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Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

President Implements 2010 Pay Raise

President Obama issued an executive order the evening of Dec. 23 implementing a 2.0 percent pay raise for federal employees and a 3.4 percent pay raise for service members in 2010. The executive order reflects the pay rates included in the fiscal 2010 omnibus spending package and Defense Appropriations Act approved earlier in Dec. by Congress and signed into law by the president. The military pay raise, included in the fiscal 2010 Defense Appropriations Act (H.R. 3326), was 0.5 percent higher than the 2.9 percent raise Obama requested in his initial budget proposal.

29th Cbt. Avn. Bde. Deployment Announced

The Department of Defense announced on Dec. 8, the alert for mobilization of a replacement unit scheduled to deploy in support of Operation Iraqi Freedom. Approximately 2,600 soldiers from the 29th Combat Aviation Brigade, headquartered at Edgewood, Md., will begin deploying in the summer of 2011.

Development of Fly-by-Wire Black Hawk May Be Delayed



U.S. ARMY PHOTO

The much-anticipated fly-by-wire Black Hawk UH-60M upgrade program may be halted after developmental testing so that a pressing need for more baseline M models can be filled. Brig. Gen. William T. Crosby, Army Program Executive Officer for Aviation, said Dec. 11 he has recommended to the acting Assistant Secretary of the Army for Acquisition, Logistics and Technology, Mr. Dean Popps, that the M upgrade program not proceed to procurement

yet. The M upgrade program, which will add fly-by-wire, a common avionics architecture system (CAAS) cockpit, composite tail cone and full authority digital engine control (FADEC) to the platform, is in flight development testing in Florida. Crosby said he is responding to a request from Maj. Gen. James O. Barclay, III, Army Aviation Branch Chief, for more baseline M helicopters to fight the fight. The Army is waiting to receive approval for the program pause from Ashton Carter, Pentagon acquisitions chief.

Switching Parties



COURTESY PHOTO

Freshman Representative Parker Griffith, 5th Congressional District, Alabama, announced on Dec. 22nd that he has switched parties and is now a Republican. Griffith is the first Republican to hold the historically Democratic, Huntsville-based

district which includes Redstone Arsenal. A radiation oncologist who founded a cancer treatment center, Griffith blasted the Democratic health care bill as a prime reason for his decision to switch parties. In 2008, Griffith was elected to his first term in Congress where he serves on three House Committees – Transportation & Infrastructure, Science & Technology and Small Business.

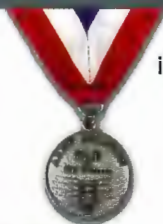
New Magazine Feature

Beginning with this issue, we will include a monthly series of articles aimed at ensuring continuity between our Army Aviation Heritage and today and tomorrow's Warfighters. The series is entitled "Art's Attic" and we encourage you to send your ideas for future articles to editor@quad-a.org.

CORRECTIONS:

In the Industry Partners Directory on page 43 of the December Issue, an incorrect address was supplied for Aero Dynamix, Inc. The correct address is: 3227 W. Eules Blvd, Ste. 300, Eules, TX 76040.

2011 Hall of Fame Nominations Open



Now is the time to submit your nominations for the 2011 induction into the Army Aviation Hall of Fame. Official nomination forms along with a list of the current Army Aviation Hall of Fame members can be found on the AAAA website at www.quad-a.org.

Nominations must be received in the AAAA National Office on or before May 1, 2010.



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AAAA President's Cockpit



Remembering a Legend

Ushered in with not a moment to spare, 2010 launched with the annual Association of the United States Army Aviation Symposium. The program orchestrated by General Barclay's staff was outstanding.

One of the many highlights of the Symposium was hearing from current and former brigade commanders discussing the complexity of unit operations conducted in theater on a routine basis. Just a couple of years ago, some of these ideas would not have been possible. My hat is off to all our troops!

Next month is the 36th Annual Joseph P. Cribbins Product Support Symposium. As I started writing this Cockpit, I reflected back to my first meeting with Joe Cribbins, "Mr. Logistics." At the time, I was the Commander of the 101st Aviation Group at Fort Campbell, KY.

The Group was up to its eye-balls in what I called our transformation – receiving UH-60As, CH-47Ds, turning in existing aircraft and forming Task Force 160th from the resources of the Group. For us, it was a busy time.

During this transformation process, the Army was experiencing problems with the older fleet of CH-47s including several material failures leading

to catastrophe accidents.

One in particular occurred in Germany on a weekend when a Chinook loaded with skydivers came apart in the air. The word of that accident reached me on a Saturday, and that weekend I called a meeting of all the personnel in support of the Group's Chinooks.

We reviewed the information available from the accident and developed a plan to review our procedures and inspect our Chinooks.

I directed the temporary stand down of the Chinook fleet commencing Monday morning.

Within the first hour on Monday morning, I must have received twenty calls, asking me "what's going on?", and "are you out of your mind?" for unilaterally grounding the Chinook fleet.

One of those calls was from Joe. He listened patiently while I explained the situation and when I finished he said he would be at Campbell the next day with his team. As always, true to his word, Joe and his team were in my conference room that next morning.

I wasn't sure of what to expect from Joe, or if I would be in command at the end of the meeting, but what came from that meeting was 100 percent support in executing our plan.

Joe Cribbins might have been a man short in stature, frail from his ongoing medical condition, but he was a giant to me and the troops of the Group. There are and have been many icons in our profession, but none will ever loom larger to me than Mr. Joseph P. Cribbins.

We are rapidly ramping up for our 2010 Annual AAAA Convention but first we will be attending the Aviation Leaders Conference at Fort Rucker.

Brigade Commanders and their Command Sergeants Major from throughout our branch will discuss topics relevant to Army Aviation Full Spectrum Capabilities.

This gives us a real opportunity to hear directly from your leadership about your critical needs.

Make sure you register online at www.quad-a.org for the convention April 14-17, 2010 in Fort Worth, TX.

Rooms are somewhat limited this year so lock in your housing soon.

I look forward to seeing you soon in Fort Worth.

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BG (Ret.) Rod Wolfe
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Army Aviation: A Full Spectrum Capability

By MG James O. Barclay III



ARMY PHOTO BY STAFF SGT. CHRISTOPHER ALLISON

Your Aviation Branch continues to thrive and is recognized as the pre-eminent Army Aviation force in the world today.

This reputation was achieved through decades of service by dedicated professionals, enabled through the implementation of cutting edge technologies, and the resourcing required to maintain that edge.

We continuously seek to improve our capability by learning and studying. Our training and support programs generate more capability faster than ever before.

Current operations and future concepts shape our approach to where we need to go and how we will get there.

Soldiers of Bravo Company 82nd Airborne Division Special Troops Battalion provide security while a CH-47 Chinook drops Soldiers off during an air assault mission Dec. 18, 2009, Parwan, Afghanistan.

All of this is accomplished because we are a learning, adaptive and interactive Branch. Our ability to stay connected to each other and to take action with information available sets us apart from most organizations in any Armed Force.

Providing the Opportunity for Exchange

One of the key venues to foster such communication and professional growth is our annual Aviation Senior Leaders Conference (AVSLC) held in late January 2010 at Ft. Rucker.

The opportunity to gather all of the Branch Senior leadership for three days of focused discussion cannot be understated. Imagine a demographic of leaders who represent the warfighter in the persons of our combat aviation brigade commanders, our senior Army Aviation staff officers, Branch directorate leaders, command sergeants major and aviation warrant officers across all components of Army Aviation.

The Senior Leaders Conference presents us with the perfect forum and



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a unique opportunity to discuss the challenges we face today as well as share some of the best practices being employed to meet those challenges.

We can also articulate the requirements of the future and begin to formulate our strategies to address all of the issues.

Tying Into The Overall Army Campaign Plan

This year's theme is Army Aviation: A Full Spectrum Capability. The theme ties us into the overall Army and TRADOC Campaign Plans to further expand our capabilities and influence.

We have had marvelous success despite the demanding challenges of the combat actions in both OIF and OEF.

As a Branch, we are optimizing our training programs, streamlining our support efforts and addressing changes in doctrine to give the ground force commander the right mix of aviation capability at the right time.

Even as we continue to fight the

current battle, we are ever mindful that the global security environment can change quickly.

The Army and TRADOC Campaign plans challenge us to look beyond optimizing for the current fight and take measures to insure we are relevant in every potential conflict in which we may find ourselves.

To understand our future mission focus and a campaign approach to get there, AVSLC 2010 gathers the key leaders from within and outside of our own branch.

The topics we have honed in on include, Air/Ground Integration, Manned and Unmanned Teaming, how Aviation Study II impacts our future operations and organizations and of course we hear directly from the most recently re-deployed Combat Aviation Brigade Commanders.

Fully Integrated Army Aviation Force

We also invited a group of ground maneuver commanders who lead our successful Brigade Combat Teams.

By bringing the ground and aviation warfighters to the table we gain a fuller understanding of how we must posture the branch to achieve and maintain the Full Spectrum Capability we provide.

A fully integrated Army Aviation Force with expeditionary qualities is exactly the force required to perform Full Spectrum Operation in any environment.

Key to that integration and essential to indentifying, defining and resourcing these qualities are professional sessions like our AVSLC.

I thank you for your participation and for all your tremendous service.

Above the Best!



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

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Arming The Force

By CW5 Jeffrey A. Reichard

On today's battlefield it is even more imperative that we ensure unit readiness. With proper aircrew training and weapons systems integration we can effectively complete the mission of the ground commander.

Ensuring that all Army Aviators are well trained and proficient in their abilities to effectively engage the enemy depends on more than just the commander.

CW5 Steven E. Kilgore is the Chief of Army Aviation Gunnery and provides the following thoughts on Arming the Force.

SPECIAL FOCUS

ARMING THE FORCE

The Army provides our aircrews with a variety of state of the art aviation weapons. Through technological advances, these weapons are designed to be highly accurate with specialized effects. The accuracy capability provided by our weapons maximizes effectiveness while minimizing the potential for collateral damage.

We can only exploit the designed capabilities of our weapons if the shooter and pilot are competent in employing their munitions. To do this, crews must train to use correct engagement techniques and weapon delivery flight profiles.

Batter Up

Providing weapons to warfighters is much like providing a quality baseball bat for a professional hitter. The bat, regardless of quality, is useless and remains so when the batter is not adequately or regularly trained.

The key to arming the force goes well beyond providing a weapon to



CW5 Steven E. Kilgore, Chief of Army Aviation Gunnery, prepares for a training flight in an AH-64 Apache helicopter.

the warfighter. It must include frequent training and education to develop the knowledge necessary to make a weapon useful.

Much like that bat, only through the constant practice of our aircrews do our weapons become effective tools on the battlefield.

It Starts At The Top

Commanders are essential to the development of weapon system proficiency. They provide time, resources and guidance to focus practice efforts.

The commander is like a baseball manager who sets the time and place for practice and directs the skills on which the practice session will focus.

Commanders balance available time by prioritizing the gunnery skills which must be trained the most and set the frequency of training to produce

weapon system proficient aircrews.

The crew must develop substantiated confidence in their ability to achieve the designed effectiveness of all of their weapons.

Aviation trainers must teach the essential skills that allow crews to select Tactics, Techniques and Procedures (TTPs) which ensure effective combat engagements.

Trainers must be active coaches who regularly and constructively evaluate the performance of aircrews.

They must not only focus on the precision weapons such as Hellfire, they must also allow sufficient time to develop the skills for employing weapons such as door guns and rockets.

The Players Have To Commit

Training aircrews to the desired level of capability does not fall solely on the



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CW5 Kilgore discusses some thoughts regarding arming the force with WO1 Eric Brown and WO1 Jarod Nash.

feedback to achieve and sustain the aviation gunnery proficiency required by ground commanders.

The Army provides capable weapons. To arm the force, we must provide aircrews capable of integrating with those weapons. The integration of aircrew and weapon produces a combat effective weapon system.

Only constant teamwork between commanders, trainers and aircrews will provide the competence and confidence necessary at all levels to achieve battlefield success.

Thanks again to CW5 Steven Kilgore for his contribution to this article.

As Army Aviators and commanders, we need to stress the importance of proper aircrew training and weapon systems integration.

This teamwork is essential to ensuring our Army's effectiveness both on the battlefield and at home station.



shoulders of commanders and trainers.

Aircrews must actively seek evaluated training much like a baseball player who wants to sustain the skill to hit .300 at the professional level.

That player must seek a hitting coach and participate in regular batting practice to maintain professional proficiency. Likewise, aircrews must seek regular practice and constructive

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.



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The Future Of The Flight Medic

By CSM Tod L. Glidewell

Aero Medical Evacuation has come a long way since the concept came about in World War II. The Korean War and Vietnam conflicts both saw huge leaps in the number of lives saved over previous wars by utilizing helicopters as MEDEVAC platforms.

It is my belief now that The Global War on Terrorism (GWOT) and especially the Afghanistan Theater of operations are changing the way we should train and conduct MEDEVAC operations.

This month I would like to showcase what possibly could be the way ahead in Flight Medic training.

SSG Matthew S. Kinney is an instructor at the Flight Medic course located at Fort Rucker, Alabama. He has two tours in Iraq and one in Afghanistan during which he earned a Silver Star, Distinguished Flying Cross and Air Medal with Valor while conducting MEDEVAC operations as a Flight Medic.

I have asked SSG Kinney to consolidate some of what he has seen and lessons learned into the following article to aid in the discussion of where Flight Medic training should possibly go in the future.



Army Air Corps 2LT Carter Harmon (standing, on the left) who performed the first helicopter evacuation in a combat zone on April 25, 1944, in the highlands of Northern Burma, poses with ground crew in front of the R-4 helicopter.



U.S. ARMY PHOTO

The Evolving Role

Though rotary wing Air Ambulances were first used in 1944 to evacuate the wounded, there were no Flight Medics on board. The Flight Medic was born of necessity in Vietnam; and since their creation, Flight Medics have come a long way in their abilities to perform the mission.

In the past, the role of the Flight Medic was to scoop the wounded quickly off the battlefield, plug the holes, and then fly for a short distance to an appropriate treatment facility, and drop them off.

As the GWOT has evolved, we found that in some theaters of operation these skills and knowledge were adequate, but not completely so for other theaters or missions. Today's mission for the Flight Medic is also evolving to meet the changing needs and operational requirements.

Although the point of injury (POI) mission is the same as it has been in

the past, the time it takes to get the patient to the appropriate medical facility has increased in some theaters of operation. Because of the longer evacuation times, the other task that the Flight Medic has taken on is the role of critical care transport, where the medics must plan how to keep the patient stable for extended periods.

On these missions, the medics pick up patients who have just had surgery, and have special needs that need to be met. As examples, the patients may be intubated and need sedation and pain management, or on a ventilator with a chest tube and hydroseal. The patients might require airway suctioning, may have arterial lines, or be on medication drips requiring intense monitoring during flight.

The Flight Medic must switch gears from being an expert in trauma, to being a critical care transport expert having to manage the patient's wounds, medications, and equipment.

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Expanded Mission = Expanded Training

The Flight Medics today that are performing these missions need more training to meet the new demands placed upon them.

The important question is how we can improve the current Flight Medic training to meet the needs.

Looking at the civilian models, the Flight Medic equivalent does not perform both the POI and critical care transport mission, and usually does not have more than one patient. However, the Army Flight Medic performs both these missions, often with multiple patients.

Today's Flight Medics must fill any knowledge voids to perform these demanding missions either by getting training from their Flight Surgeons or Aeromedical Physician Assistants, or on their own.

Today's current Flight Medic Course consists of 28 training days that cover International Trauma Life Support (ITLS) for Advanced providers, Advanced Cardiac Life Support (ACLS), and Pediatric Education for Pre-hospital Professionals (PEPP).

Students receive hypobaric chamber training to aid in the recognition of hypoxia.

They also receive multiple iterations of hands-on training and evaluation using the school's aircraft simulators and human patient simulators.

ITLS consists of lectures and skill stations to include IV access with jugular vein cannulation, IO access, and patient assessment stations.

Students are further taught advanced airway management and managing patients on a ventilator.

ACLS consists of EKG interpretation, lethal rhythm identification, cardiac medications, cardioversion, and defibrillation.

Today's Flight Medics often work both point of injury and critical care transport missions on multiple patients simultaneously.

Finding A Viable Training Bridge

One fix to help bridge the knowledge gap and meet the immediate operational needs of dealing with the demands of prolonged transport times can be to mandate that the Flight Medic Course be followed immediately by the Joint Enroute Care Course (JECC).

This would bring the training up to 6 weeks, and add vital skills such as advanced ventilator and airway management, rapid sequence intubation and conscious sedation, as well as advanced pharmacological interventions.

The United States Army School of Aviation Medicine (USASAM) has already realigned all courses so that the JECC follow-on can be a reality starting with the next Flight Medic class.

The long term goal to meet present and emerging needs is to revamp the overall Flight Medic course.

USASAM is the centralized point of training for all Army Flight Medics and Navy SAR Corpsmen (other services and countries are trained as well).

The skill sets needed for effective rotary wing transport require training, planning, and preparation.

The best course of action to fix the knowledge gap, while building the skill sets at the same time, would break the Flight Medic Course (FMC) down into phases as follows: Phase 1 - Distance Learning; maintain the Flight Medic course as Phase 2; as Phase 3, the JECC, but eliminate any redundant classes between the JECC and the FMC to allow for classes in pharmacology, cardiology,

anatomy, physiology, and pediatric topics.

Phase 4 would consist of tasks included in pre-deployment guidelines such as Brigade Combat Team Trauma Training (BCT3), Tactical Combat Medical Care Course, and/or Army Trauma Training Center rotations.

These advanced lesson plans will build the base of knowledge needed for the Flight Medic to be independent operators and to deal with the medical demands of every kind they may have, either in a combat environment, or disaster relief, or anything in between.

Additional changes would include increasing medical patient and airframe simulation training time, and adding other training adjuncts.

Practice in assessment of patient skills in a sensory deprived environment (for example, using an ordinary stethoscope is not possible during rotary wing flight) would be increased and tactical skills such as individual radio communication, critical to the MEDEVAC mission while the Flight Medic is on the ground away from the aircraft, would be addressed, as would canine trauma management.

A ten to twelve week time-line would be required to implement this new training.

Ensuring Standardization

Currently the Flight Medic Course is not mandatory to be able to serve as a Flight Medic.

In order to ensure Flight Medic standards across the board, on the job training (OJT) of Flight Medics would have to be phased out, while those already in units could be assessed by medical training teams from USASAM, and, if standards were met, grandfathered by awarding the “F” identifier.

Tracking of Flight Medics by an additional skill identifier (ASI) instead of a special qualification identifier (SQI) would be needed, and the ASI managed in coordination with USASAM.

Continuation training at the unit level must take place in order to sustain the Flight Medic’s skills and could include operating room and emergency room rotations, and ambulance ride-along time.

The ARMS inspection would evaluate the medical training to ensure that sustainment training was taking place, and that unit Flight Surgeons and/or Aeromedical Physician Assistants are participating in, and held responsible for, the training.

Finally, just as Army Aviators leave flight school still needing training and have to progress to RL-1 at unit level per TC 1-237, a similar TC needs to be developed and implemented for the Flight Medics and units held accountable for the training just as they are for Aviators.

All the suggested changes outlined above are realistic and can be instituted rapidly, and give Army Flight Medics, already the world’s best, skills far beyond even civilian counterparts, and prepare them to meet any challenge, in any environment, and continue the tradition of “Dedicated Unhesitating Service To Our Fighting Forces” – DUSTOFF.



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.



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U.S. Army Combat Readiness/Safety Center



A New Beginning

By BG William T. Wolfe

Happy New Year to everyone! January brings a sense of renewal and an opportunity to reflect on our past missteps and successes and map out a plan to make the coming year the best yet.

Regarding accidents, our Army had a pretty good year in 2009—in fact, the best year since the terrorist attacks of Sept. 11, 2001.

We can do even better in 2010 by taking a look at where we've been, finding those areas we can improve and renewing our commitment to keeping our great Soldiers, our "Band of Brothers and Sisters" safe in the months and years ahead.

Fatalities Down But Not The Time to Let Up

Here's a broad look at the numbers for fiscal 2009.

Overall, Army fatalities were down 16 percent from fiscal 2008, with a reduction of just over 42 percent for the five-year period since the beginning of fiscal 2005.

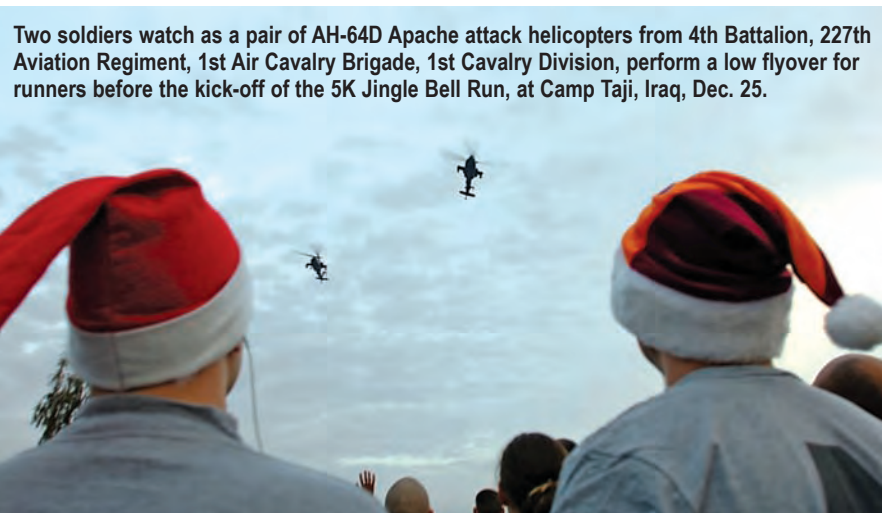
That's great news for the Soldiers, families and civilians who make up our Army team and for engaged leaders who have put forth great effort to drive down unnecessary losses.

We cannot allow positive statistics to lull us into complacency, however.

The bottom line is 173 Soldiers were killed in accidents in fiscal 2009, the vast majority of them in off-duty privately owned vehicle (POV) accidents.

Although both POV and motorcycle fatalities were down by about 13 percent in 2009, two specific factors—alcohol and/or speed—contributed to more than half these accidents.

We also didn't reduce accidents across the board in 2009; fatalities in both Army motor vehicles and Army combat vehicles rose slightly from numbers logged in 2008.



Two soldiers watch as a pair of AH-64D Apache attack helicopters from 4th Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, 1st Cavalry Division, perform a low flyover for runners before the kick-off of the 5K Jingle Bell Run, at Camp Taji, Iraq, Dec. 25.

ARMY PHOTO BY STAFF SGT. NATHAN HOSKINS

Engaged Leadership Key

We saw in 2009 that engaged leadership at all levels of command does indeed work in keeping our Soldiers safe and mission ready.

We've also learned Soldier-to-Soldier and direct Family engagement are vital to our safety programs.

Leaders, please continue to search within your formations for those areas that need improvement while simultaneously strengthening your proven safety practices.

I encourage all Leaders to utilize our Leader Risk Assessment, Individual Risk Assessment and the soon-to-be-released "Soldier-to-Soldier" Assessment to gain insights into their formations and develop a way ahead.

Our problems with off-duty Soldier indiscipline call for leaders to personally engage their Soldiers regarding individual responsibility in off-duty activities, particularly behind the wheel of a POV.

Similar effort is needed on the tactical side, where fatal accidents involving speed and nonuse of restraint systems remain an all-too-common occurrence.

"Safety sense" while driving is

especially important during this time of year, when many of our Soldiers will encounter snow and ice conditions in both their personal and tactical vehicles.

2010 Even Safer

I am confident we can capitalize upon this past year's many safety successes and make 2010 an even safer year for our Total Army Family.

A strong team effort and steadfast dedication to safety are proven winners in our strategy to eliminate needless losses, and the U.S. Army Combat Readiness/Safety Center stands ready to help as you renew your commitment to Soldier safety in 2010 and beyond.

Thank you for all you do to make each and every day safe for our Soldiers, Families and civilians.

Have a happy, prosperous and safe new year!



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






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SPECIAL FOCUS

PM AVIATION SYSTEMS UPDATE

Reset AVUM Shop Set Shelters (S280).



**Right Tools,
Right Time,
Right Place:**

**The Transformation of
Aviation Ground Support Equipment**

ARMY PHOTO BY MIKE BOVAJAN

By LTC William R. Wygal

Aviation maintenance is the bedrock of Army flight operations. Army aviation units cannot perform their mission in support of Army operations without the maintenance conducted by aviation maintenance personnel.

Aviation maintenance personnel rely upon myriad Aviation Sets, Kits, Outfits and Tools to accomplish their mission.

The Product Manager for Aviation Ground Support Equipment (PM AGSE) is leading the transformation of AGSE from the crew chief to school house to ensure the “Right Tools” are available at the “Right Time” in the “Right Place” to support aviation units and aviation soldiers.

The transformation of AGSE is far-ranging and incorporates force structure changes, the fielding of new equipment, modernization of legacy equipment, the Reset and repair of equipment from redeploying units and the support of aviation units deployed to Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF).

PM AGSE is completing its mission to “provide aviation ground support equipment to enable and improve aviation readiness” with more than seventy program management, technical, logistics and business professionals who

support everything from the General Mechanics Tool Kit (GMTK) to the Aviation Intermediate Maintenance (AVIM) Shop Set Complex.

The PM AGSE team manages forty-seven individual product lines which support all levels of aviation maintenance and flight operations from the flight company to theater maintenance.

Force Structure Changes

Current force structure changes are driving changes in AGSE.

The increase in the size of the Aviation Air Ambulance Company (MEDEVAC) from a twelve to fifteen ship unit will drive a corresponding increase in AGSE.

PM AGSE is coordinating and validating the necessary Basis of Issue Plan (BOIP) changes with the Combat Development and Force Structure teams at Ft. Rucker.

This will ensure that the required increase in AGSE is available to ensure aviation maintenance operations are successful given the new force structure of these units.

New crew chiefs will require GMTKs, and maintenance teams will require additional Aviation Foot Lockers (AFLs) to perform their mission.

Ensuring the changes are identified, validated, coordinated and



The Standard Aircraft Towing System (SATS) towing the UH-60.

ARMY PHOTO BY PM AGSE SATS TEAM

implemented will posture the units with the “right tools” to succeed.

New Equipment Fielding

Army Aviation is experiencing many firsts in the AGSE arena.

The Standard Aircraft Towing System (SATS) is the first standardized aircraft towing system to be fielded to all Army Aviation units.

Fielding will begin in FY 2010 to Combat Aviation Brigades (CAB); SATS will eventually be fielded to all aviation units including the National Guard and Army Reserve.

SATS will also be fielded to selected TDA and training units like the Western Area Aviation Training Center



(WAATS) and the United States Army Aviation Logistics School (USAALS).

Each CAB will be fielded sixteen SATS, and receive New Equipment Training (NET). The training will include operator and maintainer training. Units will also receive Basic Issue Items (BII) and a Prescribed Load List (PLL) of initial parts for the SATS.

The SATS is designed to be maintained organically at the unit level, and will be provisioned and supportable through the Military Supply System. This will reduce the burden on units who are incurring costs associated with the maintenance of non-standard towing equipment.

The SATS was tested by the U.S. Army Test and Evaluation Command and is certified to tow all Army rotorcraft. The SATS operates on standard JP8 fuel and is designed to transport two soldiers, their tool boxes, a tow bar, wheel chocks and other necessary items.

The SATS will provide a standardized vehicle for towing Army Aircraft through 2030.

modernized with aerospace quality tools and ratcheting wrenches, as well as upgraded component lists that feature the addition of new tools and the removal or replacement of tools that were identified as not being used.

These three pieces of AGSE are utilized by every maintainer from the flight company to aviation support battalion, and their modernization will include new tools in place of tools which have not been upgraded in years.

PM AGSE is utilizing the “one touch” concept during the modernization of these items to reduce the time that the equipment is not available for use by the unit.

The shelters for the AVUM and AVIM shop sets are being Reset and refurbished with new cabinetry and furniture which is being installed concurrently while the tool loads are being modernized.

The majority of tools will be held in tool cabinets with foam cut-outs which will aid in tool identification and inventory.

equipment by replacing current parts which are outdated, inferior or obsolete while still providing an automatic method to remove water which has accumulated within the system.

All PSTS in the Army inventory are planned to receive this upgrade in the future. This improvement in reliability and maintainability will enhance the ability of aviation maintainers throughout the Army to support aviation readiness.

Equipment Reset and Repair for Re-deploying Units

PM AGSE is managing the Reset and Repair of AGSE equipment for Aviation Units returning from deployment to OIF and OEF.

Programs are in place for the Aviation Ground Power Unit (AGPU), Generic Aircraft Nitrogen Generator (GANG), AVUM Shop Set, AVIM Shop Set, Aviation Vibration Analyzer (AVA), PSTS, Non Destructive Test Equipment (NDTE), Digital Aircraft Weighing System (DAWS), and many more.



Soldiers towing an LUH-72 at Ft. Eustis during testing.



An OH-58D being moved by the SATS during testing at Ft. Eustis.



The Standard Aircraft Towing System (SATS) undergoes testing at Ft. Eustis towing an AH-64D.

Equipment Modernization

The modernization of legacy equipment is an essential part of AGSE transformation.

Aviation Unit Maintenance (AVUM) Shop Set (A92), Aviation Intermediate Maintenance (AVIM) Shop Set, and Individual Tool Kits are three products where aviation units will see a noticeable increase in capability.

The AVUM and AVIM Shop Sets are being modernized with new tool loads that feature aerospace quality tools, ratcheting wrenches, reduction of unused tools, and the addition of new tools through the revision and upgrade of component lists.

Individual Tool Kits are also being

Individual tool kits that have not already been Reset with a new tool box and foam cut-out drawers will receive one in conjunction with modernized tool load fielding.

The end product will be a new series of individual tool kits which will be designated as the Common Aviation Tool System (CATS).

PM AGSE is also modernizing other aircraft maintenance systems.

A “water trap” modernization is being designed for the Pitot Static Test System (PSTS) which will replace legacy “water trap” parts and improve system reliability.

The upgrade will reduce the possibility of corrosion damage to the

The program takes equipment from units which have redeployed and returns it to “10-20 standards.”

Reset is accomplished within the R+180 timeline and allows units to continue their training and reconstitution activities in accordance with Army guidance.

Units then have their AGSE available at the “right time” to support their training and mission requirements after completing redeployment activities.

Theater Provided Equipment (TPE)

Theater Provided Equipment enables aviation units to meet their “over and above” MTOE AGSE needs when deployed to OIF and OEF by provid-





ARMY PHOTOS BY PM AGSE












Modernized Army Individual Aviation Tool Kit and Aviation Foot Locker.



ing additional equipment to support their mission requirements.

Numerous types of equipment have been provided to include non-stand-

AGSE TPE

 AGPU	 GANG	 AWS	 AFL
 AVA	 NBK	 A92	 AFL
 TEWS	 AWS	 ATS	

AGSE Theater Provided Equipment.

ard Aircraft Towing Systems (ATS), Aviation Vibration Analyzers (AVA), Aircraft Wash Systems (AWS), Nitrogen Back Packs (NBK), Turbine Engine Wash Systems (TEWS), AVUM Shop Sets (A92), Aviation Foot Lockers (AFL) and many more. TPE enables units to more effec-

tively conduct split-based operations during deployments, and will be supported as long as necessary to ensure that units have adequate AGSE in the "right place" to successfully conduct their missions.

Into the Future

The transformation of Aviation Ground Support Equipment is a multi-faceted endeavor that is being conducted for all units across the Army, National Guard and Army Reserve.

The transformation is being implemented in conjunction with unit deployments, the fielding of new equipment, equipment modernization, the Reset and repair of equipment from redeploying units and the support of aviation units while deployed to OIF and OEF.

The Project Manager for Aviation Ground Support Equipment will continue to lead the transformation of AGSE for Army Aviation units worldwide to ensure that the "Right Tool" is available at the "Right Time" in the "Right Place" in support of our aviation units and aviation soldiers.



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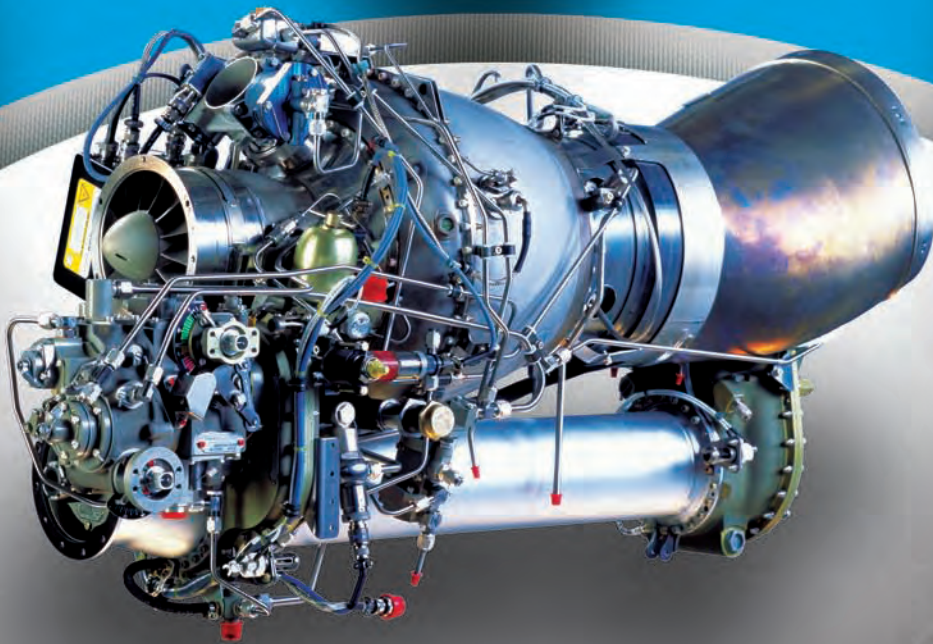
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SPECIAL FOCUS
PM AVIATION
 RESET

Hitting the Reset Button Means

Sustaining Airframes and Assuring Aircraft Configuration

By COL Richard A. Evans,
 Sammy Burns Jr. and Mitchell Delk

Aviation Reset is an Army mission managed by the Aviation Field Maintenance Directorate (AFMD) at Redstone Arsenal in Huntsville, Alabama under the Army Aviation and Missile Life Cycle Management Command (AMCOM).

Army rotary wing aircraft returning from combat operations are scheduled, shipped, and then cycled through Reset at one of several maintenance facilities.

During the Reset process, aircraft are disassembled to their airframe, cleaned, inspected and repaired.



The output shaft gimbal of a UH-60 is inspected during reassembly of the aircraft.



Aircraft have all major components repaired or replaced during Reset.

Cracks, damage or corrosion found on the airframe are corrected and all major aircraft components are repaired or replaced as required to bring the helicopter back to fully mission capable status.

Required Mission Equipment Packages (MEP) and other modifications based on their future operations are added during Reset, ensuring fleet configuration standardization.

When Reset is complete and aircraft are returned to their owning units, they are in peak condition, configured correctly and ready for unit training and combat operations in the theater to which they will deploy.

Aircraft are Reset by scheduled unit to allow training time for redeploying units according to the Army Force Generation (ARFORGEN) directive.

AFMD has set Turn Around Time (TAT) standards for the various aircraft

platforms that have been reduced by approximately 20% since the program's inception in 2003.

These TAT standards are met in the vast majority of cases; in fact, no unit has ever been without their aircraft when deployment training began.

With regard to any increases in aircraft availability for the future, requirements are being offset by a Stay Behind Equipment (SBE) solution and increased capacity and throughput at Reset work sites.

Reset is performed on redeploying helicopters: UH-60 Blackhawk, CH-47 Chinook, AH-64 Apache and the OH-58 Kiowa including all variations of each Mission Design Series (MDS).

Each of these aircraft platforms demands a deep institutional knowledge by the crews carrying out the Reset maintenance mission on their specific type of aircraft.

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PHOTO BY MIKE MESSEX

An OH-58 Oil Cooler Blower shows significant dirt, oil and contamination buildup upon disassembly.

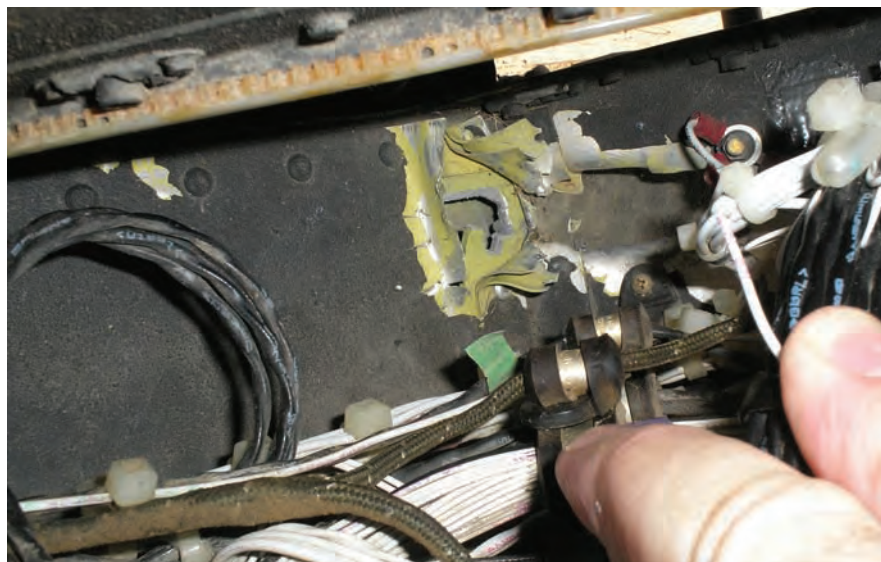


PHOTO BY MIKE MESSEX

Battle damage is found deep in an OH-58 airframe. Cracks, battle damage and corrosion are all found and corrected during Reset.



PHOTO BY MIKE MESSEX

A UH-60 Blackhawk helicopter undergoes Reset. The aircraft is made fully mission capable after having been disassembled to the airframe where inspections and repairs are made.

have presented a plan to transition the Reset mission into a line item-funded *Deep Maintenance Program* that would continue the excellent work that is already being accomplished.

The future of Reset lies in the *Deep Maintenance Program* as the centralized answer to fleet configuration and deep maintenance actions.

By establishing this program, the knowledge acquired during Reset can be leveraged for the future – sustaining the life of aging airframes, even when confronted with the rigors of the harsh Southwest Asian environment.

Centralized management of aircraft modifications and Reset can pay off by reducing duplication of effort, reducing the time aircraft are away from their owning units and ensuring maintenance continuity as well as fleet configuration.

By condensing efforts and streamlining the management process, Army Aviation stands to make significant gains in long-term sustainment and monetary savings.



COL Al Evans is the Director of the Aviation Field Maintenance Directorate that manages the Aviation Reset Program; Mr. Sammy Burns is the Deputy Director; Mitch Delk is the AFMD News Editor. All work at the Aviation Field Maintenance Directorate Office at Redstone Arsenal, Huntsville, Alabama.

Other aviation related actions such as special operations aircraft, fixed wing aircraft, auxiliary ground power units (AGPUs), and limited depot level repairs are also covered under the umbrella of Aviation Reset having management teams assigned to specific missions.

Currently these maintenance efforts are funded through a variety of sources including sustainment and supplemental. Total funding requirements over the duration of the program are more than \$4B.

Funding management is key to meeting Reset scheduling parameters and keeping work moving forward.

The AFMD Business Management Division works with AMCOM leadership, contract management specialists

and work sites to meet the funding requirements essential for success.

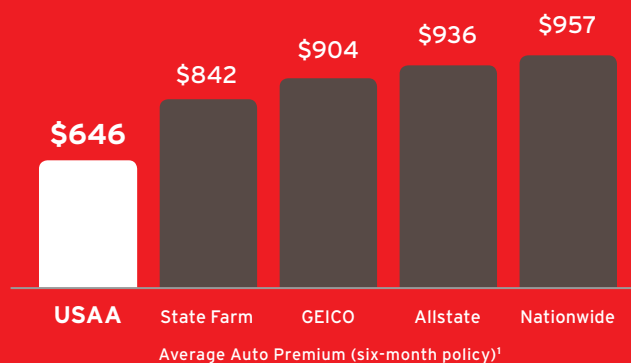
More than 3,000 aircraft of all MDS have passed through Reset; some have even cycled through two and three times.

Although Reset is performed Army wide on everything from rifles to missile systems, this program has been acknowledged as the standard for resetting complex weapon systems by general officers that have been associated with the program.

It is recognized as a crucial part of the Army's Life Cycle Management Strategy which will have far-reaching effects for many years to come.

With an eye to the future and knowledge of what has been accomplished, AFMD and AMCOM management

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“Eyes of the Army” AAAA UAS Symposium Recap

By James Bullinger

AAAA held its fifth annual Unmanned Aircraft Systems Symposium Dec. 9 to 11 in Arlington, Va. The symposium began with an arrival reception Dec. 9 in the exhibit hall where 15 industry and government exhibitors displayed their latest hardware, technologies and information. This year’s gathering included 325 attendees welcomed on Dec. 10 by AAAA President retired BG Rodney Wolfe.

COL Christopher Carlile, director of the Army’s Unmanned Aircraft System Center of Excellence, presented the opening remarks, highlighting how the Soldier is the backbone of the Army’s UAS programs.

He provided a poignant vignette about SFC Phillip Scibelli, a UAS operator deployed to Iraq, and how his unit teamed with AH-64D attack helicopters.

Soldiers Make It Happen

Scibelli’s unit was conducting a surveillance mission and observed 6 men moving tactically for no apparent reason, the last man sweeping away their tracks.

Providing persistent observation for several days, Scibelli’s team followed the group to several caves, where it was observed that most of

The UAS Operators Panel, led by CSM Tod Glidewell, far left, produced a lively discussion on UAS operator issues, training, standards and maintenance, generating many questions from attendees.

the men were carrying RPK, AK-47 and Dragunov sniper rifles.

With confirmation of enemy related activities, Scibelli’s team was given permission to engage these targets with two Hellfire missiles from their MQ-1B aircraft.

After firing, they conducted a target handover and continued to provide laser designations to the attack helicopters, who continued to engage the enemy with additional missiles.

After the engagement, friendly forces inserted to gather intelligence found the area to be a hide site supporting numerous terrorist cells, linked by tunnels reinforced with steel construction, and containing rockets, mortars, small arms, and IED making materials.

Carlile stated it was the initial observation of a private first class who turned to Scibelli and his commander to say “something is not right here” – demonstrating perfectly the effectiveness of having Army operators on the ground, in theater, working day and night to help commanders engage the enemy.

Carlile also remarked on the relationship of the symposium’s sub-theme “Army UAS – The Eyes of the Army” with AAAA National.

Carlile described how Bill Harris, AAAA’s executive director, provided background on a historic AAAA medallion used with awards, which was produced in 1957 to commemorate the establishment of organic Army Aviation on June 6, 1942.

On the bottom of the medallion is the motto “The Eyes of the Army,” which refers to Army World War II pilots who flew lightweight Piper “Cubs” as observation and spotter aircraft.



COL Christopher Carlile presents the opening remarks for the 2009 UAS Symposium in Arlington, Va.

These L-4 “Bird Dog” pilots flew over the European and Pacific battlefields spotting enemy artillery and troop positions; radioing information to Allied ground forces, who would then direct artillery or air strikes on the enemy.

Carlile said that many Army UAS Soldiers today still use this same motto to describe what they do when flying Army UAS.

Congress And FAA Working Airspace Issues

Representative Bobby Bright from Alabama’s 2nd congressional district, which includes the Army Aviation Center of Excellence and Fort Rucker, gave the congressional welcome.

During his remarks Bright spoke of the Congress’s interest of integrating both military and civilian unmanned



Left: The UAS Soldier of the Year award, sponsored by General Atomics-Aeronautical Systems, Inc., was presented to SGT Jimmy Marayag by Tim Owings, right, assisted by (from left) CSM Tod Glidewell, Frank Pace with GA-ASI, and MG James Barclay.

Below: The UAS Unit of the Year award, sponsored by AAI Corp. and presented by Tim Owings, deputy program manager for UAS, far right, was awarded to Troop A, Task Force ODIN-Iraq. Here, 1SG Kahrim Singleton and MAJ Michael Goodenough, center, accept on behalf of their unit, from Owings and assisted by (from left) CSM Tod Glidewell, Russ Walker with AAI, and MG James Barclay.

COURTESY PHOTOS

aircraft in the National Airspace System and providing the required airspace for military training; and said that these issues are being worked by congress with the Federal Aviation Administration and Homeland Security.

Integration of UAS into the national airspace was a common thread that came up in each of the panel discussions, generating questions on how and when this will occur.

This year's panels included the "Joint Service Flag Officer Panel" chaired by MG Jeffrey Schloesser, the "UAS Integration Panel" chaired by COL Carlile, the "Army UAS Capability Update Panel" co-chaired by COL Gregory Gonzalez and COL Robert Sova, the "OSD Perspective Panel" chaired by retired LTC Glenn Rizzi, the "Industry Panel" chaired by BG William Crosby, the "Joint and Army UAS Contingency Operations Interoperability Panel" chaired by COL Jeffrey Colt, and the "UAS Operators Panel" chaired by CSM Tod Glidewell.

The "Operators" panel was the liveliest of the symposium with many questions coming from the floor for the one warrant officer and five NCOs representing the UAS operations, maintenance, training and standardization communities of the active Army and the Guard.

Recognizing Excellence

Each year during the symposium, the Army and AAAAA take a moment to recognize the best UAS Soldier and Unit of the year at the awards dinner.

Following the remarks of guest speaker MG James Barclay III, commanding general of the Army Aviation Center of Excellence and Fort Rucker, he and Wolfe honored the awardees.



This year's top UAS Soldier is SGT Jimmy Marayag from Co. B, 4th Bde. Special Troops Bn., 4th Bde. Cbt. Team, 101st Airborne Div. at Fort Campbell, Ky.

Marayag is a maintenance team leader who directly contributed to the UAS Platoon's ability to successfully fly more hours of coverage than any other previous unit deployed to eastern Afghanistan, totaling over 4,770 hours during Operation Enduring Freedom 08-09.

Marayag conducted over 1,000 hours of maintenance and more than 400 pre-flight and launches of the RQ-7B Shadow as a crew chief; which included 67 engine changes; executing 250- and 500-hour services 118 times, conducted all monthly services resulting in 375 days of uninterrupted flight operations and a 97 percent readiness rate.

The UAS Unit for 2009 is Troop A from Task Force ODIN-Iraq, previously assigned at Contingency Operating Base Speicher near Tikrit during Operation Iraqi Freedom 08-09. The commander and senior NCO then

were MAJ Michael Goodenough and 1SG Kahrim Singleton, who accepted the award on behalf of their Soldiers.

Troop A completed its most successful combat tour to date, to include the historic first launch of Hellfire missiles fired off an Army UAS at an enemy. Another historic first, Troop A used a laser designator on one of their UAS to light up a target which was then engaged by a scout weapons team firing its Hellfire missile "in the blind" from a distance greater than the helicopter could see.

Operating with less than 70 percent of assigned UAS payload and aircraft operators, Troop A safely flew over 18,000 hours in routinely harsh weather conditions.

According to AAAAA, this year's event set a new record for attendance and was one of the best symposiums in its five year history.

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James Bullinger is a government contractor and a strategic communications coordinator with the U.S. Army Unmanned Aircraft Systems Center of Excellence at Fort Rucker, Ala.





The Retirement of an Old Friend

EAATS PHOTO

By CPT Timothy M. Zerbe

Thursday, 13 August 2009, was the last flight of the only remaining Army owned UH-1 simulator in the continental United States.

MG Jessica L. Wright, The Adjutant General of Pennsylvania National Guard and a Senior Army Aviator, and LTC (Ret.) Sheryl A. Rozman were at the controls in the 2B24 Synthetic Flight Training System (SFTS) assigned to the Eastern Army National Guard Aviation Training Site (EAATS).

CW4 (Ret.) Gary Mills was the Instructor Operator (I/O) at the controls. This 2B24 device will be baseline tested, packaged up, and stored in Orlando, Florida until it is purchased by another owner.

Combined with the retirement of the UH-1 from the National Guard, this marks the end of an era.

It is a sentimental moment for the EAATS as we say goodbye to a device that “started it all” for us. This simulator and the aircraft it represents is the foundation of training... a symbol of Army Aviation heritage, of our roots and the fundamental training for countless Army Aviators.

This 2B24 UH-1 simulator’s typical course load was:

Above: The original 2B24 UH-1 simulator right after its installation at the Pennsylvania Army National Guard Building 19-108 in September 1977.

- UH-1 Aircraft Qualification Course (AQC)
- UH-1 Instructor Pilot Course (IPC)
- UH-1 Maintenance Test Pilot Course (MTP)
- UH-1 Night Vision Goggle Qualification Course
- UH-1 Night Vision Goggle Instructor Pilot Qualification Course
- UH-1 Run-up Course
- Rotary Wing Instrument Qualification Course
- Instrument Flight Examiners Preparatory Course
- Instrument Flight Rules-Standardization (IFR-S) course which was added by the EAATS in 2007 and was primarily instructed in the 2B24 UH-1 simulator.

A Brief History

Since the mid-1940s, the United States Army Air Corp had used the Link “C” series simulator, or as it was affectionately known by its users as the “Blue Box,” “Blue Goose,” or “Blue Canoe.” Up until the mid-1970s, this was the only form of flight



ARMY PHOTO BY JOHN DAVIS, SS INC.

The Link “C” series (Blue Box) simulator that sits on display in the EAATS HQ building 19-126.

simulation. This device provided key training to all pilots pursuing instrument training.

In September 1977, the Pennsylvania Army National Guard received 2 sets of UH-1 SFTS (4 cockpits total) designated 2B24. These devices were primarily used to assist aviators in training and to complete semi-annual flight hour requirements.

For those Army aviators returning from duty after the Vietnam War, it would provide an opportunity to



PHOTO BY SPC ANDREW SPIER, EAATS S-6 SECTION

Original EAATS staff officers from its inception 1 August 1981. From the left: CW2 (Ret.) Phil Reichard, former student at EAATS. MG Jessica L. Wright, The Adjutant General of the Pennsylvania National Guard. COL (Ret.) Mario Meola, EAATS Deputy Commander from 1981 to 1988.

obtain their instrument rating which was not an automatically included segment of flight school at that time.

In August 1981, the EAATS was established as an Army National Guard training site.

The UH-1 simulator became the foundation of the Army Aviator training that EAATS provided.

Along with formal training, the UH-1 simulator has provided semi-annual training for military personnel from around the country—Active, Reserve, and Guard.

It has also been used to provide training for International Military Students (IMS) and civilian agencies.

CW4 (Ret.) Ron Goff recalled that when he first arrived at the Pennsylvania National Guard to fly this device in April 1979, “I could not believe that technology had come this far past the old Blue Box,” referencing the UH-1 SFTS.

Even that comment seems just as relevant now with the advent of the Transportable Blackhawk Operations Simulator (T-BOS) and the Aviation Combined Arms Tactical Trainer (AVCATT).

Saying Goodbye

As MG Wright descends from the device, she is greeted by instructors and officers from the past, officers



PHOTO BY SPC ANDREW SPIER, EAATS S-6 SECTION

The Adjutant General of the Pennsylvania National Guard, MG Jessica L. Wright, and LTC (Ret.) Sheryl A. Rozman former S-3 at the EAATS, descend from the UH-1 simulator after its last flight.

and friends that have since retired or have come back to the EAATS as contractors.

They spend 30 minutes around the UH-1 simulator telling old stories and looking at pictures of times passed.

No frills or large ceremony, just aviators reflecting and having a laugh or two about their fond (and not-so-fond) memories.

It marked a passing of a reliable friend that has done so much for the EAATS organization and Army Aviation.

The 2B24 SFTS and the UH-1 program are part of our heritage that will be missed, but not forgotten.

CPT Tim Zerbe is the Cargo/Attack Company Commander at the Eastern ARNG Aviation Training Site, Fort Indiantown Gap, PA.

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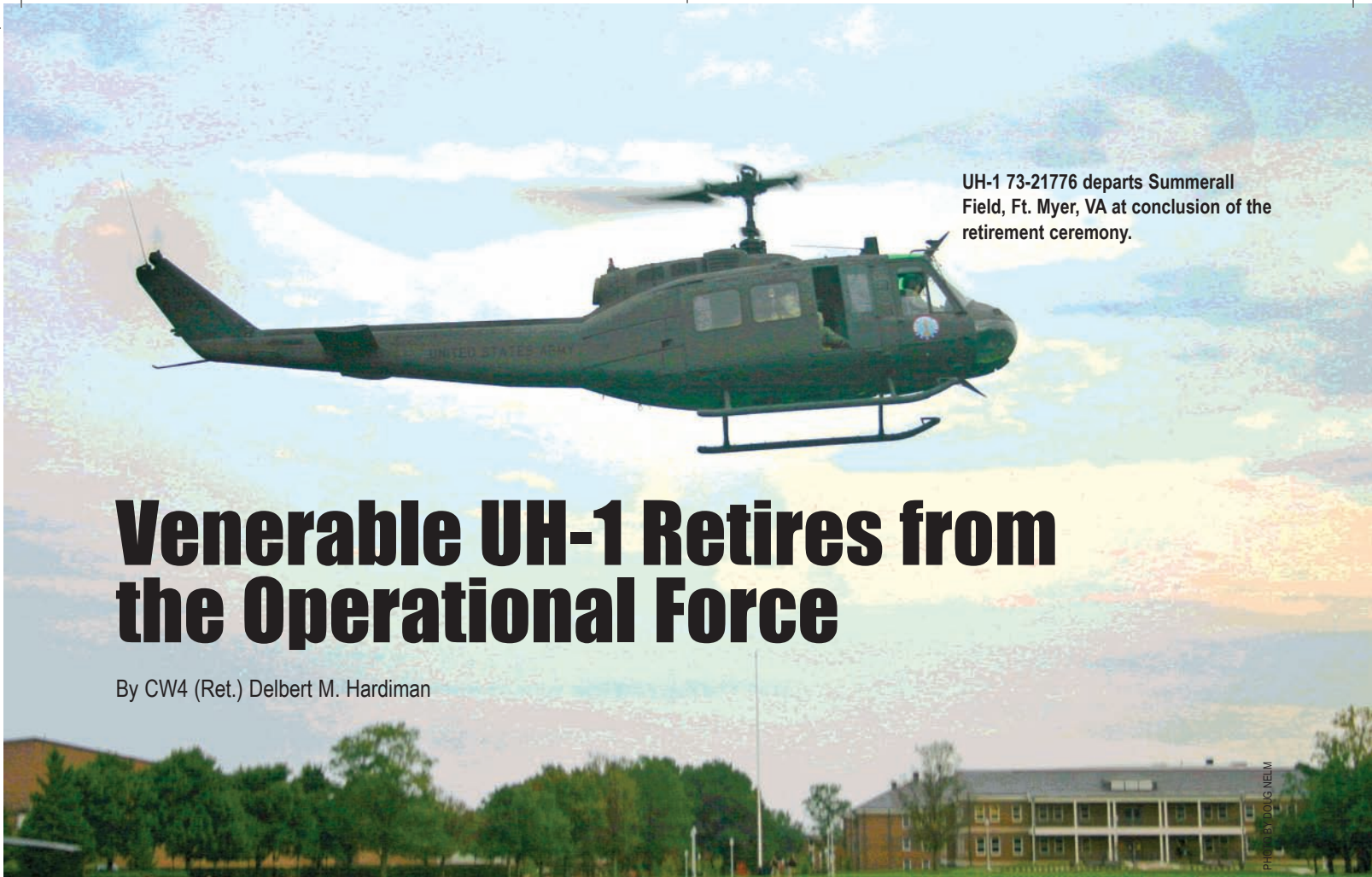
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UH-1 73-21776 departs Summerall Field, Ft. Myer, VA at conclusion of the retirement ceremony.

Venerable UH-1 Retires from the Operational Force

By CW4 (Ret.) Delbert M. Hardiman

PHOTO BY DOUG NEUM

October 2, 2009, a UH-1 from Davison Army Airfield, Ft. Belvoir, VA, tail number 73-21776, flew to historic Summerall Field, Ft. Myer, VA for a final tribute representing a legion of "Hueys" that had served this country countless times through generations of contingencies, most notably a conflict half a world away with some pilots and crewmembers barely out of high school.

On this flight there would be no heavy fire team, insertions, emer-

gency resupply, forty-ship formations, heavy enemy ground fire, urgent DUSTOFF requests - just a lone representative of some 15,000 Bell-built multi-purpose utility helicopters which served this country well and paved the trail for today's Army Air Assault/MEDEVAC fighting teams.

More than 7,000 Hueys saw action in Vietnam. Of these, over 3,300 were destroyed and more than 2,700 American crewmembers and passengers lost their lives.

Old Friends Reunited

At the controls of 73-21776 was CW4 Mike Miles, one of the few Vietnam-era aviators still flying, with CW5 Steve Mueck, MSG Marlin Leonard and SGT Richard Sellner of the 121st Medical Air Ambulance, D.C. National Guard filling out the crew.

They would present this aircraft in a Departure Ceremony, honoring the UH-1's retirement from the Operational Force. A hero in its own right, this ceremony would bring the UH-1 together once again with another hero of Vietnam, Medal of Honor recipient LTC (Ret.) Bruce Crandall.



PHOTO BY CW4 (RET.) DEL HARDIMAN

Crewmembers of UH-1 73-21776: (from left) Crew Chiefs MSG Marlin Leonard and SGT Richard Sellner; Pilots, CW5 Steve Mueck and Vietnam Veteran CW4 Michael Miles.

In November 1965, then Major Crandall, together with his wingman and longtime friend, also a Medal of Honor recipient, the late Major Ed "Too Tall" Freeman, flew their Hueys on flight after flight over three days to deliver water, ammunition and medical supplies to a besieged battalion.

During this famed Battle of the Ia Drang Valley they saved more than 70 wounded soldiers of the 1st Cavalry



PHOTO BY CW4 (RET.) DEL HARDIMAN

From the left: Vietnam Veterans CW4 Billy Milliken and CW5 Norman McIntosh of the 2/224 Atk. Hel. Bn., Sandston, VA, both currently UH-60 pilots, took part in the ceremony.





PHOTO BY CW4 (RET) DEL HARDIMAN

Medal of Honor recipient LTC (R) Bruce Crandall poses next to UH-1 73-21776. Then Major Crandall distinguished himself by extraordinary heroism as a Flight Commander in the Republic of Vietnam, while serving with Company A, 229th Assault Helicopter Battalion, 1st Cavalry Division (Airmobile).

Division's 1st Battalion, 7th Cavalry Regiment.

LTC Crandall, graduate of the first class of advanced flight school at Camp Rucker, class of 56' and 2004 Army Aviation Hall of Fame inductee was among guests and would later be guest speaker after the ceremony at a Dining Out at the Ft. Myer Officer's club.

CW4 Miles prepositioned 73-21776 at Summerall Field where it would be on static display 2 hours before the Army National Guard sponsored ceremony.

On its right flank was a National Guard UH-60 Black Hawk from 2nd Bn., 224th Avn. Regt., Sandston, VA; on its left, a UH-72 also from the 121st Medical Air Ambulance, D.C. National Guard.

Recognition and Retirement

Host, MG Raymond W. Carpenter, Acting Director of the Army National Guard, noted during his opening remarks that, "The UH-1, more than any other helicopter or any item of equipment, became the symbol of Vietnam.

It was in Vietnam where the aircraft earned the reputation for being rugged, durable, versatile and able to fly even after receiving damage from tremendous enemy fire.

And just as the Jeep became the Soldiers' best friend in World War II,

for many aviators and crews there will always be something special about the Huey." Because of that, for many, the conflict and the aircraft will forever be linked.

"I can attest to you that it was not just a machine, it became part of us," said Brig. Gen. Alberto J. Jimenez, the Deputy Assistant Adjutant General for the Maryland Army National Guard and the Army National Guard's senior aviator.

Other speakers at the ceremony were Mr. Nick Lappos, Sr. VP, Bell Helicopter Textron; Mr. David Haines, VP Rotorcraft programs, EADS, North America; Mr. Joseph Haddock, VP Sikorsky Aircraft, and Dr. Jim Fulbrook, Vietnam Helicopter Pilots Association.

The ceremony concluded with CW4 Miles reporting at the podium to COL Garrett Jensen, Army National Guard Aviation and Safety Division Chief, "Request permission to retire the UH-1 from the Operational Force."

COL Jensen: "Roger, permission granted. Contact Fiddlers Green outbound."

One Last Flight

With blades turning, ignition popping, 73-21776 came to life, then to a hover, making that resounding "wop-wop" known throughout the free world.


As the crowd witnessed in reverence the end of a 50 year saga, some saluting, the last operational unit UH-1 made a left pedal turn and slowly accelerated through translational lift fading into the twilight toward the far horizon.

The UH-1 Iroquois helicopter was officially retired by the Army National Guard, ending a service life of more than 50 years to the Army and close to 40 years in the Army Guard.

A few miles away in repose, stands the black reflective granite Vietnam War memorial inscribed with the names of over 58,000 brave men and women who gave their lives in the Vietnam conflict, many of whom were delivered from their fallen places by the UH-1.

May they rest in peace and let us always remember.


Del Hardiman is a retired CW4 and the LUH/UH-1 Systems Manager, Aviation and Safety Division, National Guard Bureau.



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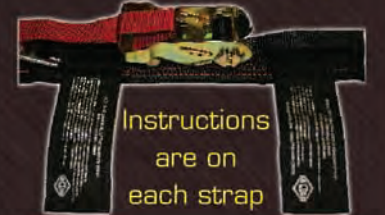
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AAAA Membership Memo



Engaging Senior Leadership – Developing and Refining Chapter Goals and Those of Our Association

By CW5 Mark Grapin

My correspondence count with each of our chapters seems to increase each month; and hearing what is going on in each corner of our Association has proven to be very exciting.

Our chapters in Asia and Central America have been reinvigorated, while our stateside chapters see the opportunities to serve their members through fresh eyes and in a new light.

With all the recent press about a few recently-retired senior officers seemingly on every front page, the vast majority of our senior-most officers opt for a more modest approach to their pinnacle service and early retirement years. It is this very group I'd like to spotlight this month.

Another Membership Resource

These officers who have grabbed the brass ring, and seen our Army from a God's-eye view, are the very officers who should be invited to join our Association. Their mere names on our membership roster speak volumes in terms of their support – regardless of their branch or station.



AAAA Membership Pins are varied and indicative of not only the category of membership but the types of service and length of membership.

And while our Aviation General Officer numbers are comparatively modest, the larger field of prospective members from our sister Branches and Components can surely deepen our perspective and bolster the voice with which we articulate the needs of Army Aviation.

In simpler terms, have you invited your Adjutant General, your C-3, your CG, or your Vice Chief to join our professional Association? Have you invited them to a *Final Friday Chapter Gathering* or an AAAA-sponsored Welcome Home ceremony? The number of Flag Officers on our roster may benefit from your invitation!



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For The Asking

Representative Geoffrey C. (Geoff) Davis (R-Ky) – the only seated member in Congress who is a former Army Aviator – is a proud AAAA Member, and often responds directly to invitations to chapter meetings and places attendance at the Chapter Aviation Dining-Out near the top of his priorities as often as his busy schedule allows. He is engaged because a chapter member *asked* him to be – and he *wants* to be.

And this Congressman serves as a terrific example of the potential of our membership. Under the banners of leadership by example, and some gentle peer pressure, why would we *not* engage each of our senior leaders to become involved in our professional Association – whether these leaders are wearing several chevrons, several dots or a stripe on their bars, or clusters, eagles or stars?

Establishing Relevant Goals

However, membership numbers, for their own sake, are a poor organizational goal. In past articles, I've discussed the development of chapter goals during the early stages of standing-up a chapter. As a matter of course, and as a matter of routine, these goals should be taken off the shelf and examined for how well they fit our membership.

Some chapters are established to garner a deeper stable of aircraft on a given flight ramp; others are established to seek incentive pay parity for their members; while others are stood-up with the intent of being a social centerpiece for key annual events on a given post or installation.

In my conversations and emails with chapters around the globe, these goals are – quite literally – all over the map.

At the national level, it is refreshing to be on the receiving end of some of the actions spawned by these chapter goals; which in turn, stimulates our larger effort to more fully serve our membership.

There are countless issues which deserve our focus and voice – from continued efforts to garner the right equipment for our current and next-generation theaters of operation, to programs which ensure our next generation can never cite financial constraints as a reason for not having gone to college.

Linking Heritage With Today And Tomorrow

And while there are some who trace the history of Army Aviation back for only a generation or two, there are others who celebrate a fuller lineage when toasting Army Aviation at their Dining-Out!

Army Aviation has been a critical and integrated Component in our national defense in platforms ranging from balloons to Spartans, and from Wright Flyers to Shadows.

Membership in our Association forges and preserves a crucial link between our rich heritage and the goals of current and future generations; and there are many of our senior leaders who need only be asked to consider joining the Army Aviation Association of America!

Next month, I'll report on progress made with our membership committee and sub-committees, and how these committees are contributing to our chapter and national goals.

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.

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CW5 Mark Grapin
AAAA Vice President for Membership
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Ask The Flight Surgeon



Taking Off Pounds Sensibly

By Dr. (MAJ) Nicole Powell-Dunford

Q: *My New Year's resolution is to lose a few pounds – What is the best way?*

FS: No matter what diet you follow, weight loss can only happen one way – the total calories out through activity and exercise must exceed the calories taken in.

While an ideal body weight can help to prevent a host of medical problems such as diabetes, heart dis-

ease and back pain, losing weight too quickly or through the wrong methods can cause fatigue and health problems, compromising safety of flight.

The vast majority of dieters will regain every pound lost – long term weight loss requires serious lifestyle changes.

Air crew undertaking serious diet efforts should involve the flight doc and never engage in extreme (<1100 calorie or less) diets.

Common Weight Loss Principles

A few important principles of weight loss are similar across multiple programs:

- Realistic expectations – maintaining full lifestyle changes may only lead to 5-10% reduction in weight for most adults, but still yields health benefits.
- Don't skip breakfast – Missing calories first thing in the morning induces a 'starvation state' and sets the body up to conserve calories throughout the day.
- Enter into new physical activities gradually and be sure to keep it fun – Dull activities will be abandoned quickly and exercises well beyond your capacity predispose toward injury; at least an hour a day of exercise is required for sustained weight loss.
- Portion control works – Studies show that people who are served smaller portions tend to eat less overall than those who load up the plate.
- Treat yourself, but not too much – Overly strict diets that completely eliminate favorite foods are a set up for future cheating binges; that said, weekend meals should be the same as weekday meals.
- Substitution works – Replacing whole milk with skim or soy milk, white bread with reduced fat wheat bread, soda with water and other

healthy changes can lead up to pounds of weight loss over time.

- Weigh yourself regularly and often to stay on target.
- Avoid eating out – If you must, chose a salad or halve your portions.
- Eat several small meals throughout the day rather than 2 or 3 large meals.
- Be conscious of eating – record your intake daily, do not eat while doing other activities and eat slowly.

The Low Carb Diet

Reduction of carbohydrates such as breads and pastas can be helpful in early phases of weight loss compared to low fat diets.

However, over zealous restriction leads to nausea, changes in bowel habits and fatigue; a multivitamin and fiber supplement are an important part of most low carb diets, all of which should be monitored by your flight doc.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org*.

Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

As always, fly safe!

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



Dr. (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.

What's new at the Aviation Med School House?

Are you and your docs ready for the medical portion of the ARMS Inspection? Check out the 2010 Guidelines on the Joint Flight Surgeon Knowledge Network's (JFSKN) ARMY ARMS file at Army Knowledge Online (AKO). A Quick Link is also located at <http://usasam.amedd.army.mil/index/index.htm>.

Sample hint: School house inspectors will be looking to see if class III physicals have been entered on line!



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Interview With The Aviation Branch First Lady

By Effie Martin-Nicke

As the door swung open to the home of MG and Mrs. James Barclay, our Aviation Branch Chief, I was warmly ushered in by Debbie and greeted by their three dogs, Abbie (a Bull Mastiff), Lily (a Rottweiler), and Bama (a Brittany Spaniel).

After coffee and introductions, Debbie and I adjourned to the sitting room to discuss the wonders of being married to the military for over 30 years.

EN: When and where did you and your husband meet?

DB: Jim and I met in 9th grade in the small northern Alabama town of Scottsboro. Jim asked me to the Junior-Senior prom and that was our official first date.

We stayed in touch through the years while attending college miles apart (United States Military Academy at West Point and University of Alabama). We even dated other people during our college years. When Jim graduated from West Point in 1978, we were married.

EN: In 30 years, how many duty stations, family moves and different locations have you lived?

DB: Let's see, 8 different Divisions with a total of 22 moves: Ft. Stewart, GA; Ft. Rucker, AL; Korea; Ft. Benning, GA; Ft. Campbell, KY; Ft. Monmouth, NJ; Ft. Leavenworth, KS; Germany; Ft. Bragg, NC; Ft. Drum, NY; Newport, RI; Norfolk, VA; Ft. Hood, TX; Washington, DC; Germany; Portsmouth, VA; and Ft. Rucker, AL.

These do not include my husband's deployments to Honduras, Haiti, and the multiple to Iraq.

One year we moved three times and our children were enrolled in three different schools.

EN: What were some of the difficulties for you and your children to the perpetual uprooting?

DB: Really, not many. My children and I always had the military community to support us. You could say we are rooted in a family larger than any location.

My children would make friends everywhere we were stationed and some they would see again at different posts.

I was fortunate enough to have the freedom to stay at home and support them in all of their activities.

Although sometimes it backfired, like when the children would ask, 'When are we going to after-care, like the other kids?'

EN: Tell me about your children?

DB: We have one daughter and two sons.

Our daughter, Mary Margaret, is a school teacher in Houston, Texas.

James Barclay IV (Jae) works in Huntsville, Alabama. Jae was an Army Lieutenant who suffered severe burn injuries in Afghanistan when an IED hit his vehicle in 2006.

Bill is currently a CW2 Blackhawk pilot (like his father) stationed at Ft. Campbell and scheduled to deploy to Afghanistan in April 2010.

EN: Is it difficult to see your son Bill deploy to Afghanistan after Jae was injured? Are you nervous?

DB: No, I don't dwell on it. I would be no good to anyone. It does take time to grow into that mindset; it doesn't happen overnight.

I spent a year with my son in the burn recovery unit at Brook Army Medical Center in San Antonio, Texas; it changes your life. You are grateful for what you have instead of focused on what you don't have.

EN: Do you ever ask your husband to consider retirement?

DB: I love the Army Aviation community. I thank them all everyday because even with the war so many of our soldiers are still saying 'yes' to the call of duty which is apparent from the number of flight school and Captain's Career Course students that train here at Fort Rucker.

We're a good sound (...*that of helicopters approaching*). A sound that translates into 'They're coming; we're going to live!', whether it is supplies being delivered, medical evacuation or air support. Because of this, we have to get it right and my husband is dedicated to this task and these Soldiers. I do not want him to regret leaving or take away his opportunity to help soldiers.

EN: What organizations do you support?

DB: You know it's funny, I serve so many organizations that people usually avoid me at certain times of the year. I ask questions like 'What are you doing for the next year?' or 'Just say yes to whatever I'm about to ask of you.'

I support the Spouse's club, Thrift shop, The Army and Air Force Exchange Service (AAFES) Council, Lyster Army Medical Council, and the Orientation for Flight School Students.

I care whether programs on post work, or do not work. I even care about whether the commissary carries an item and whether the pool hours accommodate everyone's schedule.

I am also a panel member for the Captain's Career Course (AAAA sponsored) and the Pre Command Course. Generally we brief the Soldiers and their spouses on how to navigate memorial services, grieving families, and a commander's responsi-



ARMY PHOTO BY EMILY BRAINARD

Mrs. Deborah Barclay, wife of U.S. Army Aviation Center of Excellence and Fort Rucker commanding general, Maj. Gen. James O. Barclay III, chats with Sgt. Maj. of the Army Kenneth O. Preston, center, as her husband looks on, before a Noncommissioned Officer Induction Ceremony at Fort Rucker's Post Theater April 16, 2009.

bility to family members. The panel shows them “What right looks like—” so they can be armed with information at their next duty station.

I speak to the female spouses about what to expect while their husbands are in the Command. War thrusts many commanders and spouses into tough situations, especially if you are in a Division which has troops deployed.

As a spouse, you are faced with Soldier funerals, comforting families of the fallen; then you have to switch gears and support fundraisers and attend post events. It is a real roller coaster of emotions and I feel responsible for preparing young Soldiers and their wives.

EN: Any nuggets of wisdom gleaned from 30 years of experience as an Army Wife?

DB: First, take advantage of your resources. Army Community Service offers real-life solutions for successful Army living.

So does Army Family Team Building which offers classes to help new spouses adapt to the Army way of life, like Military Acronyms and Terms, supporting your child’s education, Basic Military Benefits and Introduction to Family Readiness Group (FRG).

Second, connect with other spouses by joining your company FRG or Spouse’s Club and attending the functions. This is a great place for spouses to come together to share knowledge.

The wives that have been in the area for some time are bound to have a wealth of information to share.

Deborah Cisneros, our FRG facilitator, is a great asset here at Fort

Rucker. She provides a network of communication among our members, the chain of command, and our community resources.

Bottom line: Use your time wisely, enjoy where you are stationed, don’t complain, and find something to occupy your time – volunteer, work, learn, and/or educate others.

Perfect example:

On August 19th, 2006 when I found out Jae was injured (aka ‘the worst day of my life’), I arrived in Germany with several girlfriends waiting for me with an international cell phone, a car for me to use, and a birthday cake because it was my birthday and they refused to let the day go by without some cake.

You can’t buy that kind of love and support. If you don’t put yourself out there, they will never get to know you, and more importantly you will never get to know them.”

I soon realized we had been talking for hours. I felt guilty monopolizing Debbie’s valuable time, but I was mesmerized by her informal charm, friendliness, and sincere character.

As we wrapped up the conversation, Debbie asked ‘I hope the article isn’t completely about me?’ I answered, ‘Of course, I came here to interview you.’

With a perplexed look she responded, ‘Why would anyone care?’ To meet a 30 year army wife who isn’t jaded by the system, but embraces all challenges with optimism and authentic concern, was personally inspiring.

Mrs. Barclay desires no credit for her actions, thinks of herself as a small part of the bigger whole, leads by example, and feels a deep connection and sense of responsibility to all of the Fort Rucker Soldiers and their families.

She is truly one half of the dynamic leadership team guiding the Army Aviation branch and its Soldiers and families into the future.



Effie Martin-Nicke is an Army wife, alumna of Tulane University, and college instructor who resides in Enterprise, Alabama.

Judy Konitzer is the Family Readiness Editor and can be reached at judy@quad-a.org.



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.

Soldiers Tour General Atomics



U.S. ARMY PHOTO

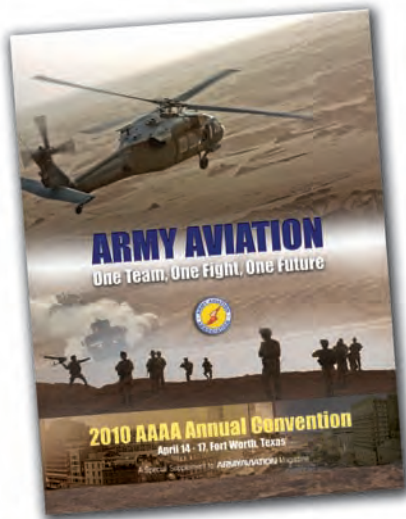
Colonel Gregory Gonzalez, project manager for the U.S. Army's Unmanned Aircraft Systems (UAS) Project Office, addresses the employees of General Atomics and Army Soldiers prior to a tour of the General Atomics manufacturing facility on December 2, 2009. The Soldiers touring the facility will fly the unmanned aircraft known as the Extended Range/Multi-Purpose (ERMP) UAS which is being built by General Atomics.

Army Fleet Support Hosts WWII Vets



AFS COURTESY PHOTO

John Hamlin, general manager of Army Fleet Support (AFS), recently had the privilege of hosting two World War II veterans for a VIP tour of several AFS worksites on Fort Rucker, Ala. Arthur Chapman and Garland Middleton are part of what many call the "greatest generation" who fought for our nation in World War II. Chapman is a survivor of Pearl Harbor. Hamlin met the veterans during a recent visit to the Veterans Memorial in Washington, D.C., promising them a future tour. Pictured here are Chapman and Middleton (center left and right) standing in front of Hamlin surrounded by AFS employees at Lowe Field and all covering their hearts during an impromptu performance of the *Star-Spangled Banner* by employee La-Ponce Harrison. Chapman and Middleton are both from Blakely, Georgia.



2010 AAAA Annual Convention

April 14-17, 2010 Ft. Worth, Texas

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- Hall of Fame Inductions
- National Award Ceremonies
- Banquet Entertainment by Darryl Worley



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Look for the AAAA Convention Brochure Supplement bound in the center section of this issue of ARMY AVIATION magazine.

Contracts — (From various sources)

OH-58 Engine Contract Awarded To Rolls-Royce

Rolls-Royce Corp., Indianapolis, Ind., was awarded on Nov. 30, 2009, an \$8,261,800 firm-fixed-price contract to analyze, test, repair and overhaul 50 each T63-A-720, gas turbine engines applicable to the OH-58 Kiowa helicopter. Work is to be performed in Neosha, Mo. (50 percent), and Oakland, Calif. (50 percent), with an estimated completion date of Sept. 30, 2010.

Sikorsky Awarded H-60 Overhaul, Repair And Recap Contract

Sikorsky Aircraft Corp., Stratford, Conn., was awarded on Dec. 2, 2009, a \$168,700,000 firm-fixed-price contract for H-60 supplies and technical, engineering and logistical support services for a period of 12 months in support of overhaul, repair and recapitalization of the H-60 weapon system at Corpus Christi Army Depot. Work is to be performed in Corpus Christi, Texas, with an estimated completion date of Nov. 30, 2010.

Lockheed Martin Awarded Apache Sensors Maintenance Contract

Lockheed Martin Electronic and Fire Control, Orlando, Fla., was awarded on Dec. 8, 2009, a \$99,299,168 firm-fixed-price contract for the repair and maintenance of line replacement units and line replaceable modules to support the Apache helicopters sensors flying hours program for 2010. Work is to be performed in Orlando, Fla., with an estimated completion date of Dec. 31, 2010.

Robertson Aviation Changes Name

On Dec. 14, 2009, Robertson Aviation, L.L.C. officially changed its name to Robertson Fuel Systems, L.L.C., dba Robertson Aviation. In a letter announcing the change, company President and General Manager, Col. (Ret.) Thomas M. Harrison, wrote that Robertson Fuel Systems better reflects the company's core competencies and business, and reduces confusion with other organizations in the aviation industry. Harrison stressed the action is merely a name change and that the structure, ownership, and management of the company are unaffected.

EADS North America Gets FY2010 Funding For UH-72s

ARLINGTON, Va., Dec. 10, 2009 – The U.S. Army awarded the fifth year contract for the Lakota Light Utility Helicopter (LUH) to EADS North America for \$247.2 million. This contract increases the company's supply of 45 additional Lakotas along with hardware to equip the

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rotary-wing aircraft for medical evacuation, personnel transport and multi-mission applications. This latest contract funds Fiscal Year 2010 production of UH-72A Lakotas to be delivered through June 2011, and brings the total number of Light Utility Helicopters ordered by the U.S. Army to 178. A total of 345 Lakotas are expected to be acquired through 2015 for U.S. Army and National Guard operations in missions that range from homeland security and drug interdiction, to general support, logistics and medical evacuation flights (MEDEVAC).

Boeing Awarded Continued Funding For CH-47F

The Boeing Co., Ridley Park, Pa., was awarded on Dec. 14, 2009, a \$704,417,000 firm-fixed-price contract for 21 new build aircraft and 14 remanufactured aircraft. This is the third year of a multi-year contract for CH-47F. Work is to be performed in Ridley Park, Pa., with an estimated completion date of Sept. 30, 2013.

ARMYAVIATION

UPCOMING SPECIAL FOCUS



FEBRUARY

- Program Manager Hardware Updates



MARCH/APRIL

- AAAA Annual Convention
- 2009 Photo Contest Winners

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

POTM

PEOPLE ON THE MOVE

AVIATION GENERAL OFFICERS

The Army Chief of Staff announced the following assignments on Dec. 24:



U.S. ARMY PHOTO

Maj. Gen. John A. Macdonald, Deputy Commanding General, U.S. Forces-Afghanistan, Operation Enduring Freedom, Afghanistan, to Assistant Chief of Staff, C-3/J-3, U.N. Command/ Combined Forces

Command/U.S. Forces Korea/Deputy Commanding General, Eighth U.S. Army, Korea.



U.S. ARMY PHOTO

Maj. Gen. Timothy P. McHale, Director, Logistics Operations, Defense Logistics Agency, Fort Belvoir, Va., to Deputy Commanding General, U.S. Forces-Afghanistan, Operation Enduring Freedom, Afghanistan.



U.S. ARMY PHOTO

Brig. Gen. James C. McConville, Deputy Chief, Legislative Liaison, Office of the Secretary of the Army, Washington, D.C., to Chief, Legislative Liaison, Office of the Secretary of the Army, Washington, D.C.

CHANGE OF COMMAND

ACLCL Gets New Commander

On Dec. 7, Col. Richard E. Crogan II, assumed command of the Aviation Center Logistics Command (ACLCL) from Col. Alan M. Stull during a change of command ceremony at the U.S. Army Aviation Museum, Fort Rucker, Ala. ACLCL was officially designated a permanent command Oct. 1, 2006, under Aviation and Missile Life Cycle Management Command (AMCOM), headquartered at Redstone Arsenal, Ala. Stull served as the first leader of the newly designated unit, which provides aviation maintenance and supply support to Fort Rucker. Before the change of command, Maj. Gen. James R. Myles, AMCOM Commander, presented Stull

the Legion of Merit for exceptionally meritorious service as ACLCL commander and Stull's wife, Lori, with the Commander's Award for Public Service and The Honorable Order of Our Lady of Loreto for the numerous volunteer positions she held at Fort Rucker.



ARMY PHOTO BY EMILY BRAINARD

ACLCL Sgt. Maj. John D. Eastburn hands outgoing ACLCL commander Col. Alan M. Stull the unit colors at the U.S. Army Aviation Museum. Stull relinquished his command to fellow Embry-Riddle Aeronautical University ROTC graduate Col. Richard E. Crogan II, middle.

CHANGE OF RESPONSIBILITY

New Fort Rucker Garrison Command Sergeant Major



ARMY PHOTO BY JEREMY WISE

Clockwise from left, Fort Rucker Garrison Commander Col. Yvette Kelley, incoming Garrison Command Sgt. Maj. Dwaine E. Walters, DPTMS Noncommissioned Officer-in-Charge Master Sgt. Byron Sneed and outgoing Garrison Command Sgt. Maj. Robert Felder position themselves for the NCO sword passing during a change of responsibility ceremony Dec. 18, at the U.S. Army Aviation Museum, Fort Rucker, Ala.

RETIREMENTS



PHOTO BY KATH HAWKINS, USAG REDSTONE

Col. Richard Hatch, the Army's longest serving colonel and the only Soldier to receive two individual awards from the Army Aviation Association of America (AAAA), talks about his legacy of opportunity as an aviator and commander during his retirement ceremony Dec. 4 in Bob Jones Auditorium, Redstone Arsenal, Ala. He served for more than 40 years in an Army that provided him a challenging aviation career as an enlisted Soldier, then as a warrant officer and, culminating as an officer. Hatch was selected as the 1971 AAAA Soldier of the Year and in 1982 as the AAAA Aviator of the Year.

AWARDS



PHOTO BY 10TH SPECIAL OPERATIONS AVIATION REGIMENT PUBLIC AFFAIRS

Chief Warrant Officer 4 Clinton D. Rolan (left) and Staff Sgt. James L. Pooler, both from 1st Bn., 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, Ky., were presented with the Knowlton Award during a ceremony Dec. 10, 2009. The award is the highest that the Military Intelligence Corps Association (MICA) bestows and is named after Thomas Knowlton, considered to be the first American intelligence professional. Recipients are nominated and selected for making significant contributions to the military intelligence field. Rolan was recognized for his excellence in counterintelligence support and development of operations, training, security and personnel systems while working in a joint environment during his tenure with the battalion. Pooler was recognized for his exceptional intelligence analysis in a joint operational environment, by providing timely, accurate, precise and relevant information to senior leaders and planners in support of special operations aviation missions worldwide.

POTM

PEOPLE ON THE MOVE

PROMOTIONS



U.S. ARMY PHOTO

WO1 Mark Redman is promoted to CW2 by Chief Warrant Officer of the Aviation Branch, CW5 Jeffrey A. Reichard in a Dec. 7 ceremony at Fort Rucker, Ala.



U.S. ARMY PHOTO

WO1 David M. Rosamond is promoted to CW2 by Chief Warrant Officer of the Aviation Branch, CW5 Jeffrey A. Reichard in a Dec. 7 ceremony at Fort Rucker, Ala.



U.S. ARMY PHOTO

WO1 Michael Wear is promoted to CW2 by Chief Warrant Officer of the Aviation Branch, CW5 Jeffrey A. Reichard in a Dec. 7 ceremony at Fort Rucker, Ala.

FLIGHT SCHOOL GRADUATIONS

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) 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 each flight class.

48 Officers, December 17

AH-64D Track

- CW2 Christopher P. Garcia * DG
- CW2 Ryan M. Connolly *
- WO1 Kyle O. Davis *
- LT Benjamin J. Hickman *
- LT Anthony N. Parsai *
- CW2 Philip A. Patterson *
- LT Gilbert J. Rosario *
- LT Justin M. Stewart *
- WO1 Joshua T. Waller *
- WO1 Derek C. Williams *

CH-47D Track

LT Carlton Kinzer

OH-58D/R Track

- CW2 Justin M. Seimet * DG
- WO1 Nathanael P. Greene * HG
- LT Cooper M. Barber *
- WO1 Matthew R. Brandt *
- WO1 Alan R. Crawford
- WO1 Travis J. Hood
- WO1 Travis G. Kinchen
- LT Matthew D. McCann *

- WO1 Brandon C. Murphy *
- WO1 Travis E. Ogburn *
- LT Kyle D. Pickett *
- WO1 Terry D. Walls

UH-60 Track

- WO1 Cristoforo Kimoto DG
- WO1 Anthony D. Gadson HG
- WO1 Daniel A. Jarc * HG
- WO1 James E. Kendrick HG
- WO1 Thomas J. Wineinger HG
- WO1 Jonathan I. Billeck
- WO1 Stephen M. Burnham
- WO1 Jamie L. Copeland *
- WO1 Noah T. Day *
- WO1 Toan T. Do *
- WO1 Scott E. Dozier *
- WO1 Randall F. Earley
- WO1 David E. Forster *
- WO1 Abel P. Gleason
- LT Brandon C. Heimericks *
- WO1 Gregory M. Henrich *
- WO1 Christopher W. Higgins *
- WO1 Patrick J. Kerfoot *
- WO1 Robert A. Keyes *
- WO1 Eric M. Kroiss *
- WO1 Samuel D. LaGoy *
- WO1 Michael J. Lingenfelter *
- WO1 Jamie L. Nienajadlo
- WO1 Justin Roland *
- WO1 Jared H. Vincent *

UAS OPERATOR GRADUATIONS

AAAA congratulates the following graduates of the Unmanned Aircraft Systems Operator Courses, MOS 15W, at Fort Huachuca, Ariz.

Warrior A Class 10-001 December 11, 8 Graduates

- PFC Michael J. Gransky HG
- PFC John D. Benedetti
- PFC Jonathan B. Dobbins
- PFC Jason C. Grant
- SSG Christian B. Holderith
- PFC Ryan A. Moore
- SSG Jonathan P. Schultz
- PV2 Jared T. Watkins-Bernard

Shadow Class: 09-018/579/584 December 17, 53 Graduates

- PFC Kyle T. Bandtel HG
- PV2 Jonathan D. Dornier HG
- PFC Brady N. Lamm HG
- SGT KC T. Brewer
- PFC Harold Baugh
- PV2 Mario J. Beccaria
- PFC Alexander M. Bender
- PV2 William Bron
- PFC Kevin C. Bunday
- PFC Chase J. Burr
- PFC Stephen S. Carey
- PFC Melissa R. Carter
- PFC Craig L. Craun
- PV2 Paul S. Cruikshank
- PFC Brian J. Delaney
- PFC Billy L. Dobson
- PFC Shawn M. Donatlan
- PV2 Patrick D. Doyle
- PFC Joshua Garcia
- PFC Cody J. Green
- PFC John C. Hergert
- SPC Drew E. Hill

- PFC Joseph R. Howe
- PVT Zohaib Imtiaz
- PFC Matthew P. Jaquet
- PFC Kyle A. Karas
- SPC Barry D. Kerr
- SGT Michael J. Kopp *
- LCPL Dustin T. Lau
- PV2 Christopher T. Manning
- PVT Christopher C. Martinez
- PFC Gregory M. McKinnon
- PFC Tara N. Meyers
- PV2 Jonathan P. Miles
- PV2 Nathan C. Mills
- SGT Thiago Mocarzel
- SPC Martin Ornelas
- PV2 Hector O. Ortiz
- PFC Phillip Roach
- LCPL Santiago M. Rosas
- PV2 Justin D. Shaddox
- PFC Cory R. Simons
- PFC Jonathan A. Slothower
- PFC Zachary C. Soderblom *
- PV2 Michael C. Stegner
- SGT Brian S. Stiefel
- PFC Leon D. Taylor
- PV2 Andrew J. Thompson
- LCPL Ryan J. Venem
- SGT Michael E. Wagner II
- PFC Jonah L. Walworth
- PFC Clark R. Yoder
- PV2 Justin M. Zysk

* = AAAA Member
 + = Life Member
 DG = Distinguished Graduate
 HG = Honor Graduate

AAA News

2010 Appropriations Acts Completed

In the carefully planned and busily executed second two weeks of Dec. Congress agreed and forwarded the Omnibus and the Defense appropriations acts for 2010 appropriations to the president for signature.

The \$447B omnibus act contained the \$133.9B Military Construction and the Department of Veterans Affairs Appropriations and \$3.9B for more than 5,200 earmarks.

The VA act was particularly noteworthy with the inclusion of the newly approved advance funding for each fiscal year, for 2011 in this case, to provide continuity of VA medical care during the period before of the late approval of the appropriation act as in 13 of the last 14 years.

The \$636.3B Defense Appropriation Act was passed in a rare Saturday morning session during a snow storm.

The act contained 60-day extensions for several bills that should have been completed in December, funding military hardware specifically not requested by the administration, an extension of the continuing resolution to allow the government to function until the president signs the appropriations bills and \$4.3B for more than 1,700 earmarks.

The Defense bill included \$130B for the wars in Iraq and Afghanistan, with the recognition that a supplemental appropriation for \$30 to \$40B more will be needed to support the additional 30,000 troops recently ordered by the president to Afghanistan.

Wrangle Over Debt Limit Increase

On Dec. 16 the House passed a temporary \$290M debt ceiling increase that with Senate approval before Dec. 31 should carry government operations until mid-Feb.

Democrats in both houses are uncomfortable with the overall proposed \$1.9 Trillion increase that will raise the national debt limit to \$12.1T.

Progress with an argument to replace the current pay-go legislation with a powerful commission, not favored by Republicans, to review and come to grips with the liabilities of the entitlements programs seems to be gaining traction toward an interim debt ceiling increase.

Troop Movement Underway

After the Dec. 1 announcement by President Barack Obama that it is in the National interest of the United States to send 30,00 additional troops to Afghanistan during the next 6 months, congressional hearings were held to gain further understanding of the Afghanistan surge.

Government representatives including the Secretaries of Defense and State, the Chairman of the Joint Chiefs of Staff, Gen. David Petraeus, Gen. Stanley McChrystal, and



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

Ambassador Karl Eikenberry to Afghanistan supported the president's strategy and provided more detailed information.

- The next 18 months are considered critical in thwarting the Taliban incursion.

- NATO countries have volunteered over 5,000 troops.

- Over 900 civilian experts associated with the State Department are on the way.

- A status report will be provided in a year.

- 16,000 troops have received orders for Afghanistan and some will arrive by year end.

- The beginning of a July 2011 departure will be based on conditions on the ground.

Military And VA Healthcare Safe

The Congressional Budget Office option recommendation in late 2008 that proposed increasing TRICARE fees, which continues to concern many internet readers, was rejected by Congress.

The current healthcare reform bills passed by the House and being considered by the Senate pose no threat to service members, military families, retirees and veterans.

TRICARE and TRICARE for Life were fully funded in the 2010 National Defense Authorization Act signed by the president.

The VA 2010 authorization and appropriations bills have been signed by the president with increases above the administration's budget request.

Defense TRICARE Alert

On Dec. 8 the Secretary of Defense wrote that the TRICARE fee increases that were averted by quick Congressional action in early Oct. were initiated in response to laws that require various cost shares to be recomputed annually and not at the discretion of DOD.

Sec. Robert M. Gates went on to say that TRICARE is a robust health benefit, which already meets many of the goals of national health reform.

Out of pocket costs for TRICARE beneficiaries, including the catastrophic cap of \$3,000 per family are lower than many other health plans.

He is looking forward to continuing a dialog about dealing with the overall increases while keeping beneficiary contributions reasonable.

The Military Coalition is warily watching for DoD efforts to reduce personnel expenses by curtailing earned benefits of service members, retirees and veterans.

Comprehensive Soldier Fitness Training

Although the 2009 Army suicide rate has exceeded the 140 of 2008, some progress has been observed later in the year after training soldiers to better cope with their hidden emotional wounds.

The Army widened suicide prevention in March in an attempt to make rapid improvements in its programs and policies.

In Oct., the CSF program training was begun to place the same emphasis on mental and emotional strength as the military traditionally has on physical fitness.

Now basic training anti-stress programs are being employed to enable soldiers to better deal with the effects of combat deployments and to prevent suicides.

Temporary Medicare Fee Fix

The Defense appropriations bill contains an extension of the current Medicare and TRICARE payment rates to doctors through Feb. 2010.

The purpose of the delay is to allow Congress time to accomplish a long term fix of the flawed law that was to start a 21 percent reduction in these fees in January 2010.

Difficulties with current law are:

- If the 2 percent cut required each year to achieve additional Medicare cost savings is deferred, that amount must be added to the next year's cut.

- Current Medicare fees for doctors are believed to be too low in most cases.

- A dramatic reduction in fees is expected to cause doctors to stop seeing and enrolling additional elderly Medicare and active and reserve component TRICARE patients.

- Since the original act was attached to earlier pay-as-you-go legislation, an over \$200 billion bill payer is required for 2010 and the programmed savings during the next 10 years.

- On two occasions the Senate has not accepted the bill payers offered by the House.

Additional Combat Aviation Brigade

The Army staff is exploring activating an active Army 13th CAB to meet war requirements for more helicopters on the battlefield while supporting longer troop dwell time between deployments.

Continued on page 50

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

In Memoriam

COL (Ret.) Howard M. Moore

Col. Howard McKinley Moore (Ret.) passed away on Dec. 7, 2009 in Fort Worth, Texas and was interred in a private grave-side service with full military honors at the Fort Sill National Cemetery, Lawton, Oklahoma Dec. 11. He was 89.

Moore enlisted in the Army in June 1942 graduating from OCS and was commissioned a second Lieutenant in the Field Artillery and trained as a Liaison Pilot.

His first deployment was with the 609th Field Artillery Battalion to the European Theater of operations where he earned his first Air Medal.

During his military career he held many command and staff positions including Command of the 101st Airborne Division Artillery and the 145th Combat Aviation Battalion, both in Vietnam; Director of Instruction Fort Rucker, Alabama; Commander U.S. Primary Helicopter Training Center, Fort Wolters, Texas and Commander of the U.S. Army Technical Assistance Field Teams in Iran.

Following his retirement from the Army he was the Dir. of the Training Div., Bell Helicopter, in Esfahan, Iran and Assistant to the President of Bell Helicopter International in Bedford, Texas where he was responsible for all support activities for the more than 3500 personnel in Iran.

He later became the Manager of Training for Bell Helicopter Textron, a position he held until his retirement in 1986.

A Master Army Aviator, he was a member of the AAAA Cub Club.

Moore was preceded in death by his first wife and mother of his sons, Phyllis McBeth Moore.

Survivors include: wife, Vera May Moore, stepson Charles Johnson, stepdaughter Amy Sims, son Russell James Moore, former daughter-in-law, Shirley Moore, daughter-in-law Jan Moore, six grandchildren, two great-grandchildren and numerous nieces and nephews.



COL Moore

UNREST PHOTO

He was chosen in 1971 as a pilot on "Army One," flying Presidents Nixon and Ford.

He retired at Schofield Barracks, Hawaii in October 1980 and has been living in Live Oak, Texas for the past 20 years.

Downing is survived by his three children, Teresa Barton, Tammie Kerr, Clint Downing, Jr. and 20 grandchildren, 3 great-grandchildren and two more on the way.

CW4 (Ret.) Michael J. Novosel Jr.



PHOTO BY DEBORA BAVINE, NW FLORIDA DALY NEWS

CW4 Novosel Jr.

Retired CW4 Michael J. Novosel Jr., a UH-1 "Huey" pilot and son of the late Medal of Honor recipient retired CW4 Michael J. Novosel Sr., lost his short battle with cancer on Dec. 10, passing away at his home in Shalimar, Florida surrounded by his family less than a month after being diagnosed.

He was 60.

As a second-generation pilot, Novosel Jr. received his Aviator wings Dec. 15, 1969, more than two decades after his father.

The father and son piloted UH-1 medical evacuation helicopters together in Vietnam as the only father-son team serving in the same combat unit.

They evacuated more than 5,500 dead or wounded during the fighting in Vietnam flying aero medical evacuation missions known as DUSTOFF (Dedicated Unhesitating Service to Our Fighting Forces).

Novosel, Jr. is survived by his wife, Margaret; daughter, Wendy Latchum, of Shalimar; sisters Patricia Clevinger, of Enterprise, Ala. and Jeanne Vinyard, of Phoenix, Fla.; and brother John Novosel, of Auburn, Ala.

He was interred at Barrancas National Cemetery in Pensacola, Florida on Dec. 15 following a funeral service in Emerald Coast, Florida.

In the above photo, Michael Novosel Jr. (left) and Maj. Gen. James O. Barclay III hold a Medal of Honor flag that Barclay presented to Novosel on Dec. 9 on behalf of his late father, Chief Warrant Officer Mike Novosel Sr. Michael passed away 30 hours later.

CW4 (Ret.) Clinton E. Downing

CW4 Clinton E. Downing (Ret.) passed away peacefully in his sleep Saturday, April 18, 2009 after an extended illness.

He was 77.

Downing served his country in the U.S. Army for 27 years which included flying helicopters on two different tours in Vietnam.



CW4 Downing

COURTESY PHOTO

« AAAA News

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Iron Mike Chapter



ARMY PHOTO BY SFC SHANNON WRIGHT

1SG Kirk R. Coley, right, senior NCO for Company B, 122nd Avn. Spt. Bn., 82nd Cbt. Avn. Bde., is presented a Bronze Order of St. Michael by battalion commander, LTC Robert Wegner, at a Dec. 7 battalion award ceremony at Kandahar Airfield, Afghanistan. Coley was recognized for his 14 years of outstanding service to Army Aviation including numerous leadership positions and five deployments.

Iron Mike Chapter



ARMY PHOTO BY SFC SHANNON WRIGHT

SSG Christopher A. Quinn, right, Avionics Platoon Sergeant for Company B, 122nd Avn. Spt. Bn., 82nd Cbt. Avn. Bde., is presented a Bronze Order of St. Michael by battalion commander, LTC Robert Wegner, at a Dec. 7 battalion award ceremony at Kandahar Airfield, Afghanistan. Quinn was recognized for 15 years of outstanding Army Aviation service including numerous leadership positions and deployments to Hungary, Bosnia, the Philippines and Afghanistan.



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Mid-Atlantic Chapter



COURTESY PHOTO MID-ATLANTIC CHAPTER

Mid-Atlantic AAAA Chapter President LTC (Ret.) Edward L. Carnes (left) awards the Silver Order of St. Michael to LTC (Ret.) Joseph P. Holt on Dec. 11, 2009 at a chapter board meeting in Red Bank, New Jersey. Looking on are (from the left) Joe's wife, Allison, Mr. Robert M. Zanzalari, Communications-Electronics Research, Development and Engineering Center (CERDEC) Associate Director, and COL John J. Gallagher, Commander, 244th Aviation Brigade (USAR). As Director of the CERDEC Flight Activity at Lakehurst, New Jersey, Holt successfully managed over 3600 miles of flight test area, 200,000 square feet of working hanger space, numerous rotary and fixed wing assets, and a contractor/government staff of nearly 150 people.

Mid-Atlantic Chapter



COURTESY PHOTO MID-ATLANTIC CHAPTER

Mrs. Catherine C. "Kit" Roache was awarded the Silver Order of St. Michael by LTC (Ret.) Edward L. Carnes at an AAAA ceremony on Dec. 11, 2009 in Red Bank, New Jersey. Her Fisher House Foundation fund raising efforts directly resulted in more than \$500,000 in donations over the past five years. From organizing speaker luncheons to professional dinner pro-

grams to running golf tournaments or fulfilling obligations for fund raisers and much more she is an acknowledged "go-to" person in the community. She has been instrumental in assisting and providing continuing support to families of deployed Ft. Monmouth soldiers, aiding with financial contributions from volunteer organizations for special recognitions and events and coordinating and sending "care packages." She was pivotal to Chapter scholarship fundraising efforts which resulted in \$68,000 in donations and making the Chapter's six scholarships perpetually self-sustaining while continuing with a five-year program to grow all six to at least \$3,000 each. She currently serves as the AAAA Mid-Atlantic Chapter Secretary and acting Treasurer, has served in several executive board positions over the past twenty years, and also serves on the AAAA Scholarship Foundation Board of Governors. Roache has also been awarded the Signal Corps Regimental Association's coveted Silver Wahatchee Award, the AAAA Bronze Order of St. Michael and The Honorable Order of Our Lady of Loreto.

Tennessee Valley Chapter



PHOTO BY HERB CLEVELAND

CW4 (Ret.) Troy Brown, left, is awarded a Bronze Order of St. Michael by Tennessee Valley Chapter President, LTC (Ret.) William C. "Bill" Weaver at a ceremony on Nov. 21 in Huntsville, Ala. Brown is retiring after a 41-year career as both an Active Army Chief Warrant Officer and most recently as a Department of the Army Civilian serving as the Assistant Product Manager, Utility Aircraft, Fixed Wing Product Office, PEO Aviation, Redstone Arsenal, AL. He has served as a Tactics Flight Instructor, Military Advisor to Iran, Instructor Pilot, Senior TAC Officer and Standardization Officer. He flew more than 1,100 combat hours in Vietnam earning 49 Air Medals and 2 Distinguished Flying Crosses. He will be moving to Colorado Springs, Colorado where he will be the Manager of Youth Christian Services.

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

Washington-Potomac Chapter



BG Alberto Jimenez, left, Commander, Maryland Army National Guard presents COL Timothy E. Gowen, outgoing Commander, 29th Cbt. Avn. Bde., Maryland Army National Guard with an Order of St. Michael Bronze Award at a change of command ceremony on Nov. 14, at the Army Avn. Spt. Fac., Weide Army Airfield, Aberdeen Proving Ground – Edgewood Area, Maryland. Gowen was cited for his significant contributions to Army Aviation during his 23 year military career. In addition to this most recent command, he commanded one of the Army's first OH-58D units during Operation Desert Storm, serving under GEN (Ret.) Dick Cody. He also commanded TF AVCRAD, a specialized aviation logistics unit that supported deployed aviation units in Operations Iraqi Freedom/Enduring Freedom from 2006-07. Gowen will next serve as Special Assistant to the Director of the Joint Staff, Maryland National Guard at Camp Fretterd, Maryland.

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

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

AAAA Chapter News

Mid-Atlantic Chapter, "The Monmouth Legacy Lives On"

CHAPTER CHANGES NAME

With the closure of Fort Monmouth approaching in 2011 as a result of the Base Realignment and Closure (BRAC) Act, the present leadership of the Monmouth Chapter, together with the AAAA National office have devised a strategy to ensure the continuing legacy and service to the local community, Lakehurst and Fort Dix, the NJ NG Aviation Community, the 244th Aviation Brigade, Tobyhanna Army Depot, and the new home for the Fort Monmouth mission at Aberdeen Proving Ground (APG), Maryland. To this end, the chapter has officially been renamed *Mid-Atlantic Chapter, "The Monmouth Legacy Lives On"* and includes the "territory from Tobyhanna to APG specifically to include Tobyhanna, Fort Monmouth (until September 2011 when Fort Monmouth is officially closed), the NJ NG Aviation community, Lakehurst, Fort Dix and Aberdeen, as well as such additional or fewer cities and state subdivisions as may be deemed appropriate by the AAAA National leadership." A special election was held on Dec. 11, 2009 which established the current Monmouth board as the nucleus of the chapter board with its expanded territory. The board will have numerous positions to fill, to include directors for Fort Monmouth, Aberdeen, Lakehurst and Tobyhanna liaison, and there are many opportunities to strengthen the chapter and the great service it brings to the members and local communities. For more information, contact Ed Carnes, chapter president, at 732-380-9500, Ext. 201.

Mid-Atlantic Chapter, "The Monmouth Legacy Lives On"

WOUNDED WARRIOR MOVES INTO NEW HOME

On Dec. 21, 2009, about 300 family members, friends, neighbors and kind-hearted volunteers braved temperatures in the mid-20s to fill Beachview Avenue, Union Beach, New Jersey as spectators for the final formal ceremony where Staff Sergeant Michael Minard and family took possession of their ranch house, which was finished in time for Christmas, as promised.

It had been just a little more than four months since Homes for Our Troops and its cadre of vol-

unteer workers started erecting the walls and roof on the Minard's 2,100-square-foot home in sweltering mid-August heat. The Minards, including Michael's wife, Lynda, and two daughters, Kayla, 7, and Brooke, 1, were the guests of honor in a roughly 90-minute key-transfer ceremony that featured the Salvation Army Band of Montclair, the Newark Firefighters Pipe Band and a dozen speakers of organizations throughout the state, to include the Mid-Atlantic AAAA Chapter, that have rolled up their sleeves to build the Minard house from the ground up. For Minard, it has been a long and painful two-year journey since he was wounded in Iraq. Minard was on his third tour there in October 2007 when his legs were severely injured by an improvised explosive device detonated in the Sadr City section of Baghdad under the Stryker armored vehicle he was riding in. Both of his legs had to be amputated above the knee as a result of the explosion. Dressed in his Army blue uniform, Minard gracefully accepted one check after another from various organizations wishing the Minards a good start in their new home.



Staff Sergeant Mike Minard sits in front of the Christmas tree with youngest daughter Brooke on his lap after accepting the keys to his new home provided by Homes for Our Troops with the support of the Mid-Atlantic Chapter and other organizations.

2011 Hall of Fame Nominations Open



Now is the time to submit your nominations for the 2011 induction into the Army Aviation Hall of Fame. Official nomination forms along with a list of the current Army Aviation Hall of Fame members can be found on the AAAA website at www.quad-a.org.

Nominations must be received in the AAAA National Office on or before May 1, 2010.

AAA News

Legislative Report

Continued from page 46

Defense Budget Drop Anticipated

While those in support of strong defense recommend that Defense spending be held at 5 percent of the U.S. Gross Domestic Product, pundits foresee that GDP will drop to 3 percent.

In this regard Rep. Ike Skelton (D-Mo), the chairman of the House Armed Services Committee, remarked that "the picture is not pretty."

Ranking member Buck McKeon (R-CA) raised alarm over a "dramatic decline" in funding for weapons systems from 35 percent of the overall Defense budget in fiscal 2010 to 24 percent in 2020.

Defense spending amounted to 5.6 percent of GDP in the 1980s, 3.8 percent in the 1990s and 4 percent in 2008, including the emergency supplemental funding for the wars.

Drivers are expected to be the national deficit and entitlement costs and increased Defense costs for personnel and benefits, maintaining and operating older equipment, and acquiring more capable arms.

For many TMC-supported improvements, under current budget rules any increase in mandatory funding, a category that includes military retired pay, survivor benefits and TRICARE For Life, must be offset by an equal reduction in other mandatory spending. The savings must offset the one-, five- and ten-year costs of an initiative.

Bills payers even for the most worthy need are hard to find.

End Of Black Hawk Upgrade Recommended

On Oct. 30 Brig. Gen. William Crosby, Army Program Executive Officer for Aviation, recommended to the acting Army acquisition executive, Dean Popp, that the \$2.4B UH-60M upgrade program be ended after developmental testing is complete.

The proposal was made in response to a request from Maj. Gen. James Barclay, the commander of the Army Aviation Center of Excellence, for more baseline Black Hawks to fight the war.

Completing fly-by-wire developmental testing will prove the electronic flight control system for joint service use and validate some minor modifications for the current M model.

Tigers Join Combat

On Jul. 25, 3 modern EC 665 Tiger HAP attack helicopters arrived in Kabul.

They joined 3 EC725 Caracal, 2 AS532 Cougars and 3 SA342 Gazelles to become part of the French Bataillon Hélicoptères d'Afghanistan in the NATO coalition.

The Tigers, on their first deployment to a combat theater, entered combat operations on Aug. 20, providing day and night attack helicopter support.

COLA Effects On Medicare Part B

The lack of a Social Security Cost of Living Allowance increase for 2010 will not increase Medicare Part B costs for about 75 percent of beneficiaries because the annual increase of the Part B premium cannot exceed the amount of COLA.

However, Part B increases may be in store new Medicare enrollees, beneficiaries with adjusted gross incomes above \$85,000 (\$170,000 for couples) and those enrolled in Medicaid and Medicare.

The House passed the Medicare Fairness Act (H.R. 3631) in Sept. as a remedy but a response appears to have been bogged down in the Senate Finance Committee which is busy with healthcare reform.

Stop-Loss Pay Has Begun

The Defense Finance and Accounting Service began stop-loss payments on Dec. 16 in response to applications forwarded by the Army.

The Army estimates about 120,000 individuals are eligible for \$500 for every month they were held beyond their initial end of service between Sept. 2001 and Sept. 2008.

Over 3,000 applicants have been notified that their Social Security Numbers are not on the master list of stop-loss soldiers and that their applications have been forwarded to case officers for resolution.

Although the services began accepting applications on Oct. 19, the funding was not approved until Nov. 19.

The Army project team is working to approve and forward the applications promptly based on their time of receipt to DFAS for payment.

Pharmacy Benefit Improved

The TRICARE Management Authority combined the mail order and retail pharmacy contracts to reduce costs and to:

- Include a specialty medication care management program in the Mail-order pharmacy.
- Expand the Member Choice Center to help beneficiaries move their prescriptions from the Military Treatment Facility to mail order.
- Establish one call center phone number at (877) 363-1303 for all services.

Homeless Vet Housing Approved

The renovation of 40 to 50 vacant buildings for the housing of homeless veterans on VA campuses nationwide was approved with \$50M from the \$550M Homeowner Assistance Program (HAP).

The HAP program was established to assist military families with home sale losses associated with recent PCS moves.

1099R Posted

The Defense Finance and Accounting Office announced that the annual Retiree Account Statement and the Internal Revenue Service Form 1099R were posted online on Dec. 14, 2009.



**Deadline for the
AAAA Scholarship
Foundation Program
May 1, 2010**

*Send in your
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AAA: Supporting the U.S. Army Aviation Soldier and Family

NEW MEMBERS

Air Assault Chapter

SSG Sadie E. Bleistein
SSG Pablo D. Colon del Moral
WO1 Ian M. Geissler
1SG Billy D. Webb

Arizona Chapter

CDT Victor L. Mai

Armadillo Chapter

Terence W. Moore
SPC Joseph A. Perello

Aviation Center Chapter

CPT Matt M. Aldrich
LTC Philip W.E. Whittle

Black Knights Chapter

CDT Walter Arevalo
CDT Lawrence M. Barcelon
CDT Gerren M. Bazier
CDR Brett D. Black

CDT William J. Caffery

CDT John M. Commerford
CDT Phillip W. Draper

CDT Ashley N. Ehasz

CDT Alonso L. Espinosa
CDR Steven H. Galbreath

CDT Andrew J. Gill

CDT Justin A. Gill
CDT Benjamin T. Huffines

CDT Katrina A. Kamel

CDT Steven T. Kinney
CDT Braden D. Maughan

CDT Kyle Christopher

McDermitt
CDT Andrew P. McElroy

CDT Christopher R. Meiser

CDT Kyle W. Miner
2LT Matthew P. Nulk

CDT Gabrielle K. Quatse

CDT James D. Raymond
CDT Todd H. Riggs

CDT Christopher W. Simpkins

CDT Cody R. Sommer
CDT Joshua E. Summer

CDT Erica L. Triebenbach

CDT Neil H. Vigil
CDT Marisa C. Yarmie

Bluegrass Chapter

Kierre S. Brown

Central Florida Chapter

James B. Godwin, III
Brett J. McLaren

CW3 Gregory Watson Sr. Ret.

Colonial Virginia Chapter
SFC Alex L. Ramirez
CSM Patrick Whitfield

Connecticut Chapter

Mary Chalfant

Peter Daood

Corpus Christi Chapter

SFC John Ramirez
Richard P. Stevenson

Delaware Valley Chapter

CPT Scott Christensen

Greater Chicago Chapter

Caroline Krawczyk

Griffin Chapter

SFC Christopher R. Solis

Iron Mike Chapter

SGT Tyler V. Montgomery

Jimmy Doolittle Chapter

SGT Rasheen L. Holland
SGT Christopher M. Miller

Keystone Chapter

Troy D. Martz

MacArthur Chapter

LTC John J. Sullivan, Ret.
Owen W. Watford

Mid-Atlantic Chapter

Gayle D. Grant

Gregory M. Phillips

Midnight Sun Chapter

LTC Michael P. Seine

Morning Calm Chapter

CW5 Joseph C. Roberts

Mount Rainier Chapter

Thomas R. Wellenstein

Narragansett Bay Chapter

SGT Charles P. Drayton, Jr.

North Country Chapter

CW4 Bryan E. Boyd, Sr.

North Star Chapter

PFC Jonathan A. Coleman

CW2 Sean D. Deuth

MSG Jeremy D. Haak

SPC Sean A. Hary

CW4 Daniel B. Jacobs

SGT Adam J. Johnson

SSG Chuck R. Menke

PFC Zachary R. Reynolds

North Texas Chapter

Frank R. King, Jr.

Laura A. Steele

Northern Lights Chapter

CPT Robert L. Crouse, III

Old Tucson Chapter

SPC Joshua A. Allen

CW4 Horace L. Brown

MSG Paul B. Calihan

SPC Brian D. Gary

SGT Eunice Guerra

SSG Emmett S. Miller

SSG Paul E. Nelson

SGT Daniel F. Rowland, II

LTC Chad H. Smith

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CW3 James M. Adams

CPT Jerrod C. Adams

SSG Leo Andrews

CPT Michael R. Beissinger

CPL Jayson C. Briggs

CW3 William H. Buglehall

SGT Anthony R. Carrier

SGT Christopher L. Chiodo

SGT Corey P. Damas

SGT Aric R. Davis

1SG Francisco J. Declat

SFC Donald L. Edler

SPC Carlos J. Fernandez

SGT Terry L. Fields

1LT Doniel J. Flores

SPC Holly A. Gilbert

SPC Jeremy J. Gossen

CW4 Ed Hallmark, Ret.

CW5 William E. Ham

SPC Siddiq A. Hasan

CW2 Chris P. Holaday

SPC Richard L. Holleman

CW3 Michael F. Horne

CPT Stanley Hsiung

SSG Robert H. Levine

SPC Arrion G. McLeod

CW2 John J. Montgomery

1LT Jeffrey Glen Neal

CW4 James M. Oliphant

CPT Brian C. Payne

SFC Raul E. Rodriguez

CW3 Stephanie R. Rose

CPT Kevin E. Ryan

SGT Gilberto N. Salas, Jr.

SGT Keith T. Scholl

SPC Joseph K. Stanley

CW4 Brian K. Ulmstead

SPC Larry J. Underwood

CPT Matthew R. Van Epps

CW2 Jason D. Warren

SGT Wayne A. Williams

CW2 James B. Wilson

SGT Travis Zielinski

Pikes Peak Chapter

CW2 Warren R. Dickenson

SPC Fredrick L. Gransee

CSM Timothy S. Johnson

SSG Gregory McCormick

CW4 John T. Mudlo

SGT Nathan Ose

Ragin' Cajun Chapter

1LT Robert A. Walters

Rhine Valley Chapter

WO1 Caleb J. Bergon

Rising Sun Chapter

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Southern California Chapter

Marshall L. Davidson

Michael A. Hoobler

Stonewall Jackson Chapter

Rachel Jessup

Tennessee Valley Chapter

MAJ James R. Achenbach

SSG Ricky Clark, Ret.

Spencer Cleveland

David L. Curtis

John D. Gates

Luis R. Gely

William A. Hastie

Scott E. Key

Patrick S. Laney

Mary E. Ottman

Quinn M. Phillips

Doug Wolfe

Thunder Mountain Chapter

Warren R. Barnes

VMI/VWIL Chapter

CAPT Roger D. Edwards, Ret.

Voodoo Chapter

SSG Bradley D. Bryant

SPC Stephen A. Davis

SSG James J. Domzalski

SPC Jeffrey B. Gore

CW4 Evan P. Hall

SPC Joshua S. Harris

SGT Joel D. Hoskins

SGT Jacob D. Marze

SPC James C. Pylant

PFC Melony R. Robinson

SPC Joel D. Whatley

Washington-Potomac Chapter

Dennis C. Dimengo

Daniel Green, Jr.

Curtis J. Herrick, IV

SFC Kenneth A. Kuske

Evan Milnor

Chrostopher W. Payne

CW5 Samuel E. Thomas

John Warther

Winged Warriors Chapter

CW2 Jason A. Hodge

CW3 Thomas K. Webster

Zia Chapter

Betty A. Beaudry

No Chapter Affiliation

Thomas C. Browne

Rich Colie

CDT Elizabeth M. Connors

David C. Cormier

PFC Derek L. Davis

Lee Hall

LTC Susan Lind

Dennis R. Neier

CW2 Robert D. Ross

Kelvin B. Scribner

Dave Sliwa

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MAGAZINE

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AAA News



NEW ORDER OF ST. MICHAEL RECIPIENTS

GOLD

MG Jeffrey J. Schloesser
LTC Paul T. Keil, Ret.

SILVER

COL Robert L. Hesse
LTC Brian L. Thompson
CW4 Cynthia L. Nielsen
COL Andrew Milani
CW5 Gregory D. Dahn
CW4 Alwyn Chapman, Ret.
COL Steven W. Kihara
CW4 Joseph A. Rosado
LTC Daniel J. Boonie
CW5 James A. Noe
COL Jeffrey T. Kappenman
MAJ Thomas G. Davis, Ret.
LTC Nathan K. Watanabe
COL Everette L. Roper, Jr., Ret.
COL Chandler C. Sherrell
CW4 Randall M. Tatum
CSM Ernest P. Elliott

BRONZE

MSG Mary Killmair, Ret.
COL Larie Wilson
COL Timothy Hilty
1SG Donald Kapp, Ret.

CW4 Eric Trafton, Ret.
1SG Roger Humell, Ret.
CW3 Michael B. Bounds, Jr.
CW4 Louis Lippi, Ret.
MSG Kevin Boger
SFC Gary Cooper, Ret.
SFC Ronald Dewald, Ret.
SFC Wilford C. Goeller
SFC Lance Hoffman
LTC Kyle Warren
SGM Thomas Smith
CW4 Kevin Smith
CW5 John North
SFC Stephen Schultz
CW3 John Levy
MSG Raul Ruiz
SFC Thomas Barone
MAJ Karsten Haake
CW4 Steve Dunn
CW5 John MacDonald
CSM Carlos A. Escalera

NEW CHAPTER OFFICERS

Corpus Christi Chapter
Rita Burke, VP Benefits;
Jutta Welschoff-Burt, VP
Marketing; John Hernandez,
Member-at-Large

Winged Warriors Chapter
CW3 William Murray, VP
Events; MAJ Troy Jones,
Senior Vice President

SOLDIER OF THE MONTH

SPC Joshua A. Allen
November 2009
Old Tucson Chapter

SGT Christopher M. Miller
November 2009
Jimmy Doolittle Chapter

SSG Paul E. Nelson
November 2009
Old Tucson Chapter

SGT Rasheen L. Holland
December 2009
Jimmy Doolittle Chapter

ACES

SFC Rudolph M. Cambre
Voodoo Chapter
1LT Aaron W. Stark
Pikes Peak Chapter

NEW LIFETIME MEMBERS

CW4 George H. Larson, Ret.
CW4 John C. Meyers, Ret.
CPT Jennie E. Richey
CPT Justin J. Shedron

IN MEMORIAM

CW Billy J. Fulbright, Ret.
Lewis O. King

NEW INDUSTRY MEMBERS

Armstrong Tools
AVX Aircraft Company
B.E. Meyers
Cobham Life Support
Competitive Solutions, Inc.
Oshkosh Specialty Vehicles
Stratus Systems Inc.
Tulip Development
Laboratory, Inc.
Westmor Industries
ZedaSoft, Inc.



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Help us locate a missing AAAA member and receive a free month extension added onto your membership.

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PV2 Jaiihana Alfonsaca
2LT Joshua D. Anderson
CW2 Michael J. Anderson
CW2 Aaron W. Assad
Art Ather
1LT Matthew P. Basil
SPC Susan M. Boyd
CW4 Louie H. Brock, USN Ret.
1LT Amanda L. Brunef-Wolfe
LTC Blake L. Burslie

MAJ Charles P.B. Busbey, Ret.
WO1 Jason H. Carmichael
1LT Daniel K. Carpenter
WO1 Jessie H. Chambers
WO1 Camara T. Clayton
1LT Nathan M. Cloutier
COL Jeffrey N. Colt
WO1 Todd B. Cordova
SGT Austin J. Corsic
CW2 Matthew R. Cress
PV2 Beatriz Diaz
2LT William R. Dula
MAJ William M. Dunn
1LT Tyler D. Eikenberry
SPC Gerald V. Fields
WO1 Marie A. Fredieu
SPC Emil J. Garafola
WO1 Luke A. Gibson

2LT Jeffrey D. Gray
SSG Stephen D. Hadder
MSG Christopher L. Harrington
WO1 Jessie F. Harris
SPC Jacob A. Heimbuck
WO1 Dustin L. Heise
CPT David K. Hennessy
2LT Luke G. Jaeger
PFC Gabriel K. Kelly
WO1 Michael J. Kuster
1LT Margaret M. Larson
COL Robert A. Lawson, Ret.
CW2 Mark A. Lewis
SFC Manuel J. Lucero
CPT Charn P. McAllister
2LT Michael J. Melillo II
WO1 Jude C. Okpala
WO1 Rebecca L. Pinckney

WO1 Christopher J. Reynolds
SPC Jason Rocheleav
SPC Peter E. Santiamagro
Gadi Shapira
LTC Brendan Shaw
MAJ Kenric M. Smith
PV2 Christopher L. Stewart
1LT Chris F. Stoinoff
2LT Brian K. Tapley
SSG Kendall B. Taylor
MAJ Bobby R. Tinkler, Ret.
CW2 Richard E. Turner
SSG Dale F. Voirol
COL R. Wayne Waddell, Ret.
2LT Daniel E. Waters
CW4 Terry E. Westbrook
2LT Daniel E. Westcott
1LT Amelia J. Wierschem

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

UPCOMING EVENTS

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 AAAA Annual Convention, Fort Worth, TX

MAY 2010

- May 11–13 AHS Annual Forum & Technology Display, Phoenix, AZ
- May 25–26 Picatinny Joint Aviation Conference, Picatinny Arsenal, NJ

JUNE/JULY 2010

- June 30– July 4 VHPA National Annual 27th Reunion, San Diego, CA
- July 23 AAAA Scholarship Executive Committee Meeting. NGRC, Arlington, VA
- July 24 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

AUGUST 2010

- Aug 21–23 NGAUS 132nd General Conference, Austin, TX
- Aug 24–27 Unmanned Systems North America, Denver, CO



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SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box

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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

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City _____ State _____ ZIP+4 _____ Home Tel _____

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CURRENT STATUS Place "X" in appropriate box

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 Associate (all others) *AGR please check ARNG or USAR Male Female

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 I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
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 3 Yrs \$150 5 Yrs \$250
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 3 Yr s \$111 5 Yrs \$185

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- 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)

Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done by a friend of Art's back in 1953 showing the chaos of his apartment-office in New York City where it all began.



25 YEARS AGO

JANUARY 1985

MG "Don" Parker Assumes Role As Aviation's New Branch Chief

Before two brigades of soldiers and Army aircraft, then MG Ellis D. Parker (right) assumed command as the new branch chief at Fort Rucker, AL. Presiding over



the proceedings was GEN William R. Richardson, commander of the Army Training and Doctrine Command (TRADOC), Fort Monroe, VA. Outgoing commander was MG Bobby "Bo" J. Maddox.



Museum Building Gift

The Army Aviation Museum, Fort Rucker, AL construction fund received \$10,000 from Boeing Vertol, presented by Mr. William P. Jones, Director of Helicopter Programs and Product Support for the Boeing Vertol Company of Philadelphia, PA. Since 1979, Boeing has contributed \$50,000 to the Museum Foundation. The company has pledged an additional \$20,000 over the next two years.



Broken Wing Award

CW3 Tholen Crosby, with Mrs. Crosby by his side, was awarded the Broken Wing safety award and an Army Achievement Medal. Presenter was COL Thomas M. Walker, Commander of the Corpus Christi Army Depot. In February, 1984, while flying over South Bend, IN, Crosby found the throttle on the number two engine of his U-21 turbo-prop frozen at cruise speed. The aviator managed to land his aircraft safely despite the treacherously icy conditions. There were no injuries to Crosby, his co-pilot or their five passengers.



50 YEARS AGO

JANUARY 1960

Briefs

A *Merit of Safety* certificate was awarded to the Second U.S. Army Airfield at Fort George G. Meade, MD. Despite a 20 percent increase in air traffic from November '58 to November '59, there was not ONE accident recorded among the 23,539 aircraft take-offs and landings.



Close Teamwork Aids ROK Signal Unit

In Julla-namdo Province, South Korea, an ROK communications unit faced the dreary prospect of spending a harsh Korean winter atop a 4,000 foot peak in temporary quarters. To the rescue came the 6th Transportation Company Shawnee of the Eighth U.S. Army. Flying holidays and weekends, the 6th airlifted 135 tons of construction materials in 180 trips. This enabled Army construction crews to erect permanent quarters for the ROK communications unit before the onset of winter.

Tight Squeeze

That one hand washes the other is known to an unfortunate Navy HSS-1 crew that experienced a forced landing on a tiny sandbar in the Florida Keys, ten miles out to sea. Through rapid coordination a Lawson Army Airfield Command H-37 sped from Fort Benning to Sand Key and made a hovering "lift" on finding the sand bar too small for a landing. The "end of mission" phase is shown in the photo.



End of Search



Randolph R. Aros, Bureau of Indian Affairs and PFC L.D. Headby comfort a 3 1/2 year old Papago Indian boy. The boy and his dog were plucked from the desert near Sells, Arizona 15 miles away from where he was lost. He was rescued by a helicopter of the 416th Signal Aviation Company.

Mark Albertson is a contributing editor to ARMY AVIATION magazine.



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.

CAPTAIN JON E. SWANSON

ARMY AVIATION HALL OF FAME 2004 INDUCTION

CPT Jon E. Swanson distinguished himself on Feb. 26, 1971, while flying an OH-6A in support of South Vietnamese forces operating in Cambodia.

Swanson was tasked with pinpointing the positions of two enemy regiments.

While flying at treetop level he engaged enemy bunkers with concussion grenades and machine-gun fire.

After expending all his heavy ordnance, he marked an enemy machine-gun position with a smoke grenade and directed a Cobra gun ship attack.

The weapon remained intact, however, and Swanson immediately engaged and destroyed it.

Under fire from a second weapon, Swanson engaged the position, marked the target, and directed a second Cobra gun ship attack.

While flying toward a third enemy emplacement his aircraft exploded in the air and crashed to the ground, killing him.

Swanson's courageous actions resulted in at least eight enemy killed and the destruction of three enemy antiaircraft weapons.

His extraordinary heroism and devotion to duty are in keeping with the highest traditions of military service and reflect great credit upon himself, his unit, and the United States Army.

He posthumously received the Medal of Honor for these actions.



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