Its partnership with Bell was sponsored by the Army Aviation and Missile Command and is a "credit-only" partnership where Bell provided funding for team efforts under the Pentagon's Office of Small Business Programs.

## Boeing to Upgrade Chinook Factory

The Boeing Company reported in September plans to modernize its CH-47 Chinook helicopter production facilities in Ridley Park, Pa. Currently management is proposing to invest \$130 million over a two year period to renovate building and work station areas where the company produces three aircraft a month. After the improvements, the company expects to increase production to five aircraft a month.

## Bell Awards Kaman Composite Blade Contract

**Kaman Aerospace Corp.**, Bloomfield, Conn., announced Sept. 10 its Helicopters Division was awarded a five-year contract with a potential value of \$53 million to build composite helicopter blade skins and skin core assemblies for Bell Helicopter and its product line. Under the contract, Kaman will provide 18 different assemblies for its military and civilian models, including the H1, 406, 407, 412, 427, 429 and 430 aircraft.

Work will be performed at Kaman's HeliworX manufacturing center in Bloomfield with deliveries to Bell's Hurst, Texas facility in late 2009.

**Sikorsky Gets Contractor Support for Rucker Lakota Sikorsky Aircraft Corp.**, Stratford, Conn., announced Sept. 10 its Sikorsky Aerospace Services' Helicopter Support Inc. business unit at Fort Rucker, Ala., has begun operating a new contractor logistics support site for UH-72A Lakota helicopters based there. The first three of six UH-72A aircraft arrived in July for "Flat Iron," an air ambulance detachment that provides support to pilot training, the Military Assistance to Safety and Traffic program for the local community and for the Army's Ranger training in North Georgia.

**Army Awards Support Contract to CACI CACI International Inc.**, Arlington, Va., announced Sept. 9 it was awarded a \$50 million three-year contract to support the Infrared Focal Plane Array Technology branch of the Night Vision and Electronic Sensors Directorate of the Communications-Electronics Research Development and Engineering Center with the Army's Research Development and Engineering Command. This award increases both the size and scope of CACI's work with NVESD and provides the Army with research and development of advanced night vision and other sensor technologies, such as infrared weapon sights, surveillance systems, and systems that enhance the Soldier's ability to operate at night and during limited visibility conditions.

**Hunter UAS Completes Successful Weapons Testing Northrop Grumman Corp.**, Herndon, Va., reported Sept. 1 the Army's MQ-5B Hunter unmanned aircraft system successfully completed testing of the new GPS-guided Viper Strike weapons system at White Sands Missile Range, N.M. The testing in July and August verified the VS munition's ability to hit both moving and stationary targets with guidance provided by a proximity based GPS coordinate while maintaining pinpoint accuracy with laser target designation guidance. Previous VS systems required the Hunter to be directly overhead, while the GPS-VS offers a greater angle window for engagements and the advantage of nearly six miles of stand-off range. GPS VS will soon deploy on-board Hunter aircraft in theater to support operations.

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

**Rolls Royce Corp.**, Indianapolis, Ind., was awarded Sept. 23 a \$9.7M contract for a minimum quantity of 20 and a maximum quantity of 135 gas turbine engines (model 250/C30R/3) to support the OH-58D Kiowa safety enhancement program. Deliveries are to be completed by Dec. 31, 2012.

**Tetra Tech Facilities Construction, LLC.**, Alexandria, Va., was awarded Sept. 23 a \$22.5M contract for the design and build on an addition to the Army Aviation Support Facility at Weide Army Airfield in Aberdeen Proving Ground, Md. Work is to be completed by Nov. 6.

**Honeywell International Inc.**, Phoenix, Ariz., was awarded Sept. 23 a \$79M contract for CH-47 T55-714A engines and fielding kits. Deliveries are to be completed by Dec. 31, 2012.

**ITT Corp.**, Roanoke, Va., was awarded Sept. 23 a \$72.1M contract for aviator's night vision imaging systems. Deliveries are to be completed by Sept. 30, 2011.

**Inter Costal Electronics Inc.**, Mesa, Ariz., was awarded Sept. 22 an \$11.9M contract for an AH-64D Apache tactical engagement simulation system which provides dynamic, modular and scalable solutions to fulfill various aspects of individual, collective, and combined arms training. Contract has an estimated completion date of Sept. 30, 2014.

## Advertisers Index

AAI Corporation .....	13	Meggitt Defense Systems .....	27
AeroVironment (AV Inc.) .....	11	Northrop Grumman .....	25
AAFMAA .....	9	Phantom Products Inc. ....	49
Boeing-Military A&M Systems .....	2	Piaseki .....	51
Brackett Aircraft Co., Inc. ....	57	QuinetIQ North America .....	17
Combat Medical Systems .....	30	Raytheon Corporation .....	29
DRS Technologies, Inc. ....	7	Robertson Aviation, LLC .....	72
EADS North America .....	14, 15	Rolin Industries .....	37
FLIR Systems, Inc. ....	21	Rockwell Collins, Inc. ....	35
FNH USA .....	5	SAIC .....	45
General Atomics Aeronautical Sys., Inc. .	1	SES, Inc. ....	33
General Dynamics C4 Systems .....	31	Telegenix .....	47
Honeywell Aerospace .....	19	USAA .....	43
Hupp Aerospace Defense .....	36	VT Miltope Corporation .....	41
L-3 Comm., Link, Sim. & Training .....	23	Westwind Technologies Inc. ....	39

**AAI Corp.**, Hunt Valley, Md., was awarded Sept. 22 a \$49.1M contract for the Shadow unmanned aircraft system for electronic fuel injection work and other support requirements.

**Bell Helicopter Textron Inc.**, Hurst, Texas, was awarded Sept. 18 a \$6.9M contract for the production of three Bell 407 commercial helicopters to be used as the training system platform for the Iraqi Armed 407 program under the foreign military sales project administered by the U.S. Army. Deliveries are to be completed by Dec. 31, 2010.

**General Atomics Aeronautical Systems**, Poway, Calif., was awarded Sept. 18 an \$8.5M contract for optional extended range, multi-purpose unmanned aircraft and optional ground data terminals in support of communications-electronics research, development and engineering center requirement. Contract completion is June 30, 2011.

**Miltope Corp.**, Hope Hull, Ala., was awarded Sept. 18 a \$33.3M contract for the maintenance support device version 3 system of the integrated family of test equipment. Contract expires Sept. 30, 2014.

**FLIR Systems Inc.**, Wilsonville, Ore., was awarded Sept. 10 a \$15.3M contract for the Star Safire II system support kits for the UH-60 family of aircraft. Contract expires Sept. 30, 2010.

**L-3 Communications Geneva Aerospace** of Carrollton, Texas, was awarded in September a contract valued up to \$250M, for one year with four option year periods, for the Expeditionary unmanned aircraft system in support of U.S. Special Operations Command's Program Executive Office for Fixed Wing. The contract minimum is \$5M, which will be met at contract award with issuance of the first delivery order for \$6.6M.

**FLIR Systems Inc.**, Wilsonville, Ore. was awarded a \$22M contract in September for turret assembly parts for the Army. Contract ends Sept. 30, 2014.

**The Boeing Co.**, Ridley Park, Pa., was awarded a \$6.4M contract in September for aircraft steering units for the Army. The contract is an exercise of a second option year period and has a performance completion of Sept. 15, 2014.

### GENERAL OFFICER ANNOUNCEMENTS



ARMY PHOTO

Secretary of Defense Robert M. Gates announced that the President has nominated Army **Brig. Gen. William N. Phillips** for promotion to the rank of major general and subsequent appointment to the rank of lieutenant general with assignment as military deputy/director, Army Acquisition Corps, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Washington, D.C. He is currently serving as Commander, Joint Contracting Command, Multi-National Forces-Iraq, Operation Iraqi Freedom.



ARMY PHOTO

Secretary of Defense Robert M. Gates announced that the President has nominated Army **Brig. Gen. Walter L. Davis** for promotion to the rank of major general and assignment as Deputy Director/Chief of Staff, Army Capabilities Integration Center, United States Army Training and Doctrine Command, Fort Monroe, VA. He is currently serving as Director, Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7, HQDA.

### CHANGES OF COMMAND



DDO PHOTO BY USAF AIRMAN MELLISSA RODRIGUEZ

**USAPAT Changes Leaders**  
LTC **Dennis E. Griffin** relinquished command of the U.S. Army Priority Air Transport

Command to LTC **Brett M. Clark** during an Aug. 6 ceremony at Andrews Air Force Base, Md. Griffin is now the deputy commander of the 164th Theater Airfield Operations Group. Clark previously served as a professor of Military Science at Embry-Riddle University in Daytona Beach, Fla. The USAPAT is a battalion size equivalent command which provides global air transportation for the Army's senior leadership aboard C-37, C-20 and UC-35 jet aircraft. Here, COL Jeryl C. Ludowese, right, commander of the Army Air Operations Group, passes the unit colors to Clark, the incoming commander.



PHOTO BY SPC BRESSA A. SMITH

**4th Combat Aviation Brigade**  
COL **Daniel E. Williams** assumed command of the 4th Combat Aviation Brigade in a ceremony at Fort Hood, Texas on 31 July 2009. Pictured with COL Williams (left) are (from right), immediate past commander, COL Patrick E. Tierney, and the commander before him, COL Donald M. MacWillie, III.

### COMBAT AWARDS



IMAGINE CORPS PHOTO

**Night Stalkers Honor Marine with DFC**  
During a twilight ceremony July 27 at Camp Leatherneck in Afghanistan, COL Clayton M.

Hutmacher, center, commander of the 160th Special Operations Avn. Regt., presented Marine **Maj. Richard D. Joyce** with the Distinguished Flying Cross for his actions in support of ground troops during Operation Iraqi Freedom in 2007. Joyce, now an AH-1W Super Cobra pilot with Marine Light Attack Helicopter Squadron 169, served under Hutmacher while assigned to the Army's 160th SOAR in a billet only four other Marine pilots have filled.



ARMY PHOTO BY SPC SUELEN PERDUE

**NY Praises Returning Warriors**  
BG Steven Wickstrom, left, commander of the 42nd Inf. Div., New York Army National Guard, awarded the Bronze Star medal Sept. 13 to **MAJ Jason Lefton** for his outstanding achievements while deployed in support of Operation Iraqi Freedom. Wickstrom was on hand for a Freedom Salute ceremony at St. Joseph's College in Patchogue to recognize the contributions of more than 600 Soldiers of the **3rd Bn., 142nd Avn. Regt.**, recently back from service in Iraq and Afghanistan in 2008 and 2009. Lefton, who is executive officer of the 3-142nd Avn., was honored for his leadership with Task Force Jester, a task force comprised of 57 UH-60 Blackhawk helicopters, 8 Apache helicopters and over 600 Soldiers.



ARMY PHOTO BY SPC BENJAMIN COLEMAN

**38th CAB Gets Patched**  
Soldiers with 38th Cbt. Avn. Bde., a subordinate unit of the 38th Inf. Div., Indiana Army National Guard, received their "combat patch" during a ceremony Sept. 15 at Joint Base Balad, Iraq. About 140 Soldiers waited until their 38th day in theater to hold the ceremony. Formally known as a shoulder sleeve insignia (SSI), the unit patch denotes wartime service in a combat zone. The

38th ID SSI in full color is spade shaped and divided in half length-wise in two colors – the left side is blue and the right is red. There is a white interlocked C and Y in the center, which stands for "the Cyclone Division," a unit nickname. Here, **1LT Brian Adkins**, right, Headquarters Co. commander, Task Force 38, attaches a "C-Y" patch to the shoulder of **SPC Katie Modderman**, an aviation operations specialist.



### DUSTOFF Troopers Receive Spurs

Known within Task Force Palehorse as "DUSTOFF Troop," members of **2nd Platoon, Co. C, 1st Bn., 168th Avn. Regt.**, Washington Army National Guard, received a plaque and each Soldier received gold combat spurs Aug. 29 in a "Spur" ceremony at Forward Operating Base Fenty in Jalalabad, Afghanistan. The 2nd Platoon, an aeromedical evacuation detachment, received their spurs for their distinguished service, which included many acts of courage under fire. Here, **CPT David Lovett** and **SFC Alva Smoot**, center left and right, accept the plaque on behalf of their unit from **LTC Jimmy Blackmon**, left, and **CSM Eric Thom**, TF Palehorse's senior leaders.

### HONORS



**Fallen Night Stalker Remembered**  
Family, friends and members of the 160th

Special Operations Avn. Regt. gathered Sept. 17 to remember and honor **CW3 Hershel D. McCants Jr.** during a hangar dedication ceremony in his memory at Fort Lewis, Wash. The 160th SOAR unveiled an engraved plaque bearing McCants' image, which is now prominently displayed near the hangar entrance of building 3025 that is officially known as "McCants Hangar." McCants, 33, of Arizona, was an MH-47E Chinook helicopter pilot with the 4th Bn., 160th SOAR, who died with seven other service members when his aircraft crashed Feb. 18, 2007 in southeastern Afghanistan. Fort Lewis is the home base of the 4th Bn.

### SPOTLIGHT



### Guardsmen Given Flag for Iraq

North Dakota Gov. John Hoeven shook hands with **1SG Daniel Marquart**, while unit commander **CPT Douglas Larsen** and **MG David Sprynczynatyk** helped to hold the state flag at

the Sept. 30 send-off ceremony for **Co. C, 2nd Bn., 285th Avn. Regt.** at the Bismarck Army Aviation Support Facility. Each deploying N.D. National Guard unit is presented with a state flag to display during their deployment. Co. C is a part of a UH-60 air assault battalion and the company is comprised of 10 helicopters and crew members, five crews from N.D. and the other half from West Jordan, Utah.



### 1 ACB Demos Longbow for DCG

**MG James Hunt**, pictured here, the deputy commanding general of Multi-National Corps-Iraq, prepares for his first flight in an AH-64D Longbow helicopter during a Sept. 11 visit with the 1st Bn., 227th Avn. Regt. at Camp Taji, Iraq. The 1st Air Cav. Bde. commander **COL Douglas Gabram** wanted Hunt to get a better understanding of a pilot's point-of-view and the Longbow's weapons capabilities by giving him hands-on experience in the air. Hunt also toured the tactical operations center of the 1st Bn. and spoke with troops.

## Attention AAAA Members

## Stay Connected!

Get the latest email news & notices from the AAAA National office.

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

Add [aaaa@quad-a.org](mailto:aaaa@quad-a.org) to your address book.

This will assure that your email is not bounced by "spam" filters.

## NDA APPROVED

The National Defense Authorization Act was approved by Congress on 22 October and sent to the President for signature.

The NDA provided \$636.6 billion, which included funding the defense programs in the Department of Energy, \$128.2B for overseas contingency operations mostly in the Iraq and Afghanistan Wars, and \$2.6B for earmarks.

The Matthew Sheppard and James Byrd, Jr. Hate Crimes Prevention Act and the Military Commissions Act of 2009 were included with the Defense bill to ease their passage.

With the exception of a second engine program for the F-35 Joint Strike Fighter, the barriers to the President signing the bills seem to have been removed.

Some of the welcome NDA provisions follow:

- 3.4% pay raise for active duty Guard and Reserve members.
- 30,000 extra troops for the Army in 2010 and the same for FY2011 and FY2012 provided DOD budgets for the increase.
- Premium-based TRICARE coverage for "grey area" reserve retirees who have not attained the age of 60.
- Special compensation on behalf of caregivers of severely wounded warriors while on active duty that tracks with VA "aid and attendance" payments for vets needing caregivers. Medical examinations are required before the administrative separation of members affected by traumatic brain injury or PTSD.

Some of the disappointments with the new legislation dropped for lack of funding offsets include:

- The House plan to phase out the disability offset to retired pay for medically retired (chapter 61) members.
- The Senate initiative to repeal the deduction of VA benefits from the Survivors Benefit Plan annuities.
- The Senate provision to authorize retroactive Reserve retirement age credit for active duty since Sept. 22, 2001.

## AVIATOR OUTPUT INCREASING

On Oct. 5 MG James O. Barclay, the Chief of Army Aviation, advised the AAAA board that the aviation branch responded dynamically during FY 2009 in applying the \$500 million provided by Secretary of Defense Robert Gates to enhance Army aviation personnel capabilities to meet additional war needs.

The Army Aviation Center of Excellence executed the recommendations of a management analysis in launching a broad-based training ramp up.

The instructor force is being increased, 21 AH-64 and 24 OH-60 additional helicopters were provided, the training facilities are being modernized and refurbished to support today's combat fleet, the content of flight simulator



## LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)  
 AAAA Representative to The Military Coalition (TMC)

training is being increased from 39 to 49 percent and flight operations are being conducted 6 days a week.

Aviator output is moving from a start of 1,200 per year toward reaching the goal of 1,498 by the end of 2010. About 70 percent of the pilot shortages are in the reserve components.

This year the bubble of students waiting to enter flight classes has been reduced from 808 to 497. Associated student logistics training was increased by 400 and the USAEB was raised from 1,200 to 2,400.

## 12TH COMBAT AVIATION BRIGADE

An early approval by the Army Chief of Staff of a recommendation in the emerging Aviation Study II to field a 12th CAB led to the activation of the brigade headquarters on Oct. 16.

MG Barclay advised that it was "up to the big Army" to decide the unit designation and stationing.

The CAB will be filled from the Army's hide largely with units returning from Iraq in the next 12 to 18 months.

An accompanying decision will standardize the active and reserve components CABs in a medium configuration.

The additional brigade will provide additional aviation assets if needed in Afghanistan while aiding in extending the dwell time among the CABs resetting in the U.S. Furtive thoughts concerning a 13th CAB are about.

## ARMED SCOUT PROGRAM AOA PROCEEDING

MG Barclay advised that the Analysis of Alternatives for the armed scout is proceeding with a 14 month goal of completion rather than normal 30 to 36 months.

## EMERGENCY GI BILL PAYMENTS

The Secretary of Veterans Affairs Eric K. Shinseki authorized sending emergency aid \$3,000 checks to as many as 200,000 newly enrolling Post 9/11-GI Bill students who have yet to receive their initial tuition, housing and textbook payments.

Sec. Shinseki said, "Students should be focusing on their studies, not worrying about financial difficulties."

Since Oct. 2, the VA, which was overwhelmed by the applications in the first year of this new program, has been responding proactively to stu-

dent requests in providing this advance funding.

Even though many universities are aiding, some of the students have had to take out loans.

The VA hired 760 additional claims processors in Aug. and mandated overtime work to solve this problem.

## TRICARE WIN, RISE AVERTED

Rep. Bobby Bright (D-AL) of the House Armed Services Committee on Oct. 7 announced that the National Defense Authorization Act for 2010 had been amended to preclude DOD from increasing TRICARE fees for another year.

Sen. Sessions (R-AL) is reported to have had similar language placed in the SASC and HASC Conference Report for the NDA.

This result was in response to prompt reactions of The Military Coalition and prominent member organizations to an unexpected announcement of fee increases by the TRICARE Management Activity Sept. 30 that were to be effective on Oct. 1.

The organizations and the TMC immediately wrote the Secretary of Defense and others reminding that he had pledged there would be no increase in TRICARE fees in fiscal 2010.

The main changes included:  
 Active duty families with TRICARE Standard or Extra - \$15.65 to \$16.30 for daily inpatient costs.  
 Retirees with TRICARE Standard - \$535 to \$645, for inpatient admission.

Retirees for mental health care - about a \$5 increase to \$197 per day.

## PREDICTABLE VA FUNDING SECURED

Sen. Daniel Akaka (D-HI) in the Veterans Health Care Budget Reform and Transparency Act (S. 423) secured funding for veterans health care one-year in advance of the regular appropriation process.

This act corrects the failure of not having full funds available to care for veterans at the start of the fiscal year in 17 of the last 19 years and requires transparency of the VA funding forecasts, public reports and GAO audits.

## ENERGY AND CLIMATE CHANGE RISKS

During the last month the Pew Trust and the Center for Naval Analysis led forums in the capital area presenting the analyses of a Military Advisory Board of senior retired military

# PEOPLE ON THE MOVE

## OFFICER CANDIDATE SCHOOL

The Army released on Sept. 21 the names of 229 Soldiers selected to attend its Officer Candidate School at Fort Benning, Ga. Selections were made by a board that met April 27-May 1. AAAA congratulates the following five warrant officers and Soldiers selected for Aviation branch service.

- WO1 Matthew L. Blair
- CW2 Craig M. Daugherty
- CW2 John V. Edgemon
- SGT Andrew M. Tehvand
- SPC Justin G. Winter

## FLIGHT SCHOOL GRADUATES

AAAA congratulates the following graduates of the Flight School XXI initial combat aircraft flight training courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of the flight classes.

### Flight Class Track Graduations 47 Officers, Sept. 17

- AH-64D**
- LT Bert Davis
- CH-47D**
- WO1 Bradley W. Adams
- LT Steven F. Black
- WO1 Payton M. Edwards
- LT Michael J. Jeter
- LT Edward H. Krautmann
- CPT Mohamed B. Massaquoi
- LT Isaac A. White \*
- WO1 Wendy L. Wilce
- OH-58D**
- WO1 Michael A. Stafford \* DG
- LT Chaz E. Allen
- WO1 Rick L. Bashore
- WO1 Nicholas L. Cox
- WO1 Bernard A. Higdon
- CW2 Sonnet C. Holmquist \*
- LT Seth T. Power
- CPT Justin T. Webb \*
- UH-60L**
- LT Nicklaus C. Franck DG
- WO1 Maggie R. Leturno DG
- WO1 Peter J. Gamelin \* HG
- WO1 James R. Miller HG
- WO1 Tyler W. Nottingham HG
- LT LeLand C. Zak HG
- LT Christopher L. Aceves
- LT Joshua D. Anderson \*
- WO1 James M. Boggs \*
- WO1 Andrew L. Brown \*
- WO1 John D. Brown
- WO1 Jessie H. Chambers \*

- WO1 Christopher M. Chartrand
- WO1 Jake A. Edwards
- WO1 Richard S. Glosson
- LT Luke G. Jaeger \*
- WO1 Garrett R. Lusk \*
- LT Juan P. Marco
- WO1 Joseph J. McCarthy
- WO1 David R. Mercado \*
- WO1 Timothy A. Merlino \*
- CW2 Christopher P. Miller \*
- WO1 Steven L. Peschock
- WO1 Kevin W. Powell
- LT Christopher J. Saager \*
- LT Kyle J. Sanderson
- WO1 Billy R. Sierra
- WO1 Gregory R. Turner \*
- WO1 Paul W. Wendzel
- CW2 Natasha D. Wortman

### Flight Class Track Graduations 41 Officers, Oct. 1

- AH-64D**
- LT William J. Lewis DG
- CW2 Christopher J. Moore DG
- LT Justin T. Bristow \* HG
- LT James R. Robinson \* HG
- LT Andrew A. Anderson
- LT Steven J. Aoyagi \*
- CW2 Joshua C. Chitwood \*
- LT Travis L. Ford \*
- CW2 Michael J. Gillam
- LT Matthew B. Haselhorst
- CPT Ketly L. Ibanez
- LT Louis A. Kohl
- WO1 Jonathan E. Lee \*
- LT Aurelina Moore
- LT Daniel L. Pechacek \*
- LT Jeffrey M. Rigney
- WO1 William A. Roquemore III \*
- LT Ryan M. Sasser
- UH-60L**
- WO1 Travis D. Hack DG
- WO1 Brock C. Anderson HG
- WO1 David I. Kaye HG
- WO1 Jason C. Beck
- LT Nicholas P. Branoff \*
- WO1 Jason C. Calvert \*
- LT Nathan M. Cloutier \*
- WO1 Andrew J. Dutton
- CW2 Bobby L. Escarciga
- WO1 Donovan C. Gandolph \*
- WO1 Matthew J. Grove
- WO1 Kurt R. Hannemann \*
- WO1 Ross W. M. Haselhorst \*
- LT Dusty J. King
- WO1 Dylan T. Kovencz
- WO1 Donnie R. Miller Jr.
- WO1 Andrew W. Orr
- CPT Michael R. Pinter \*
- LT Joseph A. Reilly
- WO1 Marc D. Scholl
- WO1 Derek A. Shoemaker
- LT Jeremiah J. Webb
- CH-47D**
- WO1 Michael A. Hagerman
- UH-60L**
- IERW CH-47D Warrant Officers**
- WO1 Kyle L. Frazier \*

- WO1 Alden K. Glassey \*
- WO1 Jonathan S. Sheaffer
- WO1 Eric J. West \*

### IERW OH-58D/R Commissioned Officers

- LT Mickala S. Henson \*
- LT Zachary R. Olson \*
- IERW OH-58D/R Warrant Officers**
- CW2 Jason H. Carmichael \*
- WO1 Aaron E. Eads \*
- WO1 Joshua L. Hilsendager DG
- WO1 Aaron D. Lancaster \*
- WO1 Travis J. Prohaska
- CW2 Mikel E. Smith
- WO1 Nathan W. Smith \*
- CW2 John W. Sowers - HG
- WO1 Kennamer A. Yates

### IERW UH-60 Commissioned Officers

- LT Zachary T. Northington \*
- LT Donald R. Petrash \*
- LT David O. Washington

### IERW UH-60 Warrant Officers

- WO1 Keal S. Bockelman \* HG
- WO1 James P. Burpee
- WO1 Adam P. Busch \*
- WO1 Joseph B. Butler \*
- WO1 Jeffrey S. Casto - HG
- WO1 Joseph K. Cummins
- WO1 Shane E. Gylling \*
- WO1 Jessie F. Harris \*
- WO1 Paul A. Krampe \*
- WO1 Carrie A. Livingston
- WO1 Laura A. Londono \* HG
- WO1 Jennifer A. Maggard \*
- WO1 Joel A. Morales
- WO1 Evan C. Muhonen
- WO1 Jeffrey M. Odom \* DG
- WO1 Michael S. Pastelak \*
- WO1 Daniel L. Peoples \*
- WO1 Burton T. Schieffler
- WO1 James J. Smith
- WO1 Michael S. Spurr

### Flight Class Track Graduations 38 Officers, Oct. 15

- CH-47D**
- WO1 Kyle L. Frazier \*
- WO1 Alden K. Glassey \*
- WO1 Jonathan S. Sheaffer
- WO1 Eric J. West \*
- OH-58D**
- WO1 Joshua L. Hilsendager DG
- CW2 John W. Sowers - HG
- CW2 Jason H. Carmichael \*
- WO1 Aaron E. Eads \*
- LT Mickala S. Henson \*
- WO1 Aaron D. Lancaster \*
- LT Zachary R. Olson \*
- WO1 Travis J. Prohaska
- CW2 Mikel E. Smith
- WO1 Nathan W. Smith \*
- WO1 Kennamer A. Yates
- UH-60L**
- WO1 Jeffrey M. Odom \* DG
- WO1 Keal S. Bockelman \* HG
- WO1 Laura A. Londono \* HG
- WO1 James P. Burpee
- WO1 Adam P. Busch \*
- WO1 Joseph B. Butler \*
- WO1 Jeffrey S. Casto \* HG
- WO1 Joseph K. Cummins

- WO1 Shane E. Gylling \*
- WO1 Jessie F. Harris \*
- WO1 Paul A. Krampe \*
- WO1 Carrie A. Livingston
- WO1 Jennifer A. Maggard \*
- WO1 Joel A. Morales \*
- WO1 Evan C. Muhonen
- LT Zachary T. Northington \*
- WO1 Michael S. Pastelak \*
- WO1 Daniel L. Peoples \*
- LT Donald R. Petrash \*
- WO1 Burton T. Schieffler
- WO1 James J. Smith
- WO1 Michael S. Spurr
- LT David O. Washington

### Flight Class Track Graduations 46 Officers, Oct. 29

- AH-64D**
- LT Matthew L. Summey \* DG
- WO1 Jon C. Holzman DG
- CW2 Terry G. Hodge \* HG
- WO1 Ryan M. Beagle
- CW2 Chris W. Garcia
- LT Phillip R. Giotfelty
- WO1 Charles T. Hamlett \*
- CW2 Rocky B. Jensen
- LT Ross M. Lockwood \*
- LT Chris A. McFarland \*
- LT Liam A. Moran
- LT Clifton R. Palmore
- CW2 Michael L. Ridling
- WO1 Dustin R. Ross
- CPT Gregory S. Sterley \*
- WO1 Jorge A. Suarez-Alicea \*
- WO1 Chris F. Tascione
- CW2 Randall W. Turner \*
- CW2 Ellery F. Villalobos
- CH-47D**
- WO1 Aaron D. Jones \*
- LT Evan R. Lock \*
- LT Mark Thompson
- CW2 Joe K. Williams
- OH-58D**
- CW2 Thane M. Sellers
- UH-60L**
- LT Drew P. Schroeder DG
- LT Joshua A. Felber HG
- WO1 Jay M. Glossup \* HG
- WO1 Michael I. Janis \* HG
- WO1 K. R. Kirkendall \* HG
- WO1 John C. Barrett
- LT Andrew K. Barton \*
- WO1 Brett B. Boschma
- WO1 Thomas P. Caldwell \*
- WO1 Johnathan N. Calise
- LT Arturo Eusebio
- WO1 John M. Fulks \*
- WO1 Paul N. Graham
- WO1 Kenneth E. Lett
- LT Michael J. Melillo II \*
- WO1 Siphath Noa
- WO1 Corey H. Perez
- LT Ernest A. Poe
- WO1 Luis J. Rios-Fontan
- LT Jason M. Simulcik \*
- CPT Thomas L. Traylor
- WO1 Beau Zorzdrager

\* = AAAA Member  
 \* = Life Member  
 DG = Distinguished Graduate  
 HG = Honor Graduate  
 CLG = Commanand't's List Graduate

### Order Of St. Michael and Our Lady Of Loretto Awards

#### International Space Station



Army astronaut retired COL Patrick G. Forrester, left, took the opportunity to honor fellow Army astronaut **COL Timothy L. Kopra** with presentation of the Silver medallion of the Order of St. Michael Sept. 7 in the Japanese Pressurized Module aboard the International Space Station. Forrester was a mission specialist on the STS-128 crew with Space Shuttle Discovery sent Aug. 28 to the ISS to retrieve Kopra, who served as a flight engineer for the Expedition 20 crew (See October's issue page 51). Recently Kopra, who was inducted into the Order in 1998, was nominated by his peers and approved by the AAAA National Office for the Silver award based on his continued outstanding service and support of the Aviation Branch. Kopra is now assigned to the crew of STS-133, the last space shuttle flight mission, scheduled for launch next September. Here, Forrester congratulates Kopra as his medallion and certificate float weightless next to him.

#### Bluegrass Chapter



**CW5(R) James A. Donadini**, center, was presented the Bronze Order of St. Michael by Bluegrass Chapter President, COL Benjamin F. Adams, III, left, and CW5 Dean E. Stoops, Chapter VP for Legislative Affairs, during the

FORSCOM Aviation Resource Management Survey (ARMS) Conference in Orlando, Florida on 29 July 2009. Donadini was honored for his distinguished service as a FORSCOM ARMS Team chief for the last several years prior to his retirement. A Vietnam veteran, Donadini continues his service to the Army as the HQDA U.S. Army Safety Office Aviation Safety Officer in Crystal City, VA.

#### Greater Atlanta Chapter



On the 13<sup>th</sup> of October, 2009 at Camp Arifjan, Kuwait, LTC Bob Brinson, Deputy Chief, G32 Aviation, U.S. Army Central (USARCENT) (Forward), presented **CW3 Kevin L. Kelley** with a Bronze Order of Saint Michael for outstanding performance as the Aviation Maintenance Officer for the 277<sup>th</sup> Aviation Support Battalion (ASB) as the unit's deployment to Operation Iraqi Freedom (OIF) draws to a close. Assisting in the presentation are the Battalion Commander and Senior NCO, LTC Garner Pogue and CSM Patrick McGuire, left and right of Kelley.

#### Iron Mike Chapter



**LTC Daniel J. Boonie**, left, was presented a Silver Order of St. Michael, July 30, 2009 at Ft. Bragg, NC on the occasion of his retirement after 28 years of service. Boonie was cited for exceptionally meritorious service to the Nation in positions of increasing responsibility, culminating in his assignment as the Chief of Operations and Plans, Special Operations

Aviation (SOA) Directorate, U.S. Army Special Operations Command (USASOC). Presenting the award was USASOC Deputy Commanding General, BG Ray Palumbo. Boonie will continue serving as a contractor for USASOC Lessons Learned.

#### Iron Mike Chapter



On July 30, 2009, BG Raymond Palumbo, DCG, USASOC, right, presented **CW4 Christopher J. Hurst** with a Bronze Order of St. Michael for outstanding service on the occasion of his PCS from duties as Maintenance Officer, USASOC Flight Detachment at Ft. Bragg, NC. Hurst is being reassigned as Maintenance Test Pilot with the Military Personnel Exchange Program to the 5<sup>th</sup> Aviation Regiment in Townsville, Australia. With him for the award presentation was his wife, Nancy, and son, Ian.

#### Iron Mike Chapter



**MSG Eric Rosario Ramos** was awarded the Meritorious Service Medal and a Bronze Order of St. Michael on May 29, 2009 during his retirement ceremony at Simmons Army Airfield, Ft. Bragg, NC. COL Steven D. Mathias, Director, Special Operations Aviation, USASOC made the presentation citing Ramos' outstanding service to Army Aviation over the past 21 years. Ramos' final assignment was as NCOIC, Special Operations Aviation, USASOC and he will remain in the Ft. Bragg area as an employee of Navigator Development Group dealing with UAS on behalf of USASOC.

*Continued on Page 69*

and governmental leaders. They examined our national security as affected by the threats of future energy needs and climate change.

Projections established that either of these factors present long term threat multipliers.

Diversifying energy sources and moving away from fossil fuels where possible is critical to future energy security.

Accordingly, DOD, as the nation's largest energy user, is being called upon to lead in the transformation of our energy posture in coordination with climate change mitigation.

Where is aviation fuel to come from in 40 years?

## EMERGENCY PAYMENT

In mid-Oct. President Barack Obama asked Congress to support sending an emergency payment of \$250 to about 57M seniors, veterans and disabled.

The purpose is to aid individuals in handling cost increases during 2010 since there will be no Cost of Living Adjustment based on the negative Consumer Price Index during 2009.

Although the \$250 looks small, White House officials said it equals a 2 percent COLA for the typical Social Security recipient.

Congressional Republicans recommended that the \$13B be taken from unused stimulus funds to avoid increasing the national debt.

## AFGHAN C-27 DELIVERED

The 1st of 18 Afghan National Army Air Corps modernized and refurbished C-27s was accepted from Alenia North America in behalf of the ANAAC by the USAF on Sept. 25. The rest are to be delivered by the end of 2011.

Production for the remaining 36 of 38 USAF C-27Js is now expected to remain in Capodichino, near Naples, Italy.

Many hope the U.S. DOD Quadrennial Review decisions will raise the USAF C-27J production number from the current 38 toward the original 78.

## TMC ANNUAL AWARDS

On Oct. 6 The Military Coalition presented the Award of Merit to Senator Blanche Lincoln (D-AR) for leading the charge in introducing legislation to improve the benefits and care of Reserve Components in 2009 and in numerous other bills during the preceding two years.

Rep. Joe Wilson (R-SC) was presented the Award of Merit for his support of service members and their families by ensuring pay increases were half of a percent above the Employment Cost Index annually since 2000 to narrow the "pay gap" between military and civilian pay levels from 13.5% to 2.9%, and along with numerous other accomplishments.

The annual Freedom Awards were presented to Tony McClain, Military Legislative Assistant for Sen. Lincoln and to Allison Witt, Legislative Director for Rep. Robert E. Latta (R-

## In Memoriam



**MG Patterson**

Retired **MG James H. Patterson**, 78, died of natural causes on October 21 in Tampa, Florida.

A Central Florida Chapter member, Patterson was born March 1, 1931. A true icon in Army Aviation, he was a highly decorated combat commander, an innovator and pioneer in attack helicopter and air cavalry development.

He commanded aviation units at the Company (116<sup>th</sup> Assault Company, RVN), Squadron (19<sup>th</sup> Cavalry, 1<sup>st</sup> Cavalry Division) and Brigade levels (6<sup>th</sup> Air Cavalry Combat Brigade). At the time the 6<sup>th</sup> ACCB was the only separate Air Cavalry Brigade in the Army and was the centerpiece of developing Air Cavalry tactics and testing advanced attack aircraft, including the AH-1Q and AH-1S TOW-Cobras. Earlier, he had defined and tested the first Night Vision Goggles (NVG).

He also served as Assistant Division Commander – First Cavalry Division and Deputy Commanding General at the Army Aviation Center and School, Fort Rucker, Alabama.

A Master Army Aviator with over 5,000 total hours and 1,500 combat hours, he was rated in the AH-1G, O-1, OH-58, U-6, and UH-1H aircraft. His awards included the Distinguished Service Cross, Distinguished Service Medal, Distinguished Flying Cross, 2 Bronze Stars with "V" Device, 21 Air Medals and the Purple Heart. He was inducted into the Army Aviation Hall of Fame in 2007.

From 1987 to 1992, he was the vice president for Perceptronics, Inc., and helped to field the AIRNET and SIMNET, both highly successful collective virtual training systems developed by Defense Advanced Research Projects Agency (DARPA) and the aviation defense industry.

He supported his local community by serving on the Longboat Key, Florida city commission from 1993-2002, to include being Vice Mayor in 1994 and Mayor in 1995.

Patterson is survived by his wife Barbara, his daughters, Carol, Leslie and Linda, and several grandchildren.

OH), for their work in promoting support for military issues behind the scenes.

## ENLISTMENT SURGE

During FY 2009 DOD had the most successful recruiting year since the end of the draft in 1973 while exceeding the goal of 164,000 with particularly high quality new service members.

A willingness to serve, a strong recruiting program and the unexpected economic downturn led to this achievement.

The availability of these new troops is expected to aid increasing the dwell time of units and personnel before returning to overseas.

## TRICARE PRIME GETS TOUGH

Current TRICARE Prime enrollees who live further than a 30-minute drive from a Military Treatment Facility and want to keep receiving care there will have to request a waiver to the drive-time standard from the MTF commander

or the TRICARE regional office.

Drive times will be determined by a computer program similar to MapQuest.

Approved waivers will have to be renewed annually. Unless a waiver is obtained before Oct. 1, beneficiaries could be assigned to civilian primary care managers closer to their residence.

Absent a waiver, those who live outside a Prime service area might be un-enrolled from Prime and reverted to TRICARE Standard as of 1 Oct.

## IRA DISTRIBUTION REMINDER

One of the last acts signed into law by President George Bush was a 1-year waiver of Required Minimum Distributions from IRAs and most deferred defined contributions plans offered by employers.

The special waiver is in effect only for distributions that would have been required for tax year 2009.

## AAAA Chapter News

### Washington Potomac Chapter

On 2 October the Washington Potomac Chapter hosted a Dining Out at the Fort Myer Officer's Club. Prior to the Dining Out, many of the attendees were on hand to observe an Army National Guard sponsored UH-1 retirement ceremony at adjacent Stovall Field. Guest speaker for the event was Medal of Honor Recipient, LTC (R) Bruce Crandall. Chapter President MG (R) Rudy Ostovich opened the ceremony which included presentations to several of this year's scholarship recipients.



Washington Potomac Chapter president MG (R) Rudy Ostovich presents a scholarship check to **Ms. Tiffany Haugh** (University of Maryland) pictured with her father, COL Jeffrey Haugh.



Washington Potomac Chapter president MG (R) Rudy Ostovich presents a scholarship check to **Ms. Kelsey Fish** (College of William and Mary) pictured with her father, COL Tony Fish.



Washington Potomac Chapter president MG (R) Rudy Ostovich recognized **Cadet David Fulbrook** (Virginia Tech Air Force ROTC) pictured with his parents, Dr. James and Debbie Fulbrook. Cadet Fulbrook, who won a chapter scholarship a couple of years ago, received one of the VHPA scholarships this year.

## Letter to the Editor



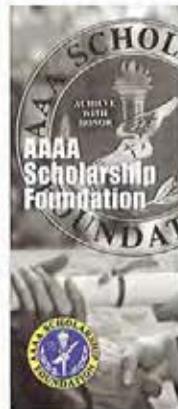
### Right On Article – Not So Headgear

The article by MG (Ret.) Robert Dees was spot on in recognizing the invisible wounds of an emotional or psychological nature as indeed "combat trauma" and deserving of no less attention than the evident, physical kind. The effective and due attention now being given to these conditions reflect a jump to light-speed in terms of acceptance by chains of command, and help to the Soldier. However, that fine article was diminished by the selected photo of SSG Andrea Westfall. All due accolades to her for her courage, resilience, and continued work on this subject; but her professional appearance therein is unanswerable; she appears to be wearing some form of the US Flag as headgear. US Code Title 4 Chapter 1 Section 8 d. intends to preclude the wearing of US Flag as "...apparel..." (United States Code, Title 4, Chapter 1, § 8.d "The flag should never be used as wearing apparel, bedding, or drapery.") The counter to my address might allege that said headgear is just a bandana or scarf; but it looks like the U.S. Flag and should not be on the head of anyone, much less a U.S. Soldier and NCO. Otherwise, fine work by AAAA Magazine; as may be expected; and Godspeed to SSG Westfall.

CW5 Bryant L. Fontenot  
State Tactical Operations Officer  
Joint Forces Hqs, Alabama Army National Guard



Please help the one Association that provides annual scholarship support to hundreds of students seeking higher education.



The AAA Scholarship Foundation, Inc. provides a variety of scholarships and no-interest loans to the Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities and experiences. Please contribute to the AAAASF through the Combined Federal Campaign program.

**Contribute to #10516.**

Please see your unit CFC representative for details on participating in the 2009 CFC Program.

**The AAA Scholarship Foundation, Inc.**

755 Main Street, Suite 4D  
Monroe, CT 06468-2830  
Email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org)  
(203) 268-2450





## NEW ORDER OF ST. MICHAEL RECIPIENTS

### BRONZE

CSM Henry E. Kimbler  
 CW5 Steven Kilgore  
 CW5 Ralph Ferrell  
 CW5 Pete Keafer  
 SFC Thomas Baker  
 COL Timothy Gowen  
 COL Russell Zelman  
 BG Paul Genereux  
 CSM Fearnside  
 MAJ John Brian Davis III  
 CW3 Kevin L. Kelley  
 CW3 Richard A. Olivarez  
 CW3 Julie S. Sorenson, Ret.  
 CW5 James A. Donadini, Ret.  
 ISG Lynn A. Goodrich  
 COL Dan Morgan, Ret.  
 CW5 Richard Koehnen, Ret.  
 CW4 Donald Abrams, Ret.  
 SSG Randy Pettitt, Ret.  
 MSG Heather H. Cameron  
 MG Robert L. Caslen Jr.  
 BG James C. Nixon  
 BG Robert B. Brown  
 CW4 Joseph B. Roland  
 CSM Frank Leota

**NEW CHAPTER OFFICERS**  
**Aviation Center Chapter**  
 LTC Garry Thompson, VP  
 Membership

**Bavarian Chapter**  
 LTC Kevin Christensen,  
 President; MSG Charles Dees,  
 VP Membership

**Empire Chapter**  
 COL Mark Burke, President

**Stonewall Jackson Chapter**  
 WO1 Joshua Martin,  
 Treasurer

**Tennessee Valley Chapter**  
 VP Scholarships, Steve Bolton

**Northern Lights Chapter**  
 CPT Brendan Taylor, Secretary

**Voodoo Chapter**  
 LTC Stephen P. Todd,  
 President; LTC Joseph M.  
 Brocato III, Senior Vice  
 President; LTC Johnathon W.  
 Ballard, VP Publicity;  
 MAJ John L. Bonnette, VP  
 Industry Affairs

**Winged Warriors Chapter**  
 LTC Salome Herrera,  
 President

### DISTINGUISHED INSTRUCTOR OF THE YEAR

SSG William C. Durfey  
 2009  
*Colonial Virginia Chapter*  
 GS-09 Michael A. Perry  
 2009  
*Colonial Virginia Chapter*

### SOLDIER OF THE MONTH

SPC Justin P. Roberts  
 August 2009  
*Armadillo Chapter*  
 SGT John Tyler Stewart  
 September 2009  
*Armadillo Chapter*  
 SFC Lewis M. Kaufman  
 September 2009  
*Keystone Chapter*  
 SGT Jared Law  
 July 2009  
*Idaho Snake River Chapter*

SGT Spencer P. Showalter  
 August 2009  
*Idaho Snake River Chapter*  
 SPC Albert Vieth  
 September 2009  
*Idaho Snake River Chapter*  
 SPC Thomas Barber  
 October 2009  
*Idaho Snake River Chapter*

### SOLDIER OF THE QUARTER

SSG Ashly R. Bolton  
 Fourth Quarter  
*Tennessee Valley Chapter*  
 PFC Keely H. Misemer  
 Fourth Quarter  
*Aviation Center Chapter*

**NCO of the Quarter**  
 SGT Violeta Rivera  
 Fourth Quarter  
*Aviation Center Chapter*

### ACES

Stanley M. Aronberg  
*Central Florida Chapter*  
 LTC James M. Bledsoe  
*Utah Chapter*  
 CW2 Klayton G.R. Carroll  
*Pikes Peak Chapter*  
 CSM Ricky L. Griffin  
*Voodoo Chapter*  
 CSM Troy D. Johnson  
*Prairie Soldier Chapter*  
 SGT Maureen P. Marquez  
*Voodoo Chapter*  
 CDT Kimber L. Wille  
*Embry Riddle Eagle Chapter*  
 LTC Brian C. Pierce  
*Tarheel Chapter*

List Continued on Page 69

## FALLEN HEROES



CW4 Montgomery



CW3 Lyons



SSG McNabb



SGT Hernandez-Chavez



SPC Mueller



SSG Stright

AAAA is saddened to announce the loss of the following Soldiers serving in Aviation units in support of contingency operations.

### Operation Iraqi Freedom

Five crew members assigned to 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne) headquartered at Hunter Army Airfield; Ga. died Oct. 26, 2009 in western Afghanistan as a result of injuries received when the MH-47 Chinook helicopter they were flying in crashed.

Deceased are:

**CW4 Michael P. Montgomery**, 36, Redmond, Wash., was a pilot and electronic warfare officer.

**CW3 Niall D. Lyons**, 40, Spokane, Wash., was a pilot and tactical operations officer.

**SSG Shawn H. McNabb**, 24, Terrell, Texas, was an emergency care sergeant.  
**SGT Josue E. Hernandez-Chavez**, 23, Las Vegas, Nev., was a flight engineer.

**SPC Nickolas A. Mueller**, 26, Little Chute, Wis., was a flight engineer.

The incident is still under investigation to determine the cause of the crash. Names of the injured have not been released.

### Homeland Defense

**SSG James R. Stright**, 29, a native of Libby, Mont., died Oct. 23, 2009, when his helicopter crashed off the coast of Virginia during a joint overwater training exercise. He was assigned to Charlie Company, 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne) headquartered at Hunter Army Airfield, Ga., when his MH-60 Blackhawk helicopter crashed on board the USNS ARCTIC (T-AOE 8) approximately 20 miles off Fort Story, VA during a fast-rope exercise. A combat veteran with 16 deployments, he had served in the Regiment for more than five years. Eight other service members were injured in the incident which is still being investigated.

## NEW MEMBERS

### Air Assault Chapter

SSG Joshua D. Gary  
SSG Joebob R. Parker  
SSG Fair Rojas  
1SG Rusty D. Rosencrance

### Armadillo Chapter

SPC Justin P. Roberts  
SGT John Tyler Stewart  
Aviation Center Chapter  
2LT Cody J. Blair

CW4 Michael P. Boyh  
LTC Mitchell B. Cohen  
SSG Sharee S. Harris  
SSG Timothy A. Johnson  
SFC Adam Mauro  
WO1 James A. McClung  
SFC Rogelio Montalvo  
SFC Matthew A. Norris  
SFC Willard D. O'Donnell  
SFC Peter Paul Pascual  
1SG Robert D. Watkins

### Big Red One Chapter

CW2 Randy L. Varady

### Bluegrass Chapter

MSG Ben J. Hellard  
Cedar Rapids Chapter  
Patrick D. Bosold

### Central Florida Chapter

Sherman L. Anderson  
Teresa M. Duwel  
CDT Scott M. Flynn  
CDT Albert M. Froling  
John M. Hinnant

Christopher L. Holden  
Brian A. Johnson  
Michael A. Judith  
Cecil D. McKinney  
LTC Sean Morgan  
Colonial Virginia Chapter  
SFC Ruben Diaz  
SFC Douglas W. Schmidt  
Connecticut Chapter  
John Cerreta

### CSM James Peter Matthews

### Corpus Christi Chapter

Cory Chandler  
Richard Golob  
Merle E. Hickok  
Patti Hunter  
Thomas W. Kwiatkowski

### Abram R. Martinez

Douglas E. Parris  
CPT Bob J. Paulison  
Robert C. Ramos  
Patsy Reyes

John Sepulveda  
Richard H. Smith II  
Marc A. Vece

### Glenn M. Waters

### Delaware Valley Chapter

David G. Miller

### Greater Chicago Chapter

Thomas A. Stinson  
Jeanne A. Usher

### High Desert Chapter

SPC Gary M. Washburn

### Idaho Snake River Chapter

CW3 Jacquelyn K. Keel

### Iron Mike Chapter

SSG Andrew B. Coykendall

### Jimmy Doolittle Chapter

2LT Sean A. Brookshire

### Minuteman Chapter

CPT John P. Keenan

### Mount Rainier Chapter

CW2 Jonathan A. Cole

### Narragansett Bay Chapter

SGT Michael P. Gemma

CW4 James J. Ryan

CW4 Thomas P. Shortall

SGT Dennis M. Souza

### North Country Chapter

SSG Rachel B. Osha, Ret.

### North Star Chapter

CPT Richard G. Brummond

SGT Austin J. Corsic

SFC Gregory D. Crow

SGT Zachary T. Gardner

CW4 Steve Goetz

SSG Barry B. Mathwig

SFC Timothy P. Mead

MAJ Jeffrey W. Merricks

SPC William E. Stanley

### North Texas Chapter

Glenn Gaustad

### Northern Lights Chapter

CW2 Paul A. Osburn

### Old Tucson Chapter

CW2 Lance D. Dickinson

SFC Michelle I. Johnson

### Phantom Corps Chapter

CSM Glen Vela

### Pikes Peak Chapter

CPT Sean J. Davis

CPT Matthew R. Minear

CW2 Joshua S. Perdue

### Prairie Soldier Chapter

CW2 Bradley D. Kuhn

SSG John E. Ternus

### Southern California Chapter

SGT Anita La Barr

### Tarheel Chapter

CW3 Richard A. Olivarez

MSG Mark L. Ryals

### Tennessee Valley Chapter

Lanae Benoist

David McCarty

Patrick Nickel

Charles T. Silver

Ruth A. Silver

Tommy Tipton

Don Yancey, Jr.

### Thunder Mountain Chapter

SFC Jaime E. Castaneda Jr.

CPT Pierre N. Han

Mark A. Jennings

CPT Raymond C. Jones

CW4 John D. Steventon

SFC Joseph E. Thompson

### Utah Chapter

SPC Justin E. Hoffman

SFC Joel W. Sinner

### Voodoo Chapter

PFC John G. Bertrand

SGT Kathleen R. Campbell

WO1 Randall J. Chastant

SPC Gary E. Cheek Jr.

WO1 Todd B. Cordova

SGT Roger Cuevas III

1LT Crystal A. Huff

SGT Brian C. Lane

SGT Michael J. LeJeune

SFC Charles Livingston Jr.

SPC Earl J. Lombardo III

CW3 Dino V. Parmentier

SPC Amanda R. Rexrode

SGT Clifton B. Roller

SGT Alicia R. Schmidt

SGT Daniel J. Stroup

### Washington-Potomac Chapter

Thomas C. Davis

Clay Dewey

SFC Shane R. Hansen

### Wright Brothers Chapter

COL John C. Harris Jr.

### No Chapter Affiliation

Doug D. Brown

Frank M. Bruno

CPT Diane P. Clark

SGT Joshua P. Leonards

CW2 Ronald P. Raible, Ret.

## LOST MEMBERS

**Help us locate a missing AAAA member and receive a free month extension added onto your membership**

2LT Steven J. Aoyagi  
SFC Sabrina K. Bailey  
LTC Regginial R. Barden II  
SGT Fredrick J. Benuzzi  
LTC Jack W. Bone  
MG Guy Bourn, Ret.  
Mr. Al Boyer  
WO1 Anderson C. Brock  
LTC George Burbules  
Mr. John Cannon  
SSG William L. Carhuff  
WO1 Anthony P. Celia  
WO1 Trevor A. Clough  
Mr. Brian G. Coppinger  
COL Brent A. Crabtree, Ret.  
WO1 Jeremy D. Cruz  
WO1 Christopher DeAngelo  
Louis Dillais

Teresa M. Duwel  
CDT Zach G. Ethington  
PFC Steven W. Ferguson Jr.  
Wayne Fowler  
MSG Joseph R. Frasier  
CDT Albert M. Froling  
SPC Kyle R. Gneiting  
CPT Michael P. Goodwin  
2LT Patrick J. Hall  
WO1 James S. Harms  
PFC Kieran E. Harper  
WO1 David S. Hayes  
TSgt Luke M. Henderson  
SPC Quantina S. Hennessey  
2LT Mickala S. Henson  
2LT Brian E. Hernandez  
SPC Justin E. Hoffman  
2LT Robert D. Hollingsworth  
2LT Michael T. Jablonski  
PFC David B. Jackson  
SFC Shane A. Jacobson  
Christopher M. Johnson  
SSG Timothy A. Johnson  
MAJ James A. Jones

Mr. Russ Jones  
SGT Michael T. Keehan  
CPT Michael P. Kelly  
CSM Keith C. Klaehn, Ret.  
Mark Kolesar  
Steve Lampley  
MSG Larry D. Langenberg  
WO1 Steven J. Larmay  
Kimberly T. Laudano  
2LT Christopher A. Lawson  
COL Robert A. Lawson, Ret.  
SPC Rudy W. Littles  
WO1 Juan P. Lopez  
WO1 Daniel R. Lowry  
WO1 James C. Lynch  
WO1 Daniel E. MacSwain  
CDT Jonathan M. Mahony  
CPT Dylan W. Marcons  
SSG Lance Martin  
WO1 Zackery L. Martin  
2LT Fernando E. Martinez  
SGT Marcus C. May  
David McCarty  
WO1 David A. McPherson  
2LT Matthew Mikos

SPC Jennifer L. Mills  
WO1 Brent N. Mitchell  
WO1 Alexander F. Moss  
WO1 Christopher R. Munz  
PFC Ryan A. Newell  
2LT Daniel H. Nordin  
COL Shane T. Openshaw  
2LT Jacob E. Parrish  
PFC Jacob M. Paxton  
Tom W. Prater  
WO1 Adalberto Ramirez  
SGT Scott A. Reynard  
CW5 Jimmy H. Richards  
Jennifer A. Robbins  
WO1 Rickey L. Roberson  
Richard T. Roberts  
2LT Heather M. Robinson

SFC Jonathan P. Salzbrunn  
LTC Samuel W. Sauer, MD  
CPT Brian C. Schlesier  
Mr. Flynn Spears  
WO1 Jared W. Stanley  
PV2 Christopher L. Stewart  
CW3 James C. Stockton  
WO1 Matthew J. Suoboda  
John Talley  
David Votroubek  
CPT David B. Weber  
SPC Anthony F. Willis  
SSG Travis I. Wilson  
2LT Zachary P. Yoltic  
SFC Stephen J. Zimmer

**WANTED:** LTC William Harris, Commander of Apache Troop, 1st Sqdn, 9th Cav, 1st Cav Div (Airmobile) 1970, Tay Ninh and Song Be. Last known location was Anchorage, AK. Contact CWO Louis "Rocket" Roachat, (210) 658-1651 or Apache16@aol.com. Many thanks.

List Continued From Page 67

## NEW LIFE MEMBERS

COL Louis A. Bonham, Ret.  
CW4 William Canon, Ret.  
MSG John F. Carew Sr., Ret.  
SSG Blair R. Foreman

Bradley J. Huhlein  
CW4 Ronald G. Ingram, Ret.  
LTC Donald R. Jordan, Ret.  
SGM Nicholas Kampf III, Ret.  
COL Richard J. Koucheravy  
Niels Merino-Thiebaud  
Odell Milligan Jr.

CW5 Randy L. Nielson, Ret.  
MAJ Al M. Niles Jr.  
COL Thomas M. Walker

NEW INDUSTRY ASSOCIATE  
Abrasive Warehouse & Equip. LP  
Insitu Inc.

Lista International Corp.  
Pan American Tool Corp.  
Patrick Wolffe Group, Inc.  
RBC Aerospace Bearings Inc.

NEW SUSTAINING MEMBER  
All Metal M.S.

## Order Of St. Michael and Our Lady Of Loretto Awards *Continued from Page 63*

### Iron Mike Chapter



The Superior Civilian Service Award and a Bronze Order of St. Michael were presented to **Mr. Michael W. Weaver** on the occasion of his retirement on June 29<sup>th</sup> at Ft. Bragg, NC. The presentation was made by MAJ Peter B. Tingstrom, Chief of Operations for Special Operations Aviation with the U.S. Army Special Operations Command. Weaver is a fixed wing maintenance specialist with the USASOC flight detachment and plans to work next as a mechanic with L3 Communications.

### Northern Lights Chapter



On the occasion of his departure as commander of Task Force 49, **COL Chandler "Skip" C. Sherrell**, was honored with presentation of the Silver medallion of the Order of St. Michael June 4 at Fort Wainwright, Alaska. COL Edward B. Daly, left, the acting commander of U.S. Army Alaska, presented Sherrell with the medallion after awarding him the Legion of Merit for his outstanding leadership of the aviation brigade equivalent task force during combat in Iraq and for supporting operations in the Alaskan frontier. Sherrell's wife **Lauri** was also recognized for her outstanding support of the command and her leadership with

the TF's family readiness group. Today the Sherrells reside in Alabama, as Skip attends the Air War College at Maxwell Air Force Base.

### Ragin' Cajun Chapter



Three soldiers were awarded the Bronze Order of St. Michael at a PCS awards ceremony on Oct. 1, 2009 at Fort Polk, LA. They are **SFC Michael Kenney** – Senior NCO Observer/Controller for Attack Operations, **1SG Thomas Barone** – Senior Observer/Controller for Aero Medical Evacuation Ops, and **CW4 Chris Gunderson** – Senior Trainer/Mentor for Aviation Maintenance Operations. Presenters, LTC Cory Mendenhall – Senior Aviation Observer/Controller, JRTC, Ft Polk, LA and CSM Shawn Jones – Aviation CSM Observer/Controller, JRTC, Ft Polk, LA, recognized all three individuals for each having provided over 15 years of service to Army Aviation. SFC Kenney is moving to a 1SG position at Ft Riley, KS; 1SG Barone, to PM Warrior at Ft. Sam Houston, TX and CW4 Gunderson to XVIII

Airborne Corps at Ft. Bragg, NC. Pictured left to right - CSM Jones, SFC Kenney, 1SG Barone, CW4 Gunderson, LTC Mendenhall.

### Tennessee Valley Chapter



**CW3 Christopher Michael Cundiff** was presented the Bronze Order of St. Michael on the occasion of his retirement at Redstone Arsenal, AL on Sept. 25, 2009. A Senior Training and Fielding Officer, Armed Scout Helicopter Project Office, he served Army Aviation for 22 years as an enlisted crew chief and maintenance test pilot. The award was presented by COL Keith Robinson, Project Manager, Armed Scout Helicopter and Tennessee Valley Chapter Vice President for Awards, CW4 Retired Steve Sanders. Cundiff will remain in the Huntsville area. Pictured from left - CW4 (Ret.) Sanders, COL Robinson, CW3 Cundiff.

## AAAA National Awards

### Deadline for Nominations Jan. 1, 2010

Awards will be presented at the AAAA Annual Convention in Fort Worth, Texas, April 14-17, 2010

- OUTSTANDING AVIATION UNIT AWARD
- RODNEY J. T. YANO NON-COMMISSIONED OFFICER OF THE YEAR AWARD
- THE ROBERT M. LEICH AWARD
- AVIATION SOLDIER OF THE YEAR AWARD
- JAMES H. MCCLELLAN AVIATION SAFETY AWARD
- ACTIVE AVIATION UNIT OF THE YEAR AWARD
- ARNG AVIATION UNIT AWARD
- USAR AVIATION UNIT AWARD
- MICHAEL J. NOVOSEL AVIATOR OF THE YEAR
- JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD
- HENRY Q. DUNN CREW CHIEF OF THE YEAR AWARD



Nomination Forms Available Online at [www.quad-a.org](http://www.quad-a.org) or call the National Office at 203 268-2450

*Send in Your Choice Today!*

## UPCOMING EVENTS

### DECEMBER 2009

Dec 9-11 **AAA Unmanned Aircraft Symposium (UAS)**, Crystal Gateway Marriott, Arlington, VA

### JANUARY 2010

Jan 5-7 **AUSA Aviation Symposium & Exhibition**, Arlington, VA  
 Jan 22 **AAA Scholarship Executive Committee Meeting**, NGRC, Arlington, VA  
 Jan 23 **AAA 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  
 Feb 20-23 **Heli-Expo 2010**, Houston, TX  
 Feb 24-26 **AUSA Winter Symposium**, Fort Lauderdale, FL

### APRIL 2010

Apr 14-17 **AAA Annual Convention**, Fort Worth, TX

## ARMY AVIATION

### UPCOMING SPECIAL FOCUS:



#### December

- INDUSTRY SUPPORT AND CHALLENGES
- INDUSTRY PARTNERS LISTING



#### January

- AVIATION PRODUCT SUPPORT
- FUTURE OF ARMY AVIATION TECHNOLOGIES

Contact: **Bob Lachowski**

Advertising Director Tel: (203) 268-2450 x 131

E-mail: [bob@quad-a.org](mailto:bob@quad-a.org)



## 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](http://www.quad-a.org)



## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

### SIMULTANEOUS MEMBERSHIP FORM

#### AAA Membership Place "X" in appropriate box

New  Rejoin  Renew  Data Change  Life

#### USAWOA Membership Place "X" in appropriate box

New  Rejoin  Renew  Data Change  Life

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

#### MEMBERSHIP DATABASE INFORMATION

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

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

Address Date Birth (yyyy-mm-dd)

City State ZIP+4 Home Tel

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

Spouse (First Name) FAX Tel:

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

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

#### CURRENT STATUS Place "X" in appropriate box

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

#### CERTIFICATIONS Place "X" in appropriate box

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

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

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

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

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

#### CHAPTER AFFILIATIONS (Check one)

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

Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)  
Simultaneous MemberShip Form 600-DS (Fill-in) (Revised May 2008)

# 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 for the 2011 induction into the Hall of Fame are currently being accepted, with a deadline date of May 1, 2010.*

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

## **COLONEL ROBERT F. LITLE JR.**

### **ARMY AVIATION HALL OF FAME 1983 INDUCTION**

COL Robert F. Litle's remarkable contributions to Army aviation in peace and war, over a span of more than 24 years, clearly distinguished him as a true pioneer in the advancement of air-ground tactics, techniques and technology.

In the early 1950s, Litle conducted experimental helicopter flights under adverse weather conditions, which was a major factor in proving the feasibility of helicopter instrument flight operations and in determining the basic instrument configuration for Army helicopters.

During the 1963 to 1966 period, while in a key command role with the 11th Air Assault Division, Litle organized, trained and tested the only attack airplane battalion in the history of Army aviation.

Later, he served with distinction in airmobile combat in Vietnam as the executive officer of an aviation group and as a commander of an airmobile infantry battalion.

From 1971 to 1973, Litle served as a principal director of the U.S. Army Project Mobile Army Sensor Systems Test, Evaluation and Review at Fort Hood, Texas.

Here, he planned and evaluated with noted success many crucial field tests of major Army units employing aircraft in mid-intensity combat, including the triple capability (TRICAP) division, the air cavalry combat brigade, and the air defense suppression system.

Litle's extraordinary vision and versatility were indeed in the highest tradition of Army Aviation.



**FULFILLING OUR ROLE...**



**...FOR A COMMON GOAL**

Robertson Aviation is proud to be a part of the Shadow<sup>®</sup> Team.

**ROBERTSON**  
AVIATION  
CRASHWORTHY EXTENDED RANGE FUEL SYSTEMS

SHADOW AND ITS IMAGE ARE REGISTERED TRADEMARKS OF ANI CORPORATION

**EXTENDING THE REACH OF FREEDOM**