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

## ARMYAVIATION

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## ON THE COVER

**PAID ADVERTISEMENT: ABOUT THE COVER** – Pilots from 7th Battalion, 101st Aviation Regiment conduct Nap Of The Earth flying in the CH-47F Chinook equipped with the Rockwell Collins Common Aviation Architecture System cockpit and BAE Digital Automatic Flight Control System.

Photo credit - Ron Bookout

Caption provided by the advertiser.

## Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Army Reaches 1 Million Unmanned Flight Hours



ARMY PHOTO BY SFC MICHAEL J. CARDEN

The Army celebrated its attainment of 1 million hours of unmanned flight with an aircraft display and news conference at the Pentagon's courtyard on May 25. The milestone officially was reached April 14 with missions flown in the U.S. Central Command area of operations. Just 13 aircraft were deployed in support of operations at the beginning of the Iraq war in March 2003. Today, 333 types of unmanned aerial systems (UAS), with more than 1,000 aircraft, are flying in Iraq and Afghanistan according to COL Gregory E. Gonzalez, project manager, UAS. It took 13 years to fly the first 100,000 hours, less than a year to fly the next 100,000 and in the past two years alone the Army has flown more than 500,000 hours. Pictured above: SFC Jose Blanco explains the capabilities of a Raven unmanned aerial system to Air Force Maj. Gen. Neil McCasland, right, in the Pentagon courtyard, May 25, 2010. The Raven was on display at the Pentagon as part of the Army's celebration of 1 million unmanned flight hours.

## Lakotas Over Europe

Five UH-72A Lakota Light Utility Helicopters arrived Apr. 28 at the Joint Multinational Readiness Center (JMRC). Falcon Team pilots landed the twin-engine Lakotas on Army Garrison Hohenfels during the course of the day marking the first flight in Europe of the Army's newest helicopter. The Falcon Team is slated to receive five more Lakotas in January which are replacing the JMRC's aging fleet of UH-1s.

## TN ARNG Aviation Fights Floods



U.S. ARMY PHOTO BY CPT DARRIN HAAS

Residents of Cheatham County, TN, assist in unloading water and food delivered by the Tennessee Army National Guard's 1/230th Air Cavalry Squadron, May 5, 2010. Weekend rains caused devastating flooding in many areas of the Volunteer State.

## LA ARNG Aviation Oil Spill Response



U.S. ARMY PHOTO BY SFC CHRISTOPHER L. FOSTER

Louisiana National Guard soldiers hook a 4,500-pound sandbag to a UH-60 Black Hawk from the 1st Bn., 244th Avn. Regt., May 17, 2010. The sandbags are being used to fill breaches on Pelican and Scofield islands in response to the Deepwater Horizon oil spill.

## Army Aviation Needs More Warrant Officers

As the Army prepares to add two more combat aviation brigades to its formations, it is seeking soldiers who want to become warrant officers in four aviation military occupational career fields, including:

- 150A Air Traffic Air Space
- 150U Tactical Unmanned Aircraft Operations Technician
- 151A Aviation Maintenance
- 153A Aviator

Applicants can apply any time, visit [www.usarec.army.mil/hq/warrant](http://www.usarec.army.mil/hq/warrant) for more information.

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Official nomination forms may be found on the AAAA website: [www.quad-a.org](http://www.quad-a.org)



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## AAAA President's Cockpit



# A Season Of Change: Old and New

**A**s the summer season approaches, so does the time of year when many of our key commands change leadership. I had the pleasure of attending the Corpus Christi Army Depot Change of Command in Texas this past week.

Loaded with the immense task of keeping you flying and fighting, the Depot, with COL Joe Dunaway in command, has been outstanding.

We welcome COL Chris Carlile and have no doubt that Chris will do an exceptional job there building on Joe's success.

The 160th Special Operations Regiment Airborne also witnessed a change between COL Clay Hutmacher and COL John W. Thompson just after another very successful Week of Night Stalker Activities (WONSA).

The celebration included: a memorial for the members of the unit that paid the ultimate price over the last 12 months, an awards ceremony to recognize the best and brightest of the 160th, and a closing banquet which featured a performance by Gary Sinise and the Lieutenant Dan Band. More than 1,300 attended the banquet.

Finally, our senior Army Aviator, GEN J.D. Thurman, was recently promoted to four stars and assumed command of Forces Command. GEN Thurman's vision as captured in the first Aviation Study that he chaired, literally changed the path of Army Aviation six years ago. We are lucky indeed to have this no-nonsense leader and aviator at the forefront of our Army.

The month has been an interesting contrast of old and new. In the midst of recognizing great incoming and outgoing leaders, we were also honoring our great past leaders.

On May 25, 2010, AAAA helped



COL Joe Dunaway, Corpus Christi Army Depot outgoing commander, is presented the Army Aviation Association of America's Honorable Order of St. Michael Silver Award by AAAA national president, BG (Ret.) Rodney D. Wolfe, just prior to the change of command ceremony on June 2, 2010.

support an effort by our Aviation Branch Chief, MG Jim Barclay, to honor and celebrate our WWII Liaison Pilots at Fort Rucker.

With many of the "Originals" in attendance, a plaque was unveiled at the Army Aviation Museum to recognize their accomplishments from June 6, 1942 to 1951 which formed the basis of today's Army Aviation Branch. Their contributions were immense, and a simple "thank you" seems shallow, but I sincerely thank each and every one of you.

The AAAA National Office informed me this week that almost 500 scholarship applications were received this May 1st (double the number of applications we normally receive each year). Many thanks are due to Bob Birmingham, Scholarship Foundation President and his Board of Governors for disseminating information about this Army Aviation ben-

efit within the aviation community.

As we mentioned last month, BG Jim Hesson, MAJ Kelly Brown, Connie Hansen and Kit Roache of the Scholarship Board helped to raise an unbelievable \$6,000 during the recent AAAA Convention. It is because of the 'can-do' attitude of our members and volunteers that we are able to offer these scholarships, thank you!

As we have celebrated Memorial Day since my last column, I would like to recognize all of our fallen and their families as well as all of you for all your sacrifices.

Thank you again for all you do for each other and our fellow Americans who will never know your names.

My door is always open!

BG Rod Wolfe, Ret., President  
rod.wolfe@quad-a.org





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# Leveraging Special Operations Aviation

By MG James O. Barclay III

In the 2009 AAAA Magazine issue highlighting the importance of Army Special Operations Aviation, I took the opportunity to highlight the myriad accomplishments of the 160th Special Operations Aviation Regiment (Airborne) (SOAR) and its enduring commitment to our National Security.

Their unique blend of skills and training are practiced at home and abroad every day in every imaginable environment. Their professionalism and capabilities affect mission success across the globe in both hostile and non-hostile conditions.

As you can imagine, such capability is in great demand and to use a business phrase, "There is far more demand than supply." The question then arises, how do we address the increased requirement and become more effective as an aviation maneuver force?

## Doing More With Current Resources

The simple answer is that you could develop and field more Special Operations Aviation. Of course, that is much easier said than done.

Even with an increase in Special Operations force structure, it takes years to grow a Special Operations Aviator and Soldier, procure the equipment and then train to deploy it.

In a resource constrained environment, this is simply not practical or wise. While that is always an option to consider, we are finding other avenues to impact the warfight today.

What we have found that works effectively is leveraging the capabilities of the 160th and conventional Army Aviation to strengthen our ties and work with each other when the conditions are favorable to do so.

Over the past eight years we find ourselves working together more than we could have imagined.

I personally maintain a continuous



An MH-60K helicopter assigned to the 160th SOAR refuels mid-air from an MC-130P Combat Shadow flown by the 9th Special Operations Squadron, USAF.

dialogue with 160th SOAR Commander, COL Clay Hutmacher, and his team as we all train, deploy and fight.

We work through many common issues and topics as we prosecute the current fight and remain keenly focused on the future to maintain relevancy and flexibility as we deliver Full Spectrum Capability.

This collaboration insures that we all benefit regardless of the different mission sets we address.

## Collaboration Is Key

The Regiment has made a concerted effort to ensure that accurate, timely information sharing on tactics, techniques and procedures (TTP) is conducted with conventional aviation

units scheduled for deployments through targeted outreach events.

This information sharing has occurred by way of Master Gunnery Conferences, ASE Conferences and through collected knowledge sharing.

In April 2010, the Regiment hosted an Aviation & Intelligence Threat Conference.

Participants included representatives from multiple conventional aviation units, the U.S. Intelligence and Security Command, other military services and government agencies.

This Joint/Inter-Agency threat conference discussed current threats to rotary wing aviation and Overseas Contingency Operations (OCO) lessons learned, but more importantly served as



Photo courtesy U.S. Air Force, Senior Airman Christina D. Ponte

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U.S. ARMY PHOTO

AH-6J attack helicopters from the 160th SOAR, armed with M134 mini-guns and 7-tube folding fin aerial rocket (FFAR) launchers, take off from an aircraft carrier.

an opportunity to establish links between units and functional experts.

Clay has also personally provided first hand lessons learned, and friendly/enemy TTPs to deploying CABs through Mobile Training Teams.

### Fight The Fight And Prepare For The Future

Along with information sharing, the Regiment has assisted conventional aviation with research and development requirements for systems and equipment upgrades.

Some examples include the Common Avionics Architecture System (CAAS) cockpit integration, an enhanced avionics suite, and incorporating Army procured equipment that was tested in the MH-47G and MH-60 as well as the proliferation of mission planning tools.

The emergence of unmanned aerial systems (UAS) and their employment potential also crosses the conventional Army and Special Operations Aviation mission sets.

This commonality has cultivated positive and mutually beneficial relationships between the Regiment and the Combat Aviation Brigades as we address conceptual, doctrinal, training and supportability issues faced by both conventional and special operations aviation formations.

These initiatives and others too numerous to mention, illustrate that all of Army Aviation remains a critical capability to our ground maneuver commanders regardless of the circumstances.

### Synergy = Success

Understanding the culture, capabilities, limitations and impact gained through synergistic application of Special Operations Aviation and conventional Army Aviation will only serve to improve that capability.

This relationship emphasizes that we are, One Team focused on One Fight with One Future.

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, AL.*



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# Aviation Warrant Officers – Leaders in Army Aviation

By CW5 Jeffrey A. Reichard and CW5 Robert D. Witzler

I would like to begin by congratulating those of my fellow Warrant Officers recently selected for promotion to CW3, CW4, and CW5. I take great pride in watching the Warrant Officer Corps grow to its full potential.

I am also excited to announce that, as previously discussed in last month's article, the initiative to revise the ratio of in-service to warrant officer flight training selectees from 60:40 to 50:50 was approved on April 9 and will be implemented at the May 15–19 U.S. Army Recruiting Command board.

As Chief Warrant Officer of the Aviation Branch here at Fort Rucker, I am privileged to interact with and mentor young Warrant Officers.

I often stress the importance of adhering to the standard both on and off duty. That is why I have invited CW5 Bob Witzler to share with us his thoughts on what it takes for a Warrant Officer to be not only a great leader, but an example for others to emulate.

Witzler is the Regiment Warrant Officer for the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)), the Night Stalkers.

## Aviation Warrant Officers – Leaders in Army Aviation

By CW5 Robert D. Witzler

My peers regularly point out that as an Aviation Warrant Officer our branch specific training contains material which enhances our ability to be technical experts, but not leaders.

They also point out that in comparison to Warrant Officers of other branches our opportunities to lead Soldiers are much more limited.

Although both of these assertions may be supported through incomplete



CW5 Jeffrey Reichard, Chief Warrant Officer of the Aviation Branch, presents an Army Achievement Medal to WO1 Matthew Goldsberry for his performance and service as the CWOB Assistant.

or selective interpretation of the facts, I would rather highlight the unique leadership opportunities that are available to Aviation Warrant Officers.

Too often it seems easier to focus on our roles in the cockpit and to gravitate away from traditional leadership. But our desire to be effective leaders can and must extend beyond the cockpit.

Toward that end I would like to highlight some ways that we develop Warrant Officers as leaders in Special Operations Aviation (SOA) and across Army aviation.

### Progressing as a Leader

The 160th Special Operations Aviation Regiment (Airborne) aircrew progression model is designed to provide leadership development

opportunities for all ranks and is a critical element in the formulation of our policies on aircrew battle-rostering, risk management and aviation planning.

Basic mission qualified (BMQ), fully mission qualified (FMQ) and flight lead qualified (FLQ) aircrew training programs are the crawl-walk-run training methodology that SOA aircrew members follow during their careers.

For aviators, these distinct levels of qualification are actually graduated sub-divisions of the Pilot-in-Command (PIC) designation.

This system allows individual aviators to operate with autonomy as PICs, within the boundaries of their training level, as they continue to progress toward the next qualification.

The result is an FLQ aviator with



well-rounded leadership abilities both in and out of the cockpit; a proven leader on whom the air mission commander counts to manage available resources and coordinate with the supported unit while planning, preparing and executing his mission in support of the ground force commander.

Aviation Warrant Officers perform as battlefield leaders in many other capacities in addition to their leadership responsibilities within an aircraft or serial. In the 160th SOAR (A) and throughout Army Aviation, our FLQ, FMQ and senior BMQ aviators routinely support the mission as battle captains in the tactical operations center and liaison officers to the supported units.

By carefully selecting and preparing the aviators that we place in these key positions, we provide the right level of expertise in a critical staff position while also developing the leadership skills of the individual.

### Warrant Officer Role

Aviation commanders at all levels mentor and develop junior officer leaders to prepare them for their future responsibilities as a commander.

As warrant officers, we share a significant responsibility in the training and development of those future aviation commanders.

Much of what they are to become begins with or is influenced by interactions with a warrant officer leader.

The 160th SOAR (A) recognizes this fact and utilizes an air mission commander training and development program which relies heavily on interaction with both warrant officer and non-commissioned officer leaders to develop strong aviation commanders for the future.

There are certainly not different standards for commissioned officers and warrant officers. It is true that warrant officer aviators have earned the status of tactical and technical experts in Army Aviation.

We must not, however, ignore the significant responsibilities that we bear as a result of that status, and as officers in the U.S. Army.

Whether it is in the cockpit or in the company area, on-duty or off, the Soldiers of Army Aviation are counting on warrant officers, by their example and leadership, to show them what right looks like.

Through our subtle, daily interactions with NCOs and junior enlisted

Soldiers we must strive to present an example to be followed without exception. After all, it is through this interaction that the overall perception of individual warrant officers and the Warrant Officer Corps is determined.

When a Soldier salutes an officer he is bound to do so by regulation and courtesy. Through our actions as officers, aviators and leaders we must strive to earn his salute every time.

### Summary

Let me offer this short analogy: as an assault pilot, my favorite phrase is "One Minute." It is my favorite because it is the final time warning given before an air assault.

It is also the last communication to your aircrew and to the Soldiers you are delivering into the battle. It indicates that all of the planning and preparation are complete, that you have successfully located your objective, and that the assault is about to commence.

The phrase "One Minute" provides clarity of thought and unity of purpose for every Soldier within earshot.

Most importantly it represents the culmination of the application of effective aviation leadership in many ways and at multiple levels.

As Aviation Warrant Officers, we must realize that simple phrase represents more than a final status inbound to a helicopter landing zone.

It is a leadership mindset that is applicable and farther reaching than our duties in the cockpit.

Thanks again to CW5 Bob Witzler for giving us his insight on what it takes to become a successful leader as a warrant officer in the Aviation Branch.


As aviators, we must understand that our duties do not stop once we step out of the cockpit. We must continue to develop our leadership skills and perform up to the standard as officers in the United States Army.

Lastly, congratulations again to those warrant officers who were selected for promotion.



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

*CW5 Robert D. Witzler is the regiment warrant officer of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.*



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# An Exciting First Year

By CSM Tod L. Glidewell

**I**t has been a year since I took the position as your Branch CSM, an appointment of awesome responsibility representing the Soldiers who made it possible. I try to keep our Leaders updated through occasional email, but for those of you I have not yet emailed I would like to provide you a short update.

Before I begin I would first like to congratulate those individuals and units that were recently presented awards at the Quad-A convention in Ft Worth.

I encourage all of you to look through your formations and begin to identify those that should be recognized next year as we have already begun to solicit nominations for the Avionics and Aircraft Survivability Equipment awards.

I would also like to congratulate CSM (Ret.) O'Brien on his recent induction into the Aviation Hall of Fame. With the addition of CSM O'Brien we now have six Aviation enlisted soldiers that have been inducted.

Again, we cannot recognize our enlisted Soldiers if we do not take the time to record their achievements and nominate them.

### Change As The Constant

It seems in Army Aviation that change is the only constant in this day and age. Since taking this position, our branch has deployed nearly every brigade and begun the preparation to build two more.

Probably the most noteworthy change that has occurred over the last year has been the decision by leaders to add two aviation brigades.

What started as Aviation Study II was briefed and approved just a few short weeks ago. With this approval, what was known as Task Force 49 now will consolidate resources from



SPC James Harrison, Co. A, Task Force Knighthawk, 3rd Cbt. Avn. Bde., TF Falcon, conducts a pre-flight inspection of a Black Hawk April 29 at Bagram Airfield, Afghanistan.

4/6 Cavalry Squadron and the air portion of 4/3 Armored Cavalry Regiment to form the Army's twelfth combat aviation brigade.

The unit will be designated the 16th Combat Aviation Brigade and traces its lineage and honor to the 16th Aviation Group where it served with distinction under the 1st Aviation Brigade in Vietnam.

A thirteenth combat aviation brigade will also be added soon but the designation of the unit has yet to be released. The stationing plan for both of these units should be finalized within the next couple of months.

### The Full-Spectrum CAB

The Global War on Terrorism has spawned several new innovative methods to find, fix and destroy the enemy but probably none more prolific than unmanned aircraft systems (UAS).

As a result, another decision reached and approved through Aviation Study II was the growth of UAS and integra-

tion into the new full spectrum combat aviation brigades.

The Full Spectrum Combat Aviation Brigade resembles today's medium brigade; therefore, it embraces the modular concept of plug and play capability while providing the flexibility to operate in a full-spectrum environment.

In addition to the Extended Range Multi-Purpose (ERMP) vehicle that will be assigned at the division level and housed in the aviation brigade, the cavalry squadron will receive Troops as well. Under this construct, full spectrum combat aviation brigades will have three troops of seven Kiowa Warriors and one troop with two platoons of Shadows.


This new capability will allow better manned or manned-unmanned (MUM) teaming to conduct reconnaissance enabling aviation forces to find and fix points of interest and the enemy. Although the concept of MUM is not new to many of our forces that have served in OIF/OEF, the utiliza-





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ARMY PHOTO BY SSG MIKE ALBERTS, 25TH CAB PAO

**PFC Adam Delgado, computer detection system repair specialist, Hqs. Spt. Co., 209th Avn. Spt. Bn., Task Force Lobos, 25th Cbt. Avn. Bde., services night vision goggles at Contingency Operating Base Speicher near Tikrit, Iraq, April 13.**

tion of new and emerging technology will provide a new dimension to aviation forces and the ground commander that wasn't resident before.

### Reducing Time Away From Home Station

Another good news story over this last year has been the use of Mobile Training Teams (MTTs). What first started as a method to tackle the growing backlog of Soldiers needing

to attend NCOES now has grown support for a host of professional military education courses.

MTTs have trained NCOs in every returning division over the last year on the Advanced Leaders Course (ALC) and as a result reduced the time spent away from home station.

This year the Department of Evaluation and Standardization (DES) and 21st Cav. Bde. began conducting MTTs to support both rated and non-rated crewmember training requirements.

In addition, recently the Warrant Officer Advanced Courses and the Aviation Safety Officer Course have taught their first MTTs in an effort to reduce the burden on deploying forces.

Overall the Aviation Enterprise has done a fantastic job in supporting the war-fighter while reducing time away from home station.

Three of these great organizations have been recently recognized. The first was DES by being selected as the Quad-A Robert M. Leich award winner for this past year.

Also, the Ft Rucker NCO Academy and the Cargo/Utility Helicopter Branch at the U.S. Army Aviation Logistics School (USAALS) were both selected as TRADOC Institutions of Excellence – congratulations on a job well done by all.

### Communication Remains Key

In these challenging times we are forced to manage the unexpected on a daily basis and clear lines of communication are the key to the success of this Branch.

During the Quad-A convention at

Ft. Worth, Texas, I believe the Vice Chief of Staff of the Army, General Peter Chiarelli summed it up best.

He stated, *"There is not a branch in our Army, and I mean this from the bottom of my heart – and I tell everybody this – that is run any better than Army Aviation."*

*The functional alignment you have, the synergy you have between the Building, and Rucker, and the units, is absolutely amazing.*

*And if we were not organized this way, there is absolutely no way we would be able to meet the demands of today."*

I truly believe that through our communications, whether VTC, Aviation Net, phone, email or visits, we are doing our best to ensure the Aviation Team is informed and moving together as one force in support of our Army.

I had the opportunity to spend a couple days with the 4th CAB and meet and speak to their Soldiers down at the Great Place. COL Williams, CSM Rose and the Iron Eagle team face the monumental task of being the first CAB to deploy without stop-loss.

Although they're first, they will not be the last and we enter this new era together as a Branch. Together with the help of Human Resources Command, TRADOC and units working together we will figure out this seemingly impossible task, as we have done in the past.

### Upcoming Initiatives

I have been asked to kick off some new areas of interest in our magazine to get your involvement. In the coming months, we hope to incorporate what's new and the changes that are occurring at USAALS, the UAS Tng. Bn., Ft. Rucker and across our Branch. Another idea is to solicit and publish feedback from the "Soldier in the Field."

So, as I travel or engage Soldiers on Aviation Net or on the Battle Command Knowledge System (BCKS), if you have feedback for our Branch or Quad A take the time to share those thoughts.

Again, I appreciate what you're doing each and every day for our Soldiers, our Families and this Nation.

Above the Best!



*CSM Tod L. Glidewell is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*

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## U.S. Army Combat Readiness/Safety Center



# Traveling the Road to Safety

By CSM Michael P. Eyer



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**I**t's hard to believe we're already more than halfway through this fiscal year. Our Army is as busy as ever, and our Soldiers are doing great work in places both near and far.

During my travels over the past few months, it's been my pleasure to see our Soldiers in action. This hard work shows in our accident statistics.

To date in fiscal 2010, overall accidental fatalities are comparable with last year's historic numbers.

## Motorcycle Safety Awareness

We've done especially well regarding motorcycle fatalities which remain slightly below the numbers logged for the same timeframe in fiscal 2009.

As we move full swing into this summer's riding season, let's keep this trend going by encouraging Soldier responsibility and participation in the motorcycle training programs offered at installations across our Army.

The Motorcycle Mentorship Program (MMP) is one of the most successful of these initiatives, and it's a great way for commanders to promote safety awareness among motorcycle riders within their formations.

For beginners and experienced riders alike, the MMP offers an opportunity for fun and camaraderie as participants build confidence and hone their riding skills.

## Buckle Up In The Back Too

One area that continues to be of concern is privately owned vehicle accidents involving sedans.

While fatal POV accidents as a whole are down about 16 percent from fiscal 2009, we're seeing a slight trend in fatalities among unbuckled backseat passengers in sedans specifically.

This finding proves that we, as first-line leaders, must continue to reinforce the importance of seat belt use within our force, especially with younger drivers and their passengers.

## TRiPS

The Army has tools in place to help both individual Soldiers and leaders recognize potential driving hazards.

I recently started a discussion on Battle Command Knowledge Management System (BCKS) Safety Net regarding the Travel Risk Planning System (TRiPS) program, asking whether the process had become a paper drill or if it was still useful for leaders to identify high-risk Soldiers.

The overwhelming majority of responses emphasized the value of TRiPS, especially when first-line leaders embrace the tool and actively use it to engage with Soldiers about their off-duty activities.

Without supervisor and Soldier buy-in, TRiPS is just a tool—but it becomes a game changer when it encourages dialogue between Soldiers and their supervisors.

These conversations must include a discussion of all the hazards Soldiers and their passengers might face on the road and the importance of seat belts in saving lives.

## Be Proactive

You don't have to wait until your Soldiers complete a TRiPS report before talking to them about safe driving practices, however. In fact, most of our POV fatalities are happening near home stations, so the need for timely guidance is ever present.

Listen to what your Soldiers are saying, and always be on the lookout for those who might need additional experience or direction to become a safe and responsible driver.

This same emphasis on driving safety must translate to on-duty operations. Just recently, we lost three Soldiers within one week to separate mine resistant ambush protected (MRAP) vehicle rollover accidents.

While investigations are ongoing, at least one of the fatalities—a vehi-

cle commander—is reported to have not been using his restraint system.

Around the same time, another vehicle crew experienced a potentially devastating rollover into a canal but everyone survived, thanks to restraint use and quick execution of the trained rollover drill.

This accident proves the importance of thorough pre-combat checks and inspections and the power of engaged leadership, even within the crew itself.

The bottom line is it's just as easy for vehicle crews to follow the standard as disregard it, but the difference between the two is measured in lives saved.

## Engaged Leadership Makes A Difference

Please let me know what you're seeing out there and how our USACR/SC team can help.

Take advantage of the ready-made Safe Summer Campaign available on our Web site at <https://safety.army.mil> and also check out our tactical tools, including the new MRAP Safety Awareness video. These are great plug-and-play applications that will not only make your job a little easier, but also educate your Soldiers on the fundamentals of safety.

And please join the conversation on our BCKS Safety Net and NCO Net, where you can find information on other great programs working within our Army today.

Have a great summer, and remember to always play it safe for our Soldiers, Families and Civilians.

Army Safe is Army Strong!



*CSM Michael P. Eyer is the command sergeant major of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL.*



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**SPECIAL FOCUS:  
160th SOAR (A) UPDATE**



An MH-47 Chinook from the 160th Special Operations Avn. Regt. (Abn.) conducts helicopter aerial refueling operations as part of the Jackal Stone 2009 exercise held in Croatia.

# SOAR

## Evolving to Meet the Demand

By COL Clayton M. Hutmacher

**A**rmey Special Operations Aviation (ARSOA) is vital to combat mission success because of three main imperatives; our capabilities are in demand, we evolve to meet the needs of the ground force and we strictly adhere to standards within our training, progression and evaluation processes. These imperatives are applied to every facet of the Regiment.

On an organizational level, the Regiment postures the force to best support requirements as they grow.

On an operational level, the Regiment constantly alters and adapts its tactics, techniques and procedures to meet the needs and requirements of the supported ground force.

On a technical level, the Regiment capitalizes on the expertise and experience of its people to develop and implement major innovations in its equipment and processes to enhance its capabilities and relevance.

The efficient implementation of our resources and procedures dictate the future success of the organization.

### We Are In Demand

The 160th Special Operations Aviation Regiment (Airborne) (SOAR (A)) is engaged in five theaters, continuously supporting a growing special operations force in varying conditions and environments.

We provide this support while simultaneously transforming our organization to further enhance the effectiveness and capacity of our fleet.

With active conflicts in two theaters, special operations ground forces reaching the end states of their Quadrennial Defense Review (QDR) authorized growth, and proactive theater engagement activities at an all time high in order to keep pressure on our enemies across the globe, the demand for ARSOA forces has never been greater.

In order to meet that demand, the 160th SOAR(A) has spent the last two years pursuing a three-tiered strategy to maximize the efficiency of scheduling and employment of our assets.

First, at the United States Special Operations Command (USSOCOM) headquarters level, the Regiment assisted with the integration of the rotary wing force into the Joint Air Asset Allocation Conference (JAAAC) process that prioritizes, deconflicts and synchronizes the employment of air assets to maximize availability, and provide predictability and transparency to all supported forces.

Second, at the unit level, the Regiment actively engaged with our supported ground force commanders at all levels from group to platoon to ensure that everyone understands the processes for requesting support, and the structure, capabilities and limitations of the supporting unit.



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An MH-60 Blackhawk from the 160th Spec. Ops. Avn. Regt. (Abn.) supports a training exercise in the US Southern Command area of responsibility.

Finally, the Regiment refined our internal processes to increase asset availability without reducing the quality of support by maximizing the training opportunities inherent in all bilateral training events.

This improved aircrew progression and more effectively employed our robust communications capabilities and junior leaders by conducting increasingly decentralized operations in smaller elements across wider geographic areas.

This combined strategy resulted in a never before attained level of support to our theater special operations forces, and a corresponding level of aircrew proficiency in our most difficult special mission tasks.

In the last 24 months, aircrews have supported continuous combat operations in OEF and OIF, with just shy of 50 percent of our force continuously committed.

Additionally we have conducted contingency operations in two other locations, Joint Combined Exchange Training (JCET) and Joint Chiefs of Staff (JCS) exercises in U.S. Northern Command (NORTHCOM), U.S. Southern Command (SOUTHCOM), U.S. Pacific Command (PACOM),

U.S. European Command (EUCOM) and U.S. African Command (AFRICOM), and more than 150 joint special operations exercises in the continental United States.

### **We Are an Evolving Force**

As demand for ARSOA is at its peak, so is the demand to evolve.

The 160th SOAR(A) continues to exploit technology to provide the special operations ground force commander with more capability and capacity to deliver lethal special operations forces to any target worldwide, on time, plus or minus 30 seconds.

The MH-60M Blackhawk is in developmental testing with three aircraft while concurrent production continues in an effort to deliver greater capability and capacity to the Regiment as soon as possible.

The MH-60M envelope expansion continues to bring unprecedented performance to the Blackhawk helicopter. The wide chord blades coupled with the special operations forces (SOF) unique YT706 engines provide the platform with a high-hot capability that is critical to success in extreme environments.

The Regiment will receive first

deliveries in early 2011 with the goal of employment to combat as soon as possible. Introducing this capability will ease the heavy demand placed on the Regiment's MH-47 fleet throughout the last nine years.

Evolving the MH-47G Chinook platform is also critical to answering ever-increasing demand.

The block 2.2 modification program is in full production with multiple delivered aircraft deployed to combat.

The Advanced Aircraft Survivability Equipment (AASE) suite with the Suite of Integrated Radio Frequency Countermeasures (SIRFC) as its cornerstone is performing superbly.

This capability coupled with a 54,000 pound maximum gross weight and terrain following radar continues to deliver special operators to targets at the most extreme altitudes in adverse weather conditions.

The A/MH-6M Little Bird continues to evolve to meet ground force requirements.

The block 2.0 modification is in the full production and fielding stage to address avionics obsolescence and increase component commonality across the Regiment.

The Rockwell Collins Control Display Unit (CDU) 7000 provides for increased functionality and processor capacity while an Ethernet Data Transfer Unit (EDTU) optimizes data transfer functions and doubles as a digital video recorder, thus eliminating the legacy 8mm video recorder.

Sub-system evolution is also critical to providing more capability.

The Regiment currently fights obsolescence issues plaguing the legacy multi-mode radar system fielded on the MH-47G and MH60-K fleets.

Silent Knight Radar (SKR), a joint USSOCOM program, is the answer to these obsolescence issues and will provide the required quantity of radar systems for the MH-47G and MH-60M fleets.

A by-product of answering the obsolescence issue is an increase in capability. SKR is lighter and more capable than the current APQ-174B and additionally increases Reliability, Availability and Maintenance (RAM) rates. Lithium Ion (LiIon) battery technology is on the cusp of introduction to Regiment aircraft.

The MH-47G is the lead platform for integration and will see produc-



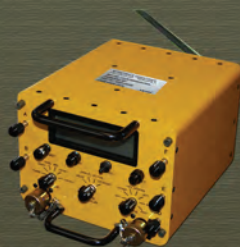
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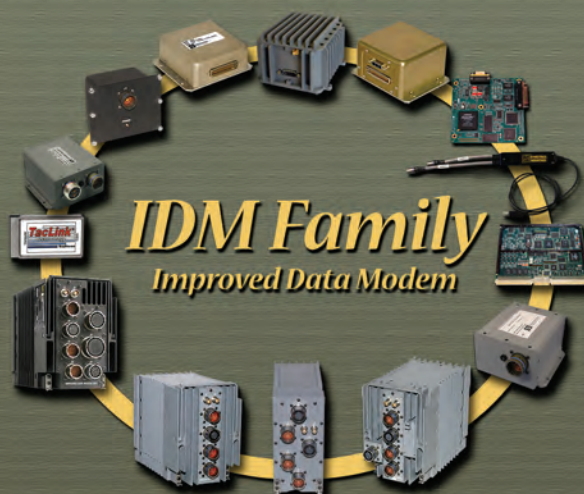
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tion installations later this summer.

LiIon batteries provide nearly twice the DC power at half the weight of the legacy Sealed Lead Acid Batteries (SLAB) and will increase reserve DC power capacity for back-up instruments as well as full DC powered M134 mini-guns capability.

Whether a complete aircraft system evolving through block modification programs or incremental improvements to aircraft sub-systems, the 160th SOAR(A) continues to pursue technologies that meet requirements emerging from capability gaps and/or obsolescence issues.

Emerging technologies at the system and sub-system level, both hardware and software, are integral to supporting the regiment commander's modernization goals.

These goals are prioritized to meet the demands of the ground force commander.

### **We Continuously Train, Progress and Evaluate**

The hallmark of the 160th SOAR(A) is its strict focus on the training, progression and evaluation process. This process starts with the 160th SOAR(A) Special Operations Aviation Training Company (SOATC). The company's mission is to train all

newly selected personnel to the basic qualification standards of the Regiment.

SOATC's integration of new personnel into the Regiment is historically known as "Green Platoon," which consists of multiple training courses to produce a Basic Mission Qualified Soldier. It accomplishes this mission

by efficiently maximizing the resources it is provided.

As the Regiment's training requirements have increased, so has the need for formalization of SOATC as a recognized school. Headquarters Department of the Army (HQDA) G1 recognized SOATC as a U.S. Army school in October 2009 by including the 28 separate United States Army Training and Doctrine Command (TRADOC) approved Programs of Instruction (POIs) into the Structured Manning Decision Review (SMDR) process. These courses are now listed within the Army Training Requirements and Resources System (ATRRS) and are fully managed by Special Management Branch, HQDA, the 160th SOAR(A), and SOATC.

SOATC's 28 TRADOC approved POIs include ground combat skills, aircraft qualifications, maintenance, avionics, and special operations medical indoctrination courses.

Additionally, SOATC implemented three new training courses with the introduction of the Allison Aquatics Training Facility in March 2009.

As such, SOATC executed over 110-individual training and qualification classes to qualify over 120 officers and 650 enlisted Soldiers into special operations aviation.

Although the majority of SOATC training is conducted on Fort



PHOTO BY TSgt ANDREW NYSTROM

Members of a special operations assault team from Poland dash to the rear of a 160th Special Operations Avn. Regt. (Abn.) MH-47 Chinook helicopter during fast rope insertion/extraction system training as part of the Jackal Stone 2009 exercise at Kovachevo, Croatia.



USASOC PHOTO

An MH-6 Little Bird from the 160th Spec. Ops. Avn. Regt. (Abn.) conducts an insertion of ground forces during a Capabilities Exercise at Fort Bragg, N.C.



Campbell, KY, it also deployed and conducted over 38 environmental training exercises (desert/mountain, overwater, and military training on urban terrain (MOUT)) in eight different locations nation-wide.

SOATC's 34 specially modified A/MH-6M, MH-60K/L, and MH-47G aircraft flew 2,685 sorties resulting in more than 10,100 hours.

The unit's aviation maintenance section conducted 35 aircraft maintenance phase events in support of the unit's annual flying hour program.

SOATC students also train in state-of-the-art Combat Mission Simulators (CMS) as well as the world-class Allison Aquatics Training Facility located on Fort Campbell, KY.

SOATC accomplishes its mission with 58 Soldiers, 13 general schedule (GS) civilians, and a combination of three extremely dedicated contractor work forces including International Development and Resources, Inc., Lear Seigler Industries (URS Corp.), and Survival Systems USA, Inc.

It is only through the full integration of all these components that the SOATC team ensures its mission success and remains postured for future growth.

### Summary

The 160th SOAR(A) remains relevant and postured for the future because every member of this organization continues to evaluate methods and procedures at every level. This ensures that we always provide the expert level aviation support our ground forces demand.

The 160th SOAR(A)'s reputation is built on the legacy of those that honed and perfected the way we do business.

This reputation will grow with a new generation of Night Stalkers as we continue to develop and refine tactics, techniques and procedures, standardize aircraft across the fleet and provide the required equipment and resources to our aircrews.

We will continue to learn from the past to ensure adaptability in the future. Night Stalkers Don't Quit.



*COL Clayton M. Hutmacher is the commander of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.*



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# On the Near Horizon: The Army Special Operations Aviation Command

By BG Raymond P. Palumbo

There's a familiar saying that goes, "the more things change, the more they stay the same." When it comes to the creation of a new organization called the Army Special Operations Aviation Command (ArSOAC) that old saying couldn't ring truer.

Pointedly, my goal in this article is to tell you about the ArSOAC – why we need it, what it will do, what it will look like, etcetera...

But just as important, I want to tell you about something that's not going to change. Actually, I'll go out on a limb and predict that there is one thing that will *never* change in Army Special Operations Aviation (ArSOA) – its culture.

Perhaps that is the better message in this article and something that's definitely good for Army Aviation, our Army at large, and America.

But first, what is the ArSOAC and why do we need it? Simply put, the ArSOAC is a new aviation headquarters designed to oversee all aviation business in the U.S. Army Special Operations Command (USASOC). It will be fully operational by the start of fiscal year 2013 and led by a brigadier general.

Aviation in USASOC today is a complex enterprise that continues to expand in size, scope, and expense.

The enterprise consists of operational aviation units, a training command, systems integration, maintenance, acquisition and sustainment functions that collectively cost the U.S. taxpayers several billion dollars over the Fiscal Year Distribution Plan (FYDP).

More importantly, aviation units in USASOC perform some of America's most significant flying in pursuit of our national security interests.

The most familiar aviation organization in USASOC is the 160th

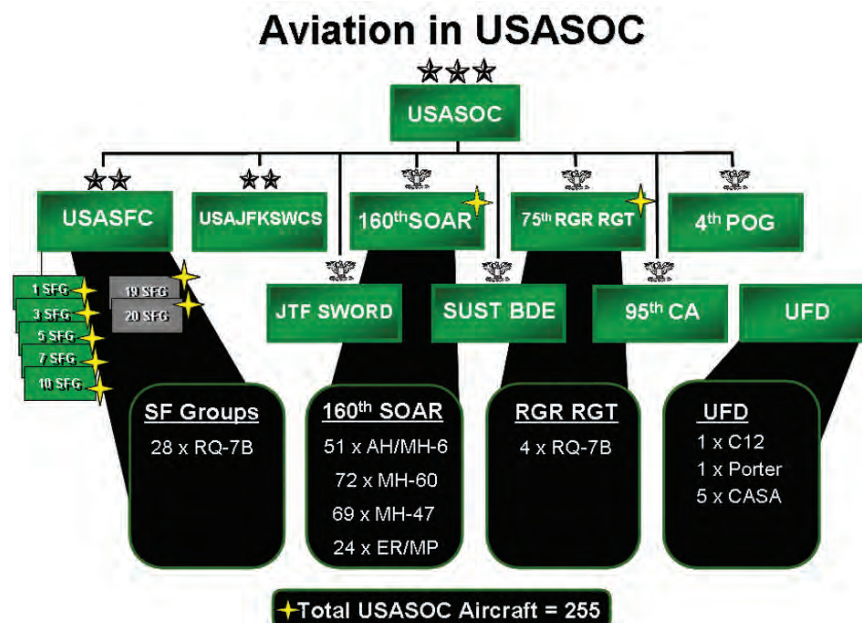


Chart 1

Special Operations Aviation Regiment (Airborne) (160th SOAR), the Night Stalkers (see Chart 1, ArSOA).

The mission and size of the 160th SOAR has grown considerably since its creation 30 years ago.

Beginning as a battalion task force (Task Force 160) at Fort Campbell, KY, the Night Stalkers have played a key role in every major American military engagement since 1980.

Today the 160th SOAR has four operational aviation battalions, a training command, and a Systems Integration and Maintenance directorate.

It is spread across Fort Campbell, Fort Lewis, WA, Hunter Army Airfield, GA, and numerous operational bases overseas – all under the command of one colonel.

The unit has been continuously engaged in OEF and OIF since the start; and it is a safe bet that it will continue to play a prominent role in any

future American military endeavors.

Already challenged with an unwieldy span-of-control, the Regiment will grow an additional Chinook company and two unmanned aerial system (UAS) companies by 2015. Its total number of aircraft will be 216.

It is the span-of-control challenge that has become a serious concern for leaders at the US Special Operations Command, the Army, and USASOC and something we intend to fix.

There is other aviation business in USASOC beyond the 160th SOAR.

The JFK Special Warfare Center and School (JFKSWCS) is USASOC's principal training and education arm.

Among its many functions, JFK-SWCS' primary task is to produce our nation's Green Berets, Civil Affairs, and PSYOP operators.

A supporting task is to run the Military Freefall Training Course at Yuma, AZ. These key functions



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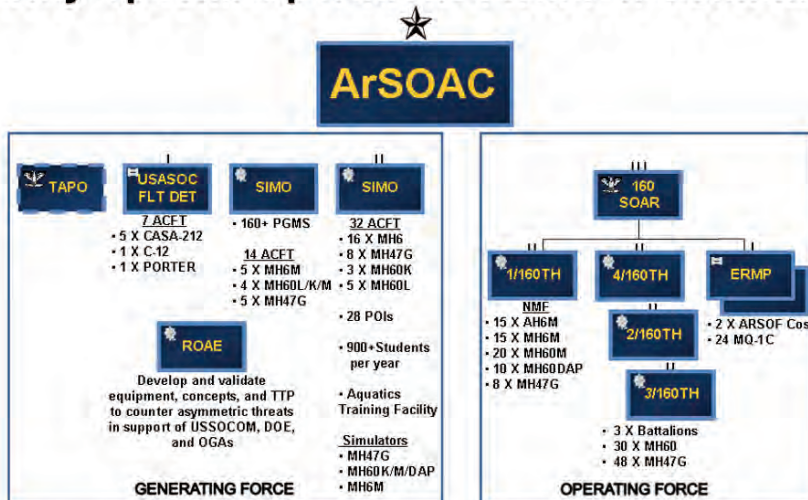
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## Army Special Operations Aviation Command



**MISSION**  
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Chart 2

require dedicated and reliable aviation support. For this reason, USASOC created the USASOC Flight Detachment (UFD).

The UFD's primary mission is to

support the JFKSWCS training pipelines, but it also supports airborne sustainment training across USASOC, which touts the largest collection of airborne qualified soldiers in our Army.

In addition to the 160th SOAR and the UFD, USASOC is fielding a fleet of UAS to the 75th Ranger Regiment and all seven of its Special Forces Groups. By FY 12, each of these eight brigade sized organizations will have their own RQ-7 Shadow Platoons.

By the end of FY 15, USASOC will employ a total of 255 aircraft across its helicopter, fixed-wing and UAS fleets.

So again, why do we need an ArSOAC? The simple answer is to continue providing unparalleled mission performance that our Combatant Commanders have come to expect from ArSOA.

By design, the ArSOAC will improve our overall management of the aviation enterprise by consolidating all aviation and related activities under the oversight of a general officer and his supporting staff.

It will improve the effectiveness of ArSOA's manning, training, equipping and sustainment systems.

It will reduce the 160th SOAR's span-of-control by relieving it of its training and systems integration func-

## WHEN ZERO IS A PERFECT SCORE CELEBRATING TWO HISTORICAL ACHIEVEMENTS IN ROTOR BLADE DURABILITY AND FIELD REPAIRS



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In 2008-2009, 159th CAB/101st Airborne Division flew 50 Black Hawks with Hontek-coated blades, including 30 new UH-60Ms, for a total of 31,000 hours in Afghanistan, **also achieving ZERO main blade replacements**. In comparison, a previous mission in a similar environment without Hontek-coated blades required a 26% main blade replacement rate\*.

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\*As a result of the achievements by the 159th CAB, Hontek is the proud winner of 2009 AAAA Army Aviation Materiel Readiness Award for a Contribution by a Small Business Organization.



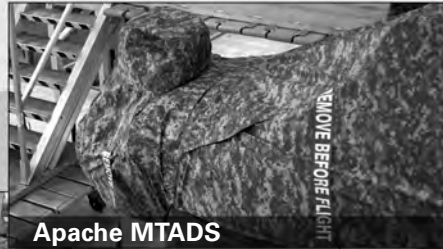
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tions (see Chart 2, ArSOAC).

A corollary benefit will include freeing up the 160th SOAR headquarters to function as an operational headquarters on the battlefield. Further, the ArSOAC will facilitate better integration between USASOC and our higher headquarters at SOCOM.

It will improve connectivity with the Army staff, the Fort Rucker staff, as well as the aviation staffs of our sister-services; all important relationships that we didn't have the capacity to effectively cultivate under our current organizational design.

Lastly, we expect to see improvements in standardization and safety, and develop better resource management practices that will help us realize cost savings.

The bottom line is that there is a lot of good we can achieve by creating the ArSOAC.

Did we consider other alternatives?

I have to admit that I've always had an aversion to adding layers of bureaucracy to a hierarchical organization like the Army.

In my experience, the fewer layers of command, the better; or so it seemed. Things certainly worked faster.

Nevertheless, in my time as USASOC's Deputy Commanding General, I've learned that fast is not always best.

I became convinced that this was the right thing to do given the multifaceted and complex nature of ArSOA, its importance to the warfighter, and the fact that it continues to grow despite an already burgeoning span-of-control.

To do nothing was not an option.

Our leadership considered other alternatives, but frankly, none of them made as much sense as building the ArSOAC.

So we intend to build it, and fly it.

And if there's one thing that will make it work, it will be the magnificent culture of the people who are attracted to ArSOA.

Over the years, I have been in awe at the incredible professionalism of the rank-and-file Night Stalker and their great families.

I'm convinced that it is the people that make or break an organization, and it will be the people that make the ArSOAC successful.

I remember how I felt as a young captain in the 160th Special Operations

Aviation Group when our leadership informed us that they intended to build the Regiment Headquarters.

Needless to say there was much consternation and doubt in our ranks. Look how it turned out.

I suspect that twenty years from now people will look back and wonder what the buzz was all about.

Some folks today may doubt the need for the ArSOAC, just like I had reservations about the need for the Regiment twenty years ago. But I do know this: the more that things change, the more they stay the same.

It is our culture that carried the day back then, it carries us now, and it will be that same culture that makes the ArSOAC a great success.

NSDQ and Sine Pari.



*BG Raymond P. Palumbo is the Deputy Commanding General, United States Army Special Operations Command, Fort Bragg, NC.*

*Editor's Note: As we go to press, BG Kevin W. Mangum has been announced as the first ArSOAC commander.*

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U.S. Army Special Forces Soldiers from the 3rd Special Forces Group (Airborne) load onto a UH-60 Blackhawk helicopter from the 101st Airborne Division prior to an operation in eastern Afghanistan, Aug. 19, 2008. Special Forces are often supported and augmented by conventional Army forces for their operations.

U.S. ARMY PHOTO, USASOC PUBLIC AFFAIRS

# Spinning Blades and Green Berets

## The State of Rotary Wing Support for Special Forces in Afghanistan

By MAJ R. Levi Dunton

**T**he last six months of 2009 witnessed an explosive growth in helicopter-supported operations conducted by the Combined Joint Special Operations Task Force—Afghanistan (CJSOTF-A).

From August 2009 through January 2010, Special Forces in Afghanistan executed 243 helicopter-supported tactical operations, more than double the number of operations executed during the preceding year.

While the number of Special Forces (SF) teams in Afghanistan increased by 50% in August 2009, their helicopter-supported mission execution rate increased by nearly 500% from one six-month period to the next.

Such a profound shift in the numbers alone warrants further examina-

tion, but an even more important aspect to consider is the collective effect of this increase in rotary wing supported Special Forces operations.

During the second half of 2009, CJSOTF-A successfully trained and executed continuous air assault and airmobile operations with seven Afghan National Army (ANA) commando battalions and numerous informal Afghan partner forces dismantling the Taliban leadership network in Regional Command West.

The Afghan National Army Commandos, partnered with CJSOTF-A, removed the number one and two leaders in Herat Province.

Entire Afghan districts have functioning local governments where previously insurgents and drug barons openly operated with impunity as the

sole regional power brokers.

These accomplishments were the direct result of, and only possible due to, world-class helicopter support that was critical in overcoming a pervasive enemy early warning networks and in countering the deadly and ever-evolving Taliban Improvised Explosives threat.

The fact that the CJSOTF-A was able to realize such a dramatic increase in aviation operations, both conventional and special operations forces (SOF), and celebrate these achievements today is directly due to the unparalleled professionalism, tireless efforts, and warrior ethos of the helicopter units that provided outstanding support under the most austere conditions.

Three factors provide insight.



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Army Special Forces Soldiers from the 3rd Special Forces Group (Airborne) and Afghan Army Commandos from the 207th Commando Kandak unload from an Army CH-47 Chinook helicopter during an operation near Farah, Afghanistan, May 5, 2009.

U.S. ARMY PHOTO BY SSG RUSSELL LEE KUKA

## Direct Support

Undoubtedly, the single most important factor that enabled this dramatic increase in helicopter support was the allocation of helicopter assets in direct support (DS) of SF operations in Afghanistan.

Starting in the late Spring of 2009, the CJSOTF-A became the primary customer of two rotary wing packages: three MH-47s resourced by the 160th Special Operations Aviation Regiment (SOAR) and Detachment 82, consisting of three UH-60 Blackhawk utility helicopters and three AH-64 Apache gunships from the 82d Combat Aviation Brigade (CAB).

By August, the CJSOTF-A hit full stride with both elements sustaining an extraordinary operations tempo to support SF-advised operations throughout the country.

The 160th assets brought unique war-fighting aviation support with unmatched aircraft capabilities.

Despite the 160th world-wide commitments during this era of persistence conflict, the support and capabilities (air-to-air refueling, terrain avoidance radar, extreme low light and low visibility flight profiles) these aircraft and crews brought and the availability of these aircraft to the

CJSOTF-A is just one example of the commitment of the U.S. Special Operations Command (USSOCOM) and U.S. Army Special Operations Command (USASOC) to enhance rotary wing support.

In addition to supporting their assigned customer base, elements of the 159th, 82d, and 3d CABs went above and beyond to support more than 130 CJSOTF-A operations; a number that by itself represents an increase of more than 200% from the previous six months.

That these units managed to execute these operations while serving as the backbone of a logistics network supporting tens of thousands of troops in some of the most extreme terrain on the globe is a testament to the mettle of the most experienced cadre of rotary wing aviators that the Army has seen in its history.

## More Helicopters

The second factor that contributed to the rise in mission support was more helicopter assets in Afghanistan during 2009 than ever before.

In the span of a year, the number of U.S. Army conventional helicopters operating in support of Operation Enduring Freedom doubled, from one combat aviation brigade with ele-

ments spread across multiple regional commands to two CABs with additional elements and enablers.

While the customer base relying upon this helicopter support also grew significantly during this period and continued to consume as much support as the aviators could provide, the increase in helicopter assets in theater contributed to economies of scale that helped carve out a resource margin to shift the focus of helicopter units from the severe logistical burden of sustaining ground maneuver forces throughout country toward the conduct of tactical operations.

## Warrior Leaders

The third factor that contributed to this remarkable increase in helicopter support for CJSOTF-A operations in the second half of 2009 was the aviation unit leadership's ability to balance requirements supporting the SF-advised Afghan National Army operations and both the tactical and logistic needs of multiple customer units.

While the effect of this unity of effort may be seen in qualitative rather than quantitative metrics, the aggregate results of aviation unit leaders serving as key advocates for SF operations had an undeniably positive effect on the overall ability of the



CJSOTF-A to execute air assault and airmobile operations.

The effects of this are apparent in a number of ways.

Aviation units explored and utilized various methods to mitigate low illumination conditions that constrained nighttime airmobile operations for two weeks out of every month during previous years; to developing aviation skill sets to enable critical small-unit missions such as aerial vehicle interdictions, employment of aerial reaction forces to seal objective areas and capture fleeing enemy personnel; and dynamic targeting against high value individuals based on time-sensitive intelligence.

Likewise, few actions did more to reinforce the realization among SF operators that aviation is a value-added team member than the collaborative effort to extend MEDEVAC coverage to remote regions by equipping "slick" UH-60 utility helicopters with resuscitation equipment crewed by SF medical personnel.

Perhaps the most tangible indication of aviation leadership's commitment to support SF operations in Afghanistan was the outstanding Emergency Air Mission Request coverage that provided responsive and effective helicopter support to SF troops in contact on more than 300 occasions.

Vigilant attack or scout helicopters were decisive enablers that dominated every encounter with the enemy and permanently removed more fighters from the Taliban ranks than any other weapon system at the disposal of the CJSOTF-A while providing critical tactical intelligence to the ANA and SOF teams on the ground and protecting the local populace.

Time and again, engagements ended within minutes of Apaches arriving on the scene.

Without a doubt, helicopter-delivered fires saved lives, minimized collateral damage, and won battles.

Education within the current SF generation on how to best utilize helicopters continues.

Simply put, SF units are not accustomed to routinely having helicopters available to support operations or training and are therefore still learning how to maximize their capabilities without breaking the bank.

Because of the limited numbers of

helicopter units available to support missions at any given time in Afghanistan, CJSOTF-A leaders were motivated by necessity to squeeze the most utility out of these supporting aviation forces by minimizing down time between missions, forward staging helicopter units at austere, remote locations, and reserving the most challenging mission sets for aviation support.

Even with leaders and operators in both the SF and aviation communities accustomed to working together, supporting the most customers with the direct support assets available will continue to be a careful balancing act as long as helicopters remain in such limited supply.

Understanding maintenance considerations, crew duty cycles, and the added challenges that come with forward staging for displaced operations will continue to require patience and determination for both the customer and the service provider.

### The Way Ahead

Every CJSOTF-A mission supports the organization's primary Foreign Internal Defense (FID) objectives by involving an Afghan National Security Forces partner unit advised by U.S. SF personnel, with the ultimate goal of building disciplined, self-guiding Afghan units capable of securing their own nation.

Indigenous air assault capability will be vital to equip these units for success.

Parallel to this effort to develop ANA commando battalions, the Combined Air Power Transition Force—Afghanistan (CAPTF-A) serve as mentors and advisors to the Afghan National Army Air Corps (ANAAC).

CAPTF-A is a key player in developing indigenous helicopter capacity capable of supporting commando airmobile missions.

Equipped with Mi-17 transport helicopters and Mi-35 gunships to provide air assault security and aerial fire support to the ground force, CJSOTF-A continues to work in tandem with CAPTF-A to develop an initial air assault capability in 2010.

In January 2009, for the first time in decades, Afghan troops supported by ANAAC helicopters conducted the first of a series of airmobile operations, setting in motion the first steps



Afghan Army Commandos advised by U.S. Army Special Forces Soldiers conduct pre-mission training with an Army UH-60 Blackhawk helicopter at Kandahar Airfield, Afghanistan, Nov. 11, 2007.

of the process by which U.S. SF in Afghanistan will work themselves out of a job and bequeath the defense of Afghanistan to its own citizens.

Until that time, however, the CJSOTF-A will continue to rely heavily upon direct and general support helicopter assets from the conventional force, our SOF brethren in the 160th SOAR(A) and coalition partners to set the conditions for this transition to occur.

The synergistic approach taken by the command and aviation community to maximize the resources of the conventional and special operations aviation assets must continue into the future.



*MAJ R. Levi Dunton is the Aviation Officer, 7<sup>th</sup> Special Forces Group (Airborne), J3/5 Aviation, Combined Joint Special Operations Task Force-Afghanistan, Operation Enduring Freedom XIV.*



**SPECIAL FOCUS:**  
**SAFETY CENTER UPDATE**



U.S. ARMY PHOTOS BY SSG JAMES SELESNICK

# Leader Engagement and Crew Participation in Aviation Safety



By BG William T. Wolf

Over the course of eight years of combat operations and continuous deployments, Army aviation continues to be a major part of the fight while operating and excelling in some of the most demanding operational environments.

However, after nearly a decade of continuous tactical operations and millions of flight hours logged both in combat and at home, the Army Aviation community continues to struggle with the fundamental issues of mission planning, complacency and overconfidence and aircrew coordination.

At first glance, it might appear we have done relatively well regarding aviation accidents over the past two years, especially given an abnormally high operations tempo and short dwell time between deployments.

However, a closer look reveals that while aviation fatalities declined slightly during fiscal 2009, the number of Class A accidents actually increased by 37 percent. And, if current trends persist, we will have exceeded last year's numbers of both Class A accidents and fatalities by the time we close fiscal 2010.

## The Human Factor

Although our Army has made tremendous progress in fielding equipment upgrades and keeping pace with the maintenance demanded by our harsh operating conditions, we haven't been able to escape the fact that human error remains the single-largest cause of aviation accidents.

As we consider the future and our expanded mission in Afghanistan, we must take a hard look at these challenges and find solutions to keep aviation at the forefront of Army operations.

## Leader Engagement Pivotal

The solution begins with you, our aviation leaders. By staying engaged, you can directly influence the reduction of accidents and increase safety awareness among your Soldiers.

Leader engagement means giving greater focus to all aspects of the aviation mission – everything from enforcing standards to ensuring your crews receive the training that will guarantee their success.

It also means listening to your Soldiers' concerns and taking corrective action when required.

U.S. Soldiers of 2nd Plt., Bravo Trp., 5th Sqdn., 73rd Cav. Regt., 3rd Bde. Cbt. Tm., 82nd Abn. Div. receive instructions from a helicopter crew chief during Aerial Response Force Training, at Forward Operating Base Loyalty, Beladiyat, eastern Baghdad, Iraq, Feb. 25, 2009.

There is no room for error in aviation operations, and the best line of defense you have in preventing accidents is the input of your aviators and aircrews.

## Planning For Success

Leader engagement is vital during the mission planning process. It is here that our old and deadly enemies of complacency and overconfidence often make their first appearance.

Leaders must make clear to their crews that there is no such thing as a "routine" mission, no matter how long the unit has been in country or how many times they have flown a particular route.

Even at home station, external factors like weather are ever changing – and in theater, the usual complexities of aviation missions are multiplied many times over.

Every risk factor must be accounted for during every mission, beginning in the planning phase, carried



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U.S. ARMY PHOTO BY SFC VICTOR EGOROV



Members of a CH-47 Chinook helicopter crew assigned to 3rd Sqdn., 17th Cav. Regt., Cbt. Avn. Bde., 3rd Inf. Div. review their flight briefing Feb. 10, 2010, at Falcon Base, Nangarhar province, Afghanistan.

through the briefing and approval processes and ending with a thorough debrief.

It is the duty and responsibility of aviation leaders to ensure aircrews are conducting thorough mission planning and properly incorporating composite risk management into all phases of their operations, not simply “checking the box.”

This will go a long way in helping ensure every mission is flown as safely as possible.

#### Active Participation At All Levels

After multiple combat rotations in the most demanding operating environments on Earth, our current aviation force is perhaps our most experienced ever.

Our first-line leaders, pilots, aircrews, maintainers and other support staff all are instrumental in reducing risk because they are the ones closest to it. Therefore, we should allow them to assume a greater role in risk management and encourage them to be active participants in the mission planning process.

We also must facilitate clear and uninhibited communication skills between our aircrews. Crew coordination is a lifesaving skill that can be practiced and perfected anywhere, and as leaders we must ensure our Soldiers have ample access to this training, whether in the classroom or in the aircraft.

In addition, finding the right crew mix requires balancing experience and currency with crew coordination abilities. Our most successful crews rely on each other to identify hazards that develop during the mission and together find ways to mitigate the risk.

#### The Imperative – Train As You Will Fight

Finally, aviation leaders must take advantage of every training opportunity available to them at home station.

Even with short dwell times



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between rotations, it is imperative that leaders find the time in their training schedules to deploy to our stateside training centers.

While we cannot exactly replicate the conditions our crews will encounter in Iraq or Afghanistan, training in these environments allows them to quickly adapt their knowledge and skills in theater. It also provides them invaluable experience with mission planning and crew coordination in demanding operational environments.

Combat operations have a steep learning curve, and providing our crews with tough, realistic training prior to deployment puts them ahead of the game in theater.

### Top To Bottom Team Effort

There is little doubt Army aviation will continue to be a key enabler in providing operational support to our warfighters on the ground.

As we move forward in Iraq and Afghanistan and look beyond to the next possible conflict, we must remember that success in safety is defined not by a numerical goal, but by the lives of the Soldiers within your units.

Through leader engagement and active crew participation, we can



U.S. ARMY PHOTO BY SFC ROGER DEY

U.S. Army Chief Warrant Officer Steve Erb points out the location of a 2,000-foot tower near Fargo, N.D., to Chief Warrant Officer Wesley Keaster March 29, 2009, at Grand Forks Air Force Base, N.D. Erb is marking the location of possible obstacles during a planning meeting for Montana National Guard CH-47 helicopter flight crews.

eliminate our issues with mission planning, complacency and overconfidence and aircrew coordination, thereby reducing accidents and fatalities.

I encourage each of you to challenge your Soldiers to take safety personally, both for themselves and for their fellow crewmembers.

Thank you for what you do every day, and remember that Army Safe is Army Strong!



*BG William T. Wolf is the Director of Army Safety and Commanding General of the U.S. Army Combat Readiness /Safety Center, Fort Rucker, AL.*



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A flight of UH-60 Blackhawks from the 78th Avn. Bn. conducting training at Camp Fuji, Japan.



U.S. ARMY PHOTO

# Army Aviation's Economy of Force Mission in Japan

By LTC David R. Applegate

**T**he U.S. Army's footprint in Japan has traditionally been small. Geographically Japan is an island nation with rugged coastlines and mountainous terrain.

The low lying flat areas are heavily used for urban centers and agriculture. This leaves very few areas adequate for large scale maneuver training.

The Japanese Ground Self Defense Force is a large, well trained and modern equipped force that requires those areas that are designated for training.

The Army in Japan has traditionally focused on bilateral relationships, maintaining theater logistic hubs and various theater support missions.

## Historical Perspective

Army Aviation in Japan has a long and distinguished history that traces its roots back to the occupation of Japan following World War II when the US Army established the Far East Command Aviation Section based in Tokyo.

Their mission was to provide command and staff air transport within

Japan, perform emergency air evacuation, emergency resupply, aerial photography and reconnaissance, or any special mission within the capability of Army aviation.

Throughout much of its history the Far East Command Aviation Section, later renamed the U.S. Army Aviation Detachment, Japan and moved to Camp Zama, has had little change in mission although the size of the detachment and type of aircraft has changed.

Aircraft utilized by the detachment have varied over the years from fixed wing aircraft such as the Stinson L-5, Aeronoca L-16, Navion L-17, De Havilland L-20, Beech L-23, and Beech 1900 to the Bell H-13, OH-58 and UH-1 helicopters.

In 1987, major force structure changes redesignated the U.S. Army Aviation Detachment, Japan to the 78th Aviation Battalion.

Over the next decade, the mission evolved from predominately distinguished visitor support, personnel movement and medical evacuation operations to providing limited tacti-

cal training to units throughout mainland Japan and Okinawa.

During this timeframe the battalion retired its fleet of UH-1H "Huey" helicopters and C-12A/J Huron airplanes and fielded the UH-60A Blackhawk and UC-35 Citation jets which are assigned to Co. A, 6th Bn., 52nd Avn. Regt. but under operational control of the 78th Avn. Bn.

Since the end of the Cold War and rise in threats from rogue nations and non-state terrorist actors in the Far East, the U.S. Army has transformed from its traditional role in Japan into a robust, operational, expeditionary-minded force while maintaining its small footprint.

Army Aviation in Japan has mirrored this transformation with a unit that can perform an eclectic mix of tasks across the full spectrum yet maintain its small footprint.

## Command and Control

The establishment of I Corps (Forward) (related to I Corps at Fort Lewis, WA in name only) in 2007 has





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A 78th Avn. Bn. UH-60 Blackhawk conducts overwater operations in Okinawa.

had a dramatic impact on the way the battalion conducts aviation support operations.

I Corps (Fwd.) is a forward stationed operational command post that provides the theater combatant commander with a small, expeditionary, modernized command platform that can deploy quickly for the defense of Japan and in support of other contingencies in the Pacific Theatre.

I Corps (Fwd.) has a charter to deploy as a command and control node between 48 to 96 hours in response to humanitarian assistance/disaster relief (HA/DR) or small scale contingencies (SSC) anywhere in the Pacific.

The Commander, US Army Pacific, can leverage I Corps (Fwd.) and integrate them with the contingency command post (CCP) for HA/DR or SSCs.

The 78th Avn. Bn. works in conjunction with I Corps (Fwd.) and is prepared to deploy in support of regional contingencies, and HA/DR operations.

The aircraft are equipped with the necessary survivability equipment and armament to provide aviation support to any theatre of operations.

The battalion recently deployed four UH-60s to Thailand in support of Cobra Gold where it flew over 150 hours providing general aviation sup-

port to commanders, distinguished visitors and exercise personnel, while maintaining a 95% operational readiness rate.

The transportation of aircraft and associated equipment to Thailand was provided by strategic sea lift.

The deployment to Cobra Gold was the first operational deployment for the unit in many years.

### Interoperability

In addition to supporting I Corps (Fwd.) the battalion also provides aviation support to Army and U.S. Marine Corps units in Okinawa.

The battalion routinely self-deploys UH-60 Blackhawks over 800 nautical miles to Kadena Air Force Base, Okinawa to execute joint exercise training with 1st Bn., 1st Special Forces Group and the 10th Area Support Group.

Training includes airborne operations, troop movement, rappelling, helo-casting, external sling load, fire department response, and aircrew training.

These exercises are essential and allow participating units to improve their mission essential tasks supporting the United States Army-Japan (USARJ) & I Corps (Fwd.) mission.

The UC-35 Citations also provide a unique extended range capability to USARJ and I Corps (Fwd.) within the Pacific Theatre which includes all of Japan, Korea, Philippines, Kwajalein Atoll, Guam, Cambodia, Saipan, Australia, East Timor, Thailand, and Malaysia.

The UC-35s also routinely fly missions in support of Operation Enduring Freedom – Philippines (OEF-P).

### Humanitarian Operations

The battalion supports USARJ by providing a variety of air movement and training support missions to include: distinguished visitor transport, casualty evacuation (CASE-VAC), sling load operations, and U.S. troop and Department of Defense civilian transport.

Natural disasters are a constant risk to those living in Japan and the Far East with earthquakes and tsunamis being the biggest threat.

In 1923, Japan was hit by a mas-



U.S. ARMY PHOTO

UC-35 aircraft on the ramp at Iwo Jima



sive 7.9 magnitude earthquake that killed more than 142,000 people. The earthquake caused the great Tokyo fire that destroyed most of the city.

More recently the Great Hanshin earthquake (a 6.8 magnitude) killed over 6,400 residents in and around the city of Kobe in 1995, causing \$105 billion in damage.

The 78th Avn. Bn. works closely with local government agencies and the Japanese Ground Self Defense Force (JGSDF) to provide aviation support in the event of a major natural disaster.

HA/DR are a major focus for aviation operations in Japan; in an eight hour period, the unit is capable of transporting 23,000 ready to eat meals or 76,000 liters of water to local civilians affected by a natural disaster.

The battalion routinely conducts HA/DR exercises which require the aircraft to transport U.S. medical teams to disaster sites, transport casualties to host nation medical facilities, practice helicopter landings on various host nation medical facility roof top landing pads, and validate military and Japanese Government

HA/DR procedures.

In the event of a natural disaster requiring U.S. support, much of the needed relief supplies would arrive in Japan from U.S. Navy vessels.

The 78th Avn. Bn. has the mission to transport relief supplies and evacuate casualties to U.S. Navy vessels supporting operations off the coast of Japan. The unit is also trained to support non-combatant evacuation operations.

### Partnership

Strengthening bilateral relationships with our Japanese counterparts through special events and training exercises is one of the battalion's critical mission tasks.

On average, the battalion annually conducts approximately 50 bilateral events that include unit school exchange, language programs, aviation unit partnership visits, HA/DR exercises, safety of flight conferences, media/community relation engagements, air show participation, and aviation advisory visits to Japanese aviation units conducting field training.

The success of these exchange visits continues to strengthen Japanese –

U.S. military relationships.

This bilateral training also produces a core of aviators and support personnel who, if needed, can bring essential knowledge to the table if the need ever arises for Japanese Self Defense Forces and U.S. Army to work side by side in large numbers.

What makes the 78th Avn. Bn. unique in Army Aviation is its ability to effectively execute a diverse variety of missions across the full spectrum of mountainous, urban and water borne terrain with a small footprint of personnel and equipment.

Whereas a typical MTOE General Support Aviation Battalion is assigned over 30 aircraft and greater than 300 personnel, the 78th Avn. Bn. is a TDA unit assigned only five UH-60A Blackhawk helicopters, 50 personnel, and with three attached UC-35 Ultra jets to accomplish both TDA and MTOE missions.

The 78th Avn. Bn. is truly an economy of force in the Far East.



*LTC David R. Applegate is the commander, 78th Aviation Battalion, Camp Zama, Japan.*

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An Mi-17 Hip helicopter (left) from the Iraqi Air Force and a UH-60 Black Hawk helicopter from 1ACB conducting combined air-assault Operations.

U.S. ARMY PHOTOS BY SGT TRAVIS ZIELINSKI

# A Bond of Trust: Air-Ground Integration and Iraqi Armed Forces Partnership

By COL Douglas M. Gabram and MAJ Ryan K. Welch

## Historical Perspective

Deployed to Baghdad, Iraq in May of 2009, the 1st Air Cavalry Brigade (1ACB) assumed responsibility for aviation operations within the Multinational Division – Baghdad Operational Environment (OE).

In addition to being the most densely populated and politically sensitive area in Iraq, recent history highlights the presence of sectarian and ethnic “fault lines” that permeate the Iraqi cultural landscape.

The divisions in values, attitudes, and beliefs of the civilian populous transcend directly into the ranks of the Iraqi military.

Initial partnership experiences with Iraqi Air Force (IqAF) and Iraqi Army (IA) reaffirm this perception.

The troubled relationship between

the two military branches predates the Iran-Iraq war and still challenges the progress of IqAF/IA operations.

Ba’athist domination of the former regime’s air force capabilities persist as a negative perception within the ranks of the Iraqi Army.

The class structure within Iraqi culture breeds contempt between IqAF and IA officers and Soldiers.

With “jointness” a relatively new or disregarded concept in the Iraqi Armed Forces, it was evident from the start that the 1ACB would face the formidable challenge of creating a bridging strategy to ensure Iraqi forces’ viability on future battlefields with the primary objective of facilitating IA working together with IqAF similar to our joint model –without the presence of U.S. aviation forces.



Soldiers of the 1st Air Cavalry Brigade “Blues” Platoon climb aboard an Mi-17 Hip helicopter during recent air-assault Operations with the Iraqi Karkh Strike Team.

## Approach And Philosophy Applied

Upon arrival in country, 1ACB aviators realized a shift in emphasis from combat operations to stability-focused missions.

The paradigm shift in aviation support to operations allowed the brigade to focus on partnership “wherever and whenever possible,” efforts that had not been habitually supported by aviation units.

Additionally, a considerable “vacuum” in advisory capability due to the drawdown of forces afforded the 1ACB the opportunity to engage in a grassroots-level partnership with Iraqi aviation and ground units.



Brigade to brigade, battalion to battalion partnerships with the IqAF support the U.S. Force-Iraq's theme of operating "by, with and through" the Iraqis, rather than just providing material support or expertise.

The IACB approach to partnership during OIF 09-10 directly mirrors its Air-Ground Integration (AGI) strategy with U.S. supported units: Mutual trust and confidence – built on personal and habitual relationships.

Throughout train-up and preparation for combat operations, the IACB took a deliberate approach to establishing personal relationships with supported U.S. units.

Through professional development seminars, participation in training exercises and social activities, the brigade established cohesive AGI ties throughout the 1st Cavalry Division and Multinational Division – Baghdad (later known as United States Division – Center).

With some modification, the IACB leadership believed that the same fundamental principles could be applied to a successful partnership strategy.

### Bridging The Gap

The first stage of the brigade's partnership began shortly after transfer of authority.

Forming a mutually beneficial relationship with the US Air Force 721st Air Expeditionary Advisory Squadron (AEAS) and the Iraqi Air Force (IqAF) al-Taji, IACB leadership recognized that the basic tenets of the Brigade's Air-ground integration strategy would quite possibly be the key to success in dispelling the mistrust between joint Iraqi units.

The first obstacle to implementing an effective AGI program with the IqAF and IA units was to understand the emphasis that Iraqi society places on personal relationships.

Being "on time-on target" or technologically superior is not enough... whereas western society places great emphasis on the ability of supporting forces to "do as they say they will," the Iraqi military establishment values interpersonal relationships – knowing someone and personalities far more than the ability to plan and deliver.

Understanding this mindset was critical to application of the brigade's AGI strategy. Building mutual trust between the services



Members of the 1ACB "Blues" Platoon pose with members of the Karkh Strike Team after an air assault demonstration on 29 March 2010.

would have to be preceded by the progressive building of "personal relationships," first between U.S. Army and Air Force aviators, and eventually "breaking bread" with the Iraqi Army and Air Force.

Though leadership interface was a critical component of implementation of this concept, full "buy-in" from Iraqi units was not attained until rela-

tionships were established at the line-unit level... Soldier to Soldier, pilot to pilot.

### Key Players

To succeed, 1ACB had to establish a joint U.S. effort, supported by the 721st Air Expeditionary Advisory Squadron (AEAS).

The 721st AEAS is primarily



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US ARMY PHOTO BY SGT TRAVIS ZEINSKI

1ACB and members and equipment of the IqAF and 34th Bde., 9th IA Div. From the T-72 tank clockwise, AH-64D Longbow Apache, CH-47F Chinook, Iraqi UH-1 Huey, MQ-1C Skywarrior UAS, Iraqi Bell 206B, UH-60A Blackhawk, Iraqi Mi-17 and (center) RQ-7B Shadow UAS.

focused on individual pilot, aircrew, and maintenance training with the IqAF units at Taji, as well as serving as a basic advisory and military training capacity. The squadron is task-organized with an IqAF brigade headquarters and 3 operational flying squadrons equipped with UH-1H and Mi-17 helicopters.

The initial successes of this partnership started modestly with meetings and formal agreements to develop a training plan between the ACB, 721st AEAS, and the IqAF at Taji units.

The second stage of the partnership began when the 34th Brigade (Armored), 9th Iraqi Army Division (Mechanized) Military Transition Team (MiTT) was aligned under the 1ACB for partnership support.

While 34/9 IA retained its own brigade affiliation, the 1ACB supported their MiTT in order to accommodate their administrative and support requirements.

This relationship provided the necessary platform for 1ACB leadership to introduce AGI principles to the partnered IA and IqAF units.

Throughout this train-up, the Iraqi Army chain of command became intimately familiar with the 1ACB's (and IqAF's) leadership personalities.

The bond of trust gradually transitioned through social events from the field-grade level down to the lowest enlisted ranks.

### Combined Air-Ground Integration Strategy

Initial cooperation between the IqAF and IA did not come easily. The 1ACB's role of mediator and efforts in organizing joint team-building events, tactics discussions, and meetings between the two paid off over time. Constant interaction resulted in a growth of trust and cohesion between IA and IqAF units, allowing for a much needed realization of interdependence.

Critical to understanding was finding common ground on infantry and aviation tactics, techniques and procedures (TTPs). To start this process, the 1ACB's assigned battalion-level CAT II interpreters skillfully translated the 1st Cav. Div. Gold Book and all air mission briefs, facilitating our Iraqi counterparts' ability to integrate US doctrine as their own.

Through translation of combined air mission coordination meetings, air mission briefs, and crew briefs, Iraqi Army and Air Force partners were empowered to lead discussions and offer sound suggestions on improving operations within specific areas around Baghdad.

Secondly, training strategies were developed to foster the IA's capability to create a ground tactical plan that fully leveraged the advantages of aviation support.

Combined arms rehearsals were conducted (again, with full translation) in order to cement our combined-joint operations.

The 1ACB goal in this partnership was not only to expand Iraqi aviation capability, but also to establish the trust and confidence amongst IA leadership to rely on their organic aviation assets.

The impetus or motivating force behind all training shared a unified theme throughout: train the Iraqis so that they are empowered to take the lead in all aspects of Iraqi military operations.

Using crawl/walk/run methodology, 1ACB units implemented training programs that developed the IqAF and IA

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partners at every level of leadership.

From the “Jundi” or Soldier on the ground, to the mission pilot, to the Iraqi staff officer, the 1ACB has focused its leadership, personalities, plans and resources on developing the Iraqis’ critical skill sets and knowledge base.

Through the common goal of Iraqi self-reliance and military cooperation, huge strides have been taken toward this end.

During execution, 1ACB provided intelligence, surveillance, and reconnaissance (ISR) overwatch in addition to US ground forces in order to enable IA and IqAF leadership to effectively visualize operations from the TOC.

Full motion video (FMV) feed and the ability to actually see landing plans and ground tactical plans unfold proved invaluable to the development of mutual confidence between IA, IqAF and US air assault forces.

By the midway point of 1ACB’s year-long deployment in Iraq, cooperative efforts led to the successful completion of joint and combined air assaults, as well as combined capabilities demonstrations to the highest levels of leadership in the Iraqi military.

Furthermore, these efforts continued to forge a unique relationship with the 34th Iraqi Army Brigade and the Iraqi Air Force that yielded the first Iraqi dedicated air assault capability.

Appropriately named the “Eagles,” this platoon worked in partnership with the 1ACB’s assault battalion “Blues” company to conduct 9 joint/combined assaults with fantastic results.

## Conclusion – A Formula For Success

Mutual trust + personal relationships = partnership.

Despite the tremendous challenges surrounding security of Baghdad, Iraqi forces recently prevented high profile attacks from marring the March 7th, 2010 parliamentary elections in no small part due to cooperation between air and land forces.

Trust between U.S. and Iraqi forces built through mutual relationships had finally paid off. Iraqi Army and Air Force cooperation was evident throughout the operation.

Plenty of progress has been made, but much work remains to be done.

Partnered Iraqi Army and Air Force Soldiers and Airmen continue to develop alongside (and in front of) their U.S. counterparts, setting the standard for all Iraqi armed forces, and blazing a trail for future Iraqi military cooperation and growth.

Despite the drawdown of American forces, the mutual trust and confidence between the 1st Air Cavalry Brigade and the Iraqi armed forces demonstrates the U.S. forces’ commitment to preserving the sovereignty and legitimacy of the Iraqi government and ultimately the freedom of the Iraqi people.



*COL Douglas M. Gabram is the commander, Combat Aviation Brigade, 1st Cavalry Division, Fort Hood TX and MAJ Ryan K. Welch is the brigade operations officer.*

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# The Society of U.S. Army Flight Surgeons Presents Annual Awards

By COL Stephen A. Bernstein



The Society of US Army Flight Surgeons honored 21 Army aeromedical professionals during the 81st Aerospace Medicine Association Annual Assembly held in Phoenix, AZ, 9-13 May 2010.

For over 40 years, the Society has served to advance the science and art of Aerospace Medicine and its allied sciences, and its application to Army Aviation and the mission of the United States Army, to include promotion of aeromedical education through technical and scientific interchange.

The annual awards which recognize achievement and dedication to Army Aviation were presented during the US Army Aviation Medicine Association's luncheon on Monday, May 10.

The 2010 *Spurgeon H. Neel US Army Distinguished Flight Surgeon* is **LTC Edward H. Bailey** from Fort Drum, NY where he is currently the 10th Mountain Division Surgeon and formerly the 10th Combat Aviation Brigade (CAB) Surgeon.

This award is presented to a flight surgeon who has personified the traits and characteristics of the ideal Army Flight Surgeon or Aeromedical Physician Assistant as determined by

the awards board and is normally awarded for outstanding accomplishment as an operational unit level flight surgeon or aeromedical physician assistant. Bailey was nominated by COL James E. Baker, commander, 10th CAB.

**MAJ Daniel P. Bigley** was recognized as the 2010 *Theodore Lyster Flight Surgeon of the Year*.

Bigley is the Brigade Surgeon, 12th CAB, Ansbach, Germany.

The Lyster award is presented annually to the flight surgeon or aeromedical physician assistant in the Active or Reserve Component who has made the most significant contribution to Army Aviation Medicine during the year as observed by his or her fellow flight surgeons, aviators, or chain of command. COL Robert C. Doerer, 12th CAB commander, nominated his brigade surgeon.

The 2010 *Army Aerospace Medicine Specialist of the Year* was presented to **LTC Shean E. Phelps** from the U.S. Army Aviation Research Laboratory, Fort Rucker, AL.

This award is presented annually to the aerospace medicine specialist who has been selected by the Awards Committee from among all those currently serving in the U.S. Army, as having made the most significant contribution to Army Aviation Medicine during the year.

The award winner may be assigned to any command within the Army, but must be residency trained in the spe-

cialty of Aerospace Medicine.

**Mr. Martin D. Quattlebaum**, U.S. Army Aeromedical Activity, Fort Rucker, AL was presented the *Aeromedical Order of Merit*.

While more than one presentation may be made during any year to any individual who has, in the opinion of the Awards Committee, met the purpose of the award, Quattlebaum was the sole awardee for 2010.

This award recognizes individuals who have selflessly contributed to the advancement, growth, or maintenance of US Army Aviation Medicine over a length of time.

The Society's *Outstanding Achievement Award* is presented to any Army Flight Surgeon, Aeromedical Physician Assistant, and/or Associate Member who the Awards Committee feels warrants recognition for a specific action or achievement during the year.

Seventeen aeromedical professionals were given this award for 2010.

**MAJ Roger Ball**, Task Force Palehorse, Afghanistan

**CPT Wesley Beauregard**, 3-227th Aslt. Hel. Bn., 1st Air Cav. Bde., Fort Hood, TX

**CPT Michael Black**, 1-227th Atk./Recon. Bn., 1st Air Cav. Bde., Fort Hood, TX

**MAJ David Broussard**, U.S. Army School of Aviation Medicine, Fort Rucker, AL

**LTC Arthur Campbell**, 82nd CAB, Fort Bragg, NC (Task Force Pegasus)

**MAJ Earl Downs**, 1st Air Cav. Bde., Fort Hood, TX

**CPT William Edmonds**, 615th Avn. Spt. Bn., 1st Air Cav. Bde., Fort Hood, TX

**MAJ Matthew Fandre**, 160th Special Operations Avn. Regt. (Airborne), Fort Campbell, KY

**CPT Jeffrey Garberich**, 3-227th Aslt. Hel. Bn., 1st Air Cav. Bde., Fort Hood, TX (Continued on bottom of page 49)

## Joseph L. Haley Writing Award

The US Army Aviation Medicine Association Chapter of the Aerospace Medicine Association presented this year's Joseph L. Haley Writing Award during the Association's luncheon on Monday, May 10, to **Dr. Bjorn Ang** from Sweden.

His article, *Neck/Shoulder Exercise for Neck Pain in Air Force Helicopter Pilots: A Randomized Controlled Trial*, was selected as the most outstanding among the many published aeromedical articles over the past calendar year involving rotary wing aviation.



## Ask The Flight Surgeon



# Dealing with Diarrhea

By Dr. (MAJ) Nicole Powell-Dunford

**Q: My unit is traveling overseas again – I developed pretty bad diarrhea my last overseas travel – what can I do to prevent it? Should I take some antibiotics or anti-diarrhea medication in advance?**

**FS:** Given how distracting traveler's diarrhea is, especially when attempting to fly a combat mission, you are right to be concerned.

Close to 50% of all travelers from first world nations such as the United States, will develop diarrhea at least once during travel to developing nations. Classically, three or more unformed stools in 24 hrs plus at least one other symptom such as nausea, vomiting, pain, cramps, fever and/or blood in the stools results in a diagnosis of traveler's diarrhea.

Dietary changes and stress may exacerbate mild cases. Most cases of traveler's diarrhea are caused by bacteria called E-coli. That said, most cases will resolve on their own within a few days. Rarely, symptoms can last for weeks.

### Dehydration Can Kill

The most important danger of traveler's diarrhea is dehydration which can cause a loss of consciousness and contribute to fatal heat injuries.

Therefore fluids, especially ones containing dilute electrolytes (e.g., a 50-50 mixture of water and Gator-aide), are especially helpful whereas highly caffeinated drinks may make things worse.

Antibiotics and anti-diarrhea medications such as loperamide (Imodium) can shorten the duration of traveler's diarrhea but don't always cure it right away.

### When To Medicate

While it might seem like a good idea to take these medications prior to travel, each can have serious side effects.

These medications should be readily available to a traveler, but should not be taken in advance. In particular, antibiotics can wipe out healthy bacteria in the gut that keeps bad types of E-coli from taking root.

Because symptoms can progress quickly and effective medications are available, it is important to see a flight provider as soon as you suspect something is going on.

If you have recently traveled and are experiencing high fever and/or 4 or more loose stools – especially containing blood, pus and/or mucous – you should begin antibiotics without delay to avoid serious problems with dehydration.

### Prevention Is Key

The biggest steps for prevention include good hand washing practices and avoidance of food and water that is likely to be contaminated. It is critical to wash your hands prior to eating and after going to the bathroom.

Food obtained on a local economy can be harmful; particularly fruits and vegetables which have no peel or are already peeled. 'Night soil', or fecal material, is often used for crop fertilizer in developing countries.

Ice cubes may appear refreshing but may be made with the same water that is used for bathing and washing.

### Question for the Flight Surgeon?

If you have a question you would like addressed, email it to [AskFS@quad-a.org](mailto:AskFS@quad-a.org). Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

As always, fly safe!

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.*

(Continued from page 48)

MAJ(P) Steven Gaydos, U.S. Army Aviation Research Laboratory, Fort Rucker, AL

COL Keith Hiatt, U.S. Army Institute of Environmental Medicine, Natick, MA

CPT Kenneth Nickle, 16th CAB, Fort Wainwright, AK

CPT Danielle Pesce, 2-227th Gen. Spt. Avn. Bn., 1st Air Cav. Bde., Fort Hood, TX

MAJ William Porter, 1st Air Cav. Bde., Fort Hood, TX

CPT Erin Stibral, 1-82nd Atk./Recon. Bn., 82nd CAB, Fort Bragg, NC

CPT Tram Troung, 4-227th Atk./Recon. Bn., 1st Air Cav. Bde., Fort Hood, TX

MAJ Rick Whitley, 2-227th Gen. Spt. Avn. Bn., 1st Air Cav. Bde., Fort Hood, TX

Congratulations to all award recipients and we look forward to an even tougher time in reviewing and selecting next year's awardees.

A formal announcement will be made during the 1st quarter of FY11

soliciting nominations for flight surgeons, aeromedical physician assistants and aeromedical family nurse practitioners.

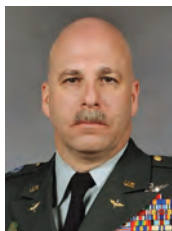
More information is available on the Society's website – <http://www.trueresearch.org/sousafs/>.



*COL Stephen A. Bernstein, MC, SFS is the Director, Aviation Medicine Proponency at Fort Rucker, AL and President of the Society of U.S. Army Flight Surgeons.*



## AAAA Membership Memo



# Taking Risk and Accepting Risk

By CW5 Mark W. Grapin

In his address at the opening session of the AAAA National Convention in Ft. Worth, TX, MG James O. Barclay III – our Aviation Branch Chief – spoke of the manageable organizational and operational risks that were being taken, and being accepted, in securing the future of Army Aviation – and our ability to remain a key component of, and to successes in, this era of persistent conflict.

Later that same morning, BG Raymond P. Palumbo – Deputy Commanding General of the U. S. Army Special Operations Command – admitted to changing the title of his briefing to “Sharpening the Edge,” to reflect the more proactive nature of his unique community in shaping their ability to cohere with conventional forces as a more dynamic operational force.

From my seat, the themes presented by these two senior Leaders resonated to the very fabric of our professional association, and the consideration rendered by each of our more than 17,000 members writing their membership checks: *“What risk am I taking that my membership dollars aren’t just funding a good-ol’-boys’ officer’s club?”*

The converse of that equation lies at the very core of BG Rod Wolfe’s guidance to each one of us in the National office: *“Be constantly mindful of the risk you are accepting in each action undertaken on behalf of Quad-A, that it is consistent with our mission to serve our Aviation Soldiers and their families.”*

In his remarks at the Enlisted Update later that same morning, CSM Tod L. Glidwell – our Aviation Branch Command Sergeant Major – hammered home the imperative to balance the focus of service to and of our Association; and I couldn’t agree more.

Each of our 71 chapters must remain vigilant in reviewing their

membership rosters to ensure their prospective members are being reached, their current members are being engaged, and that every dollar of the dues of every member is seen as an investment in our future; and a reasonable assurance that our Association provides a clear avenue with which to voice concerns of the moment.

### National Membership Committee Progress

Our National Membership Committee met in general session for the first time in April, and the passing of days and weeks since has done nothing to diminish my enthusiasm for the potential of this great team.

No ideas hit the cutting room floor, and the spirit of ownership for the program was evident early-on!

While there are several seats yet available on each of the sub-committees, our Enlisted, Warrant Officer, Company-grade, and Industry Partner team rosters quickly filled with very recognizable members who each arrived with their ties loosened and sleeves rolled up – ready to swing the organizational bat in a very target-rich environment.

Let me digress, and share a story that was unveiled in April.

Brig. Gen. (Ret.) Harry H. Bendorf, a member of our National Executive Group, received a phone call from the U.S. Air Force Association asking for insight into what was causing some of the senior-most leaders in the Department of Defense to sing the praises of Quad-A.

Further, the highest levels of the Army have taken notice of the closing of ranks between the Army Aviation Branch and our professional association and are encouraging each of the other branches to follow suit.

It noted that the whole of the Aviation team was clearly being more



Knight of the Honorable Order of Saint Michael (prototype pictured above) is a new award established this year to recognize the many soldiers and civilians who work diligently to promote the success of our branch, mission, profession, and community who do not meet the criteria for the Bronze, Silver or Gold award. It is designed to recognize an individual’s long-term support to Army Aviation.

See the AAAA InfoFile for more information and forms.

effective than the sum of its parts in securing resources and force structure in budgets that are more than ever under constant pressure – all of which is reinforced by the inclusion of AAAA in the *“One Team, One Fight, One Future”* campaign.

This singularity of mission and purpose between a Branch and a professional association has become the talk of the DoD!

Even better – and to the great credit of each of our senior-most leaders – this laurel is not being rested upon, but seen as the imperative to remain at full-speed ahead in sharpening the edge we have worked so hard to achieve.

Two other stories from our Membership Committee meeting warrant sharing in this forum.

The first, from our smallest chap-



ter, VMI/VWIL chapter in Lexington, VA, in their constant struggle to meet chapter size requirements.

BG (Ret.) Norman M. (Mike) Bissell brought several members from the Virginia Women's Institute for Leadership (VWIL) Color Guard to serve at the AAAA National Convention.

Virtually none of these Cadets had heard of Quad-A before April, particularly his exchange students from India; but each were chirping with their enthusiasm for what our Association is and does – particularly after the time these young ladies shared with Medal of Honor recipient and newly-promoted Colonel Bruce P. "Snake" Crandall.

The second slice of good news is rooted in our organizational flexibility to do everything possible to include our members in their local chapter – although "local" appears to be relative.

You see, in a state approaching 40 million people, and with the world's seventh-largest economy, California has a finite number of chapters.

The Southern California chapter is based in Los Alamitos, but its reach is not necessarily defined by the norm of a 60-mile radius that is typical of many of our chapters.

They were approached by several members in the Sacramento area to see what could be done to include them in a local chapter – which prompted the question as to whether their members would better be served by stretching the geographic goose egg to 400-ish miles from Southern California (as the Mid-Atlantic Chapter did on the east coast), or to energize the local membership in the Mather area to start their own modest chapter.

These are *exactly* the kinds of challenges we want!

### **Leveraging Membership Successes in our Aviation Centers of Gravity**

Great stories cross my desk seemingly every day – from the Mid-Atlantic chapter and their work with the Fisher House, to the Pike's Peak chapter as they rebuild and re-energize their membership.

The innovation of these chapters in methods to engage and serve their members, and the pure enthusiasm for Army Aviation is contagious.

And, while the "Top Gun" membership recruiting winners have long-

since been announced, there is a point of emphasis that warrants broadcast in the success of our top recruiter for the fourth year in a row – Mr. William J. (Bill) Cannon.

The Aviation Center chapter is a natural center of gravity for a potentially huge pool of members, with so much tenant and transient activity.

And while Bill deserves every bit of our praise for his great work in the Wiregrass, I encourage each of our chapters to reach ahead of him and endeavor to send our newest Aviation soldiers to Ft. Rucker as card-carrying Quad-A members – and to each of our Aviation schools, for that matter, such as Ft. Eustis, and Ft. Huachuca.

While this is easier in many respects from the Reserve Component side, since each "sending" unit knows who they're sending to school, and exactly to which unit each will be returning, I can only imagine how impressive it would be when Bill asks during his next in brief, "*How many here are members of their professional association?*", and most of the newest and youngest soldiers in the room hold up their AAAA cards!

Finally, and in the interest of accuracy, please accept my apologies for having inadvertently "promoted" Sergeant Major (Ret.) Kenneth G. Rich to Command Sergeant Major in my last column.

Regardless of his rank, Sergeant Major Rich is a most welcomed asset to the Membership committee with his substantial success in community-based and faith-based outreach programs, which we are sure to adopt in the months and years ahead.

Next month I'll report on continuing progress made with our membership committee and sub-committees, and relay our early program successes in meeting our commitment to demonstrate you're having taken a risk in writing that membership check was indeed a sound investment!

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



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

## **Recognize Excellence!**



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**AUGUST 15, 2010**

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# Champions of Fort Campbell

## A Lifetime of Taking Care of Soldiers and Families

By Judy Konitzer

**N**ine *Champions of Fort Campbell* were honored on May 19 at a ceremony hosted by MG John F. Campbell, Commanding General, 101st Airborne Division (Air Assault). He unveiled the portraits of the awardees on a wall inside the headquarters building, and explained that the new program was designed to recognize and give local citizens who have spent their lives supporting Fort Campbell a small token of appreciation.

"We want to recognize the icons that have been at this for years," he said. "These phenomenal individuals through their generosity, compassion, and their sense of duty have put forth an amazing amount of energy to make life at Fort Campbell better for our Soldiers and their families."

TC and COL (Ret.) Bobby Freeman were among those recognized at this inaugural event. TC has served our Soldiers and their families for over 50 years. Her willingness to volunteer at her children's schools, Army Community Service, Army wives activities, and major fundraisers over the years provided TC the skills, knowledge, and ability to take on more challenging projects and roles.

Among them were AUSA Tennessee/Kentucky Chapter President, AUSA President for the state of Kentucky, President of AUSA's 2nd Region with 23 chapters in 8 states and the District of Columbia, Field Representative for United States Senator Jim Bunning, and now as a Civilian Aide to the Secretary of the Army (CASA) for Kentucky since February 2008.

In her words, "[Being a CASA] gives me a platform to continue doing what I love most – giving something back to our Soldiers and their families and being there for them."

### Welcoming Soldiers Home from Deployments

An Army wife since 1961, TC was saddened by the reception given her husband and other Soldiers as they returned from Viet Nam. At the time, a divided nation directed its anger for the Vietnam War at the Soldiers, who unfortunately were shunned by some and ridiculed by others.

She vowed it would never happen that way again.

Like so many others, TC feels that it is important for Soldiers to feel good about what they have done, so being greeted by family, friends and crowds of people is imperative.

As an AUSA volunteer, she was able to do just that as she assisted the Tennessee/Kentucky Chapter in welcoming home each flight of Soldiers returning from Desert Shield/Desert Storm and the 2nd Brigade Task Force flights returning from Kosovo.

She continued these efforts as she greeted Soldiers returning to Fort Campbell from Operation Iraqi Freedom I and II and now from Operation Enduring Freedom.

As AUSA's Regional President she also attended many Welcome Home events for Guardsmen and Reservists.



MG John F. Campbell, commanding general of the 101st Airborne Division (Air Assault) and Fort Campbell, unveiled the new *Champions of Fort Campbell* wall inside the headquarters building on May 19. TC and COL (Ret.) Bobby Freeman were among 9 recipients recognized at the inaugural ceremony honoring local citizens who have spent their lives supporting Soldiers and their families at Fort Campbell. Their grandson, Richard Freeman, is pictured with them.

### Involvement in Community/Military Life

Upon Bobby's retirement in 1986 from his last assignment as Fort Campbell Deputy Post Commander, the Freemans settled in Hopkinsville, KY, where TC and Bobby helped to form the Hopkinsville-Christian County Chamber of Commerce Military Affairs Committee with a major initiative to establish the Fort Campbell Memorial Park.

The 16 acre park honors the 248 division Soldiers who were killed in a plane crash at Gander, Newfoundland in 1985 as they were returning from their peacekeeping mission in the Sinai.



The committee also established the "Peacekeeper" Award, named after the bronze statue that stands in the park, and TC presented the first one to the departing 101st Abn. Div. Commander, LTG Burton D. Patrick.

The award continues to be presented to designated officers and NCOs when they depart Fort Campbell by the Military Affairs Committee.

While accompanying MG Dick Cody, then-101st Div. Cdr. along with other civic leaders to visit with Task Force Falcon units in Kosovo in 2001, she learned of the great need of supplies for area schools.

Upon her return, she headed an AUSA effort along with the Hopkinsville-Christian County Schools and the Military Affairs Committee to help provide the needed supplies which arrived just before the units came home.

Her increasing involvement in Fort Campbell and community activities led to her appointment as one of four CASAs for the state of Kentucky.

### The CASA Program

CASAs were first formally recognized in 1922 under the Department of War which became Department of the Army in 1947, a part of the new joint National Military Establishment which subsequently was renamed Department of Defense in 1949.

Civilian aides (currently 95) are managed by the Secretary of the Army, John M. McHugh, and are appointed from each state, in addition to the U.S. territories of Puerto Rico, The Virgin Islands and American Samoa.

CASAs are proactively involved in their communities and are usually business or civic leaders who bring to the position their interest in the Army, their leadership skills, and an ability to influence the public by acting as spokespersons and advisors.

As the Army's special advocates, CASAs work closely with Army and installation commanders, State Adjutants General (TAG), National Guard and Reserve commanders, ROTC regions and area commanders, Professors of Military Science, Army Recruiting commanders, and other designated personnel within their respective areas.

CASAs receive monthly mailings with information on key Army issues, prepared speeches, and talking points on regional and local issues and attend a yearly national Conference.

Once appointed, CASAs serve a two-year term, with the possibility of serving a maximum of five terms (10 years), without compensation, except for travel expenses related to the program. Some Civilian Aides, upon completion of their terms, are given an honorary designation of Civilian Aide "Emeritus." All are afforded 3-star protocol status.

### CASA Activities

Taking part in Community Covenant signings, an effort for communities to put their arms around troops is something all CASAs are encouraged to do, and TC certainly has participated in this program.

Presently there are 36 counties in western Kentucky with 101st flags flying over city halls, courthouses, and some schools, and TC recently returned from a ceremony in Mayfield, KY where the 101st flag now flies over the courthouse. TC's role with AUSA afforded her the opportunity to work with TAGs and superintendents of schools which she finds helpful as she works with military recruiters.

## Free Summer Programs for Military Children

This list contains websites for some of the many summer programs available to military families.

**Operation Military Kids** will sponsor 250 summer camps across the nation for school-age military children through a partnership with the Army, the Defense and Agriculture departments, and 4-H. The camps cover a wide range of interests, including robotics, technology, high adventure, animals, cooking, photography, and art.

[www.operationmilitarykids.org](http://www.operationmilitarykids.org)

**First Tee Military Affiliate Program** offers free golf instruction to children at 200 chapters located across the nation. The program not only sharpens their skills on the green, but also equips children with life skills, like interpersonal communication, managing emotions, goal-setting and overcoming obstacles.

[www.thefirsttee.org/military](http://www.thefirsttee.org/military)

**Blue Star Museum Program** sponsored by the National Endowment for the Arts and Blue Star families offers service members and up to five of their immediate family members free admission to over 600 museums in 50 states and the District of Columbia from Memorial Day through Labor Day.

[www.bluestarfam.org/drupal/bluestarmuseums](http://www.bluestarfam.org/drupal/bluestarmuseums)

**Tutor Program** is a free online tutoring service for service members and their families. Children can access round-the-clock professional tutors who can assist with homework, studying, test prep, resume writing, and more, keeping their learning skills honed throughout the summer.

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

Concentrating her support to the U.S. Army Recruiting Command at Fort Knox, "is very important as we grow our Army and continue our fight on terror and to keep our wonderful country free," she continued.

And working with the Guard and Reserve in Kentucky continues to be a fulfilling activity, because many Kentucky Guardsmen have been integrated with the 101st, a Division she holds dear to her heart. "We are so lucky at Fort Campbell to have had and continue to have the greatest leadership teams," she said.

### Awards

TC and Bobby Freeman are life members of AAAA and AUSA and have respectively received numerous honorary positions and awards to include Honorable Order of Our Lady of Loreto and The Silver Order of St. Michael for outstanding support of the Army Aviation Family and Army Aviation Community.

One intrinsic award is looking back on what TC's immediate family, as well as what her extended Army family, have accomplished and what they continue to do.

"It makes me so proud!" she said. "And Bobby is always there encouraging me. I could not do all the things I do without him."



*Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed to her at [judy@quad-a.org](mailto:judy@quad-a.org).*



# The Real Goal of Army Aviation

By Brig. Gen. Clifton F. von Kann  
Director of Army Aviation, ODCSOPS, D/A

## FROM THE ARCHIVES

Article from the November 28, 1959  
issue of ARMY AVIATION Magazine.

One of the ghosts that haunts every discussion of Army aviation is “another Air Force.” To add to this scare factor there are a lot of little minor ghosts who always accompany the first: “The Army wants to take over TAC.” “The real goal of Army aviation is its own branch.”

“Army aviation is merely another example of divergence rather than unity within the services.”

### Let's Bring Them to Light

There seems to have been a great deal of reluctance to mention these ghosts, except in dark corners of smoke filled rooms. My purpose today is to bring them out in the light in the hope that this form of exorcism may lay some of these forms to rest.

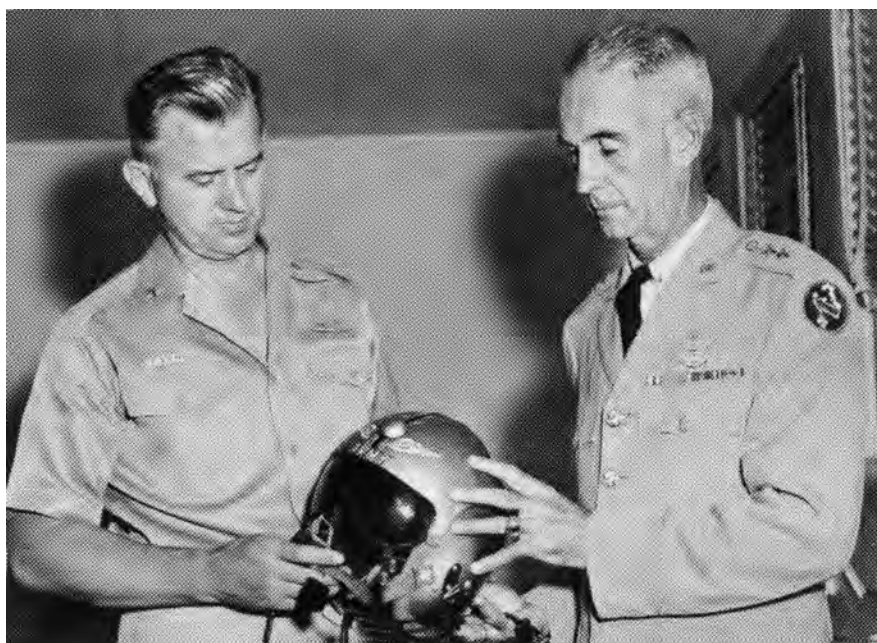
The Army has no reason to be ashamed of its aviation program. We are convinced that it is a very essential portion of the overall Army. Its only purpose in being is to *enhance* the capability of the Army to perform its vital missions. There are no hidden goals or dark mysterious intentions contained in these objectives. We are not in competition with anyone *except a potential enemy*.

### Our “Heading” is Obvious

Then just where is Army aviation heading? To answer that one must examine where the *Army* is heading – for the questions are inseparable.

The thermo-nuclear weapon has swung the pendulum of military thinking once more toward dominance of firepower. But firepower is only one of the elements of combat power. Unless it is complemented by mobility and the means of command and control, firepower does not mean combat power.

History has given us many examples where an imbalance of the elements of combat power influenced the very nature of the battle. The most striking example of recent times is



MG Norman A. Costello (r.), ACofS, G-3, USARPAC, is shown receiving a new protective helmet which will soon be worn by all Army aviators and crewmen in the command. MG Costello is the senior rated officer in USARPAC. Making the presentation is BG T.B. Evans, USARPAC Quartermaster.

shown in the comparison of World War I and World War II. In the latter half of the nineteenth century repeating rifles, machine guns, and rapid-fire artillery were added to the armament of the ground soldier, while the soldier, of course, continued to walk a mile and a half an hour across country the way he has always been walking.

The result of this growth in firepower, without any comparative growth in movement, was that the soldier found that in order to stay on the battlefield at all he had to dig elaborate trench systems. Nobody liked trenches, but some were occupied continuously for four years, from 1914 to 1918.

In the years between World War I and World War II the pendulum swung toward the predominance of mobility. The German Army was the first to recognize this change, and they reaped

the gains that come with innovation in the successes of the early “*blitzkrieg*” attacks. The basic armament of the soldier was substantially the same – automatic rifles, machine guns, and artillery. But tanks, trucks, fighter bombers, and airborne divisions had been integrated into the system to give new mobility means of applying combat power. Consequently, World War II was not a trench war.

### WW II Adds New Dimension

Then at the end of World War II the explosion of the atomic bomb gave notice that firepower had a new dimension. I think it is very clear from history that if there is no addition to our movement capability, the only way our land Army will survive is to disperse, dig very deep holes, and stay in them.

Survival, in itself, is not the mission



of the Army. The dominant principal in our military doctrine has been, as it always must be, to emphasize that wars can only be won by *offensive* operations; and mobility is an essential element of offensive operations.

We could build, I assume, a 200 mile an hour tank, but this does us little good if the only place we could use it would be the Salt Flats in Utah. Only marginal gains can be made if we restrict ourselves to the ground. But is the land battle restricted to the ground? By definition land-warfare includes the air and sea contiguous to the battle, just as the air battle includes the airfields, and the sea warfare concept includes the ports and harbors.

### General Lemnitzer Cited

If we don't restrict our thinking to the ground we have a new dimension to tactical mobility. The Army's Chief of Staff, *General Lemnitzer*, said last August, *"With respect to tactical mobility, I want to make particular mention of the various types of aircraft, both in being and experimental, which make up Army aviation. What these and other developments in mobility mean is that we are on the verge of a situation that is drastically new. Throughout history a major limitation on the freedom of action land forces – and consequently, on their effectiveness – has been the barrier of terrain. We can now foresee a time when mountains and rivers and other terrain features will cease to be obstacles or limitations. They will be meaningful chiefly as advantages to be exploited as the situation indicates."*

This statement is a strong indication of where the Army is heading and clearly points up the tremendous responsibility of Army aviation. Tomorrow's battlefield will be a mass of obstacles, for in addition to the natural rivers, mountains, and jungles, we must add the possible man-made obstacles from nuclear, chemical, and biological weapons.

The area of combat will be a crazy quilt of friendly and enemy forces with gaps that no one controls completely. The unit that can concentrate and disperse the quickest, while maintaining its integrity, is the unit which will survive. It is fundamental to this concept that the aviator and the aircraft are an integral part of the tactical unit.

### Be in the "Army" Picture

The Army is not interested in the airplane *per se*. Its interest lies in how aviation can help the Army accomplish its mission. If we lose sight of this objective, and become fascinated by flying from a purely pilots' viewpoint, we are in danger of failing our basic purpose.

We must constantly picture the aircraft and pilot in the environment of the soldier, for the mission of Army aviation is based on the mission of the Army.

With this mission it seems ridiculous to limit ourselves to some one branch of the Army – to an Army Air Corps. We would be selling ourselves and the Army short. We would be forgetting the lesson of the twenties and thirties when no infantryman, no artilleryman, no cavalryman could fly an airplane. You had to belong to the Air Corps.

I am sure that you gentlemen have heard scattered individuals in Army aviation who insist that the Army must have an Aviation Branch. There certainly may be a requirement for personnel who devote their entire careers to aviation matters.

### No Monopolies

In the longer view, however, just as we now argue that the Air Force has no monopoly on flying machines because they fly, similarly no one branch in the Army should have a monopoly. We don't pool all of our jeeps and trucks in one branch. The Signal Corps doesn't operate every telephone and radio, nor does the Engineer Corps run all our generators. The peculiar characteristics of a piece of equipment do not dictate the mission. Rather the equipment is given to the people who need these characteristics to accomplish the mission.

We dare not be compartmentalized now. The big advantage we have as Army aviators is that as a group we belong to no one special branch, have no parochial little axes to grind, and have one common goal – *an air-minded Army*. We do not want to be considered a little privileged and specialized organization – we want everyone in the Army to understand and be a part of a new mobility program.

### State of Mind All-Important

Our real problem, then, is one of the state of mind. Unless we can convince everyone of the importance of this program, the necessary effort and

## ARMY AVIATION MAGAZINE

### BLUE BOOK 2010 DIRECTORY



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## A A A A NEWS SPOTLIGHT

## 12th CAB Soldiers Awarded German Gold Cross

**F**ourteen members of the Army's 12th Combat Aviation Brigade on Apr 29, became the first non-Germans to receive one of that nation's highest honors for valor.

The soldiers, based at U.S. Army Garrison-Ansbach, Germany, were honored for medevac flights they performed April 2 extracting 11 German troops who had been ambushed by some 200 Taliban fighters while on patrol north of the city of Kunduz, Afghanistan.

During an April 21 visit in Berlin with Dr. Karl-Theodor Freiherr zu Guttenberg, Minister of Defense of the Federal Republic of Germany, GEN Stanley McChrystal, the top U.S. and NATO commander in Afghanistan, was given the *Ehrenkreuz der Bundeswehr in Gold* medals to take back to Afghanistan for presentation to the 14 Army Aviation Soldiers.

The soldiers, who are assigned to Companies A and C, 5th Bn., 158th Avn. Regt. based in Katterbach, Germany, were presented the Gold Cross Medal on May 2.

They are:

CPT Robert McDonough, CW3 Steven H. Husted, CW3 Jason J. LaCrosse, CW3 Nelson A. Visaya, CW2 Jason M. Brown, CW2 Sean Johnson, CW2 Eric L. Wells, SSG Travis W. Brown, SGT William Ebel, SGT Antonio A. Gattis, SGT Steven Schumaker,



PHOTO BY SPC MATTHEW CHLOSTA, ISAF PAO

Left to right, CW2 Jason M. Brown, SSG Travis W. Brown and SGT William Ebel, 5th Bn., 158th Avn. Regt., Katterbach, Germany, salute during the national anthem on May 2 after receiving the German Gold Cross Medal for their bravery evacuating wounded German Soldiers while under fire near Kunduz on April 2.

SPC Matthew C. Baker, SPC Todd A. Marchese, and SPC Gregory A. Martinez.

The German Gold Cross is that country's second highest award and has previously been awarded to only eight German Soldiers. The medal is for outstanding deeds at the risk of one's life.

money to do this job will not be forthcoming. It is an ambitious program and it obviously comprises a big enough goal without the added implication that *"the Army wants to take over the Tactical Air Command."*

Now the Army holds that the TAC mission is one of the most important in the military establishment; we are perfectly happy to have the Air Force do it, but we insist it must be done. We realize that any Army aviation effort directed toward such a mission might detract from its capability to perform its own assigned tasks, and could divert our attention from the bigger objective of an air-minded Army.

### Aircraft Familiarization

Today, we're a motor-minded Army. The basic ingredient of all that motor-mindedness is the fact that you and I, all of us, drive automobiles. We understand automobiles; we feel perfectly competent to make decisions about automobiles. There is no doubt in our minds that we can command motorized units.

By analogy, the basic ingredient of the air-minded Army is going to be familiarity with aircraft. Not necessarily everyone being a pilot, but every unit having organic aircraft integrated into its routine missions.

We won't have an air-minded Army by an approach of exclusiveness.

The commander is not going to have any confidence in a remote pool of aircraft that he may *possibly* use on a *part-time* basis if he goes through ten headquarters with a high enough *priority*. We can only have an air-minded Army if we convince the commander that we are a part of *his unit* and that we can do a job for him not possible by any other means.

### The Combined Arms "Team"

I started my Army career in the Artillery. Now the Artillery has many proud traditions, but the first thing one is taught in the artillery is that his prime purpose is combat support. The more he understands and participated in the operations of the supported units, the more effective is the partnership. All the Arms have learned that it is not enough to be an infantryman or artilleryman or tanker. They must think combined arms – they are taught combined arms. Army aviation does not want to be "that bunch out at the airfield." They want to be recognized as part of the combined arms team. We are proud of the aviator badge – because we want everyone to know it's an Army badge.

### Catalyst

Now I'm not naïve enough to assume that my words here have permanently banished the ghosts I mentioned originally. Every time that Army aviation is mentioned without relation to the Army as a whole, these specters will reappear. Our biggest job lies in our own shop. Every Army aviator must understand his mission and show its value to his immediate commander.

The ghost of *"another Air Force"* will never be completely put to rest until we in Army Aviation convince the Army itself of our goals, and demonstrate we are neither step-child nor favorite son, but rather an essential catalyst to the formation of a modern mobile Army.

*Major General Hamilton Howze* summed it up very neatly when he said, *"...it's hard to be audacious sitting at the bottom of a hole. In the air just above the treetops lies one of the greatest hopes for victory on the ground."*



— ❖ —  
**BG Clifton F. von Kann**  
Director of Army Aviation,  
ODCSOPS, D/A

# Industry News

And Announcements Related to Army Aviation Matters

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



PHOTO COURTESY KAMAN AEROSPACE CORP.

## Kaman Helicopters Awarded Army Contract for Unmanned Helicopter Enhancements

Kaman Aerospace Corporation, Bloomfield, CT, announced May 27 that the U.S. Army Aviation and Missile Research Development and Engineering Center (AMRDEC), has awarded a \$2.9M contract to Kaman's Helicopter Division. The contract will develop enhanced mission capabilities for the unmanned K-MAX helicopter. Kaman's commercial operators boast 98-99 percent availability rates in the harsh helicopter logging environment, where K-MAX rotorcraft deliver 6,000 pound loads 20 to 30 times per hour – it is designed to deliver up to 4,300 pound loads at 15,000 feet. A single K-MAX often moves more than one-million pounds of timber in a single day, and has exceeded two-million pounds in a single day on numerous occasions. The 2010 Unmanned K-MAX AMRDEC program takes the next step toward fielding a deployable system in a military environment, with primary focus on those operations in theater.

**Contracts –** (From various sources. An “\*” by a company name indicates a small business contract)

## General Atomics Awarded ERMP Option

General Atomics Aeronautical Systems, Poway, CA, was awarded on April 30 a \$15,215,147 cost-plus-incentive-fee contract for the exercise option for contract W58RGZ-09-C-0151 in support of the extended range/multi-purpose system production readiness test asset. Work is to be performed in Poway, CA, with an estimated completion date of April 09, 2011.

## Bell to Deliver 412 EP

Bell Helicopter Textron, Inc., Hurst, TX, was awarded on April 30 a \$20,720,482 firm-fixed-price contract for the procurement of two, with an option for one, standard commercially configured Bell Helicopter 412 EP aircraft with optional equipment requirements and complementary pilot and maintainer training. Work is to be performed in Quebec, Canada (88 percent), and Piney Flats, TN (8 percent), with an estimated completion date of Oct. 1, 2012.

## AGM-114R Goes Into Production At Hellfire

Hellfire Systems, LLC, Orlando, FL, was awarded on April 30 a \$15,839,000 firm-fixed-price contract for the transition of the new AGM-114R Hellfire II Romeo missile into the current Hellfire II missile production line. Work is to be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2013.

## GE To Upgrade Engines

General Electric Engine Services, Inc., Cincinnati, OH, was awarded on April 30, 2010 a \$9,196,000 firm-fixed-price contract for the overhaul and upgrade of 20 Y700-GE-701C turbine engines to the T700-GE-701D configuration applicable to the UH-60 Blackhawk and AH-64 Apache helicopters. Work is to be performed in Arkansas City, KS, with an estimated completion date of Sept. 30, 2011.

## EADS To Increase Logistics Support

EADS North America Defense, Arlington, VA, was awarded on May 4 a \$6,879,253 firm-fixed-price contract to increase the funding and corresponding contractor logistics support (CLS) flight hours for contract line item number 5230AA Program Year 05, CLS TDA throughout the contiguous United States, and contract line item number 5250AA Program Year 05, hybrid CLS throughout the contiguous United States. Work is to be performed in Columbus, MS (20 percent), and Trumbull, CT (80 percent), with an estimated completion date of Dec. 31, 2010.

## ERMP SDD Awarded to General Atomics

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded on May 3 a \$5,800,000 cost-plus-incentive-fee contract for continued performance of the system development demonstration in support of the extended range/multi-purpose unmanned aircraft system. Work is to be performed in Poway, CA, with an estimated completion date of Dec. 31, 2010.

## Hellfire II Option Exercised

Hellfire Systems, LLC, Orlando, FL, was awarded on May 7 an \$84,515,385 firm-fixed-price contract for fiscal 2010 option exercise for a total quantity of 1,253 Hellfire II missiles. Work is to be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2013.

## Raven FRP Option Awarded to AeroVironment

AeroVironment, Inc., Simi Valley, CA, was awarded a \$11,198,967 firm-fixed-price contract to definitize and exercise not-to-exceed fiscal 2010 option for 113 full rate production Raven systems, 113 Raven initial spare packages, and Raven engineering services. This effort procures 63 Raven systems; 63 Raven initial spare packages; Raven engineering services; and logistics support for the family of systems proof of principle. Work is to be performed in Simi Valley, CA, with an estimated completion date of Jan. 30, 2011.

## Hawker Contracted For King Air

Hawker Beechcraft Corp., Wichita, KS, was awarded on May 6 a \$6,219,165 firm-fixed-price contract for the purchase of one Beechcraft King Air B350 aircraft in a click configuration. Work is to be performed in Wichita, KS, with an estimated completion date of April 28, 2011.

## ERMP Hardware LRIP Award to General Atomics

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded on May 14 a \$195,510,000 fixed-price-incentive-fee contract for the procurement of supplemental hardware, low-rate initial production in support of the Extended Range Multi-Purpose Unmanned Aircraft System and hardware in support of Communications-Electronic Research Development and Engineering Center. Work is to be performed in Poway, CA, with an estimated completion date of Nov. 30, 2012.

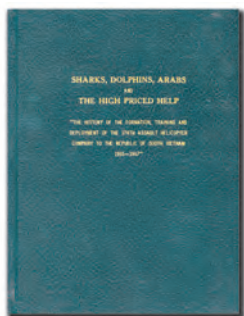
## Kilgore Awarded Flares

Kilgore Flares Co., LLC, Toone, TN, was awarded on May 13 a \$9,054,085 firm-fixed-price contract for the exercise of Option Year 1 for W52P1J-09-C-0056 for support of M206, MJU-7A/B and MJU-10/B. Work is to be performed in East Camden, AR, with an estimated completion date of Nov. 30, 2011.



## AAAA BOOK REVIEW

# Sharks, Dolphins, Arabs and The High Priced Help



***The History of the Formation, Training and Deployment of the 174th Assault Helicopter Company to the Republic of South Vietnam, 1965-1967.***

By LTC Martin F. "Marty" Heuer, U.S. Army, Retired with Rita M. Prokash Heuer

Reviewed by MG Ben L. Harrison, US Army, Retired

**F**inally! A book that details the frustrations of multiple moves in the States to form an aviation company, the confusing unit name changes, the long seaborne ride, more confusion as to where to settle the company in Vietnam and the anxiety and preparation for the initial commitment to contact with the enemy.

And the combat and rear area stories of every swinging guy in the company and the attached Transportation Corps maintenance detachment are told. And what do you do with 28 majors assigned to one company?

Marty's book is a special treat for all of us who served in the 1st Aviation Brigade in the mid '60s who truly appreciated the musical talents of our aviators and crew members that they shared with us and the special monthly gatherings for MG Phip Seneff's song contest that followed his Commander's Conference.

The 174th's "The High Priced Help" played super foot-stomping, beer-drinking music. All of the Brigade's dozen or so musical groups are covered.

We also get a bottoms-up view of the inspiring, unique leadership of the 14th Combat Aviation Battalion's commander, LTC "Black Sam" Kalagian.

This 541 page large (8 3/4 x 11 in) heavy-bound book contains 765 pictures and an 18 page index of 700+ entries.

Truly a superb contribution to the documented history of the Vietnam War.

*Major General (Retired) Ben L. Harrison is a former Deputy Commanding General of the U.S. Army Aviation Center, a past AAAA National President, and Chairman of the Army Aviation Hall of Fame Board of Trustees.*

## AAI Shadow PBL Funds Increased

AAI Corp., Hunt Valley, MD, was awarded on May 13 a \$7,229,690 cost-plus-fixed-fee contract to increase funds and authority on the Shadow tactical unmanned aircraft systems performance based logistics contract. Work is to be performed in Hunt Valley, MD, with an estimated completion date of Oct. 31, 2010.

## ERMP QRC and Training Base Funding Awarded to General Atomics



PHOTO COURTESY GENERAL ATOMICS

General Atomics Aeronautical Systems, Inc., Poway, Calif., was awarded on May 19 a \$38,465,000 cost-plus-incentive-fee/cost-plus-fixed-fee contract. This contract is for the issuance of modification #P00011 to contract W58RGZ-09-C-0153 for new contractor logistics support, performance-based logistics transition for the extended range multi-purpose unmanned aircraft system (UAS) Quick Reaction Capability 1, Quick Reaction Capability 1R, and Quick Reaction Capability 2, as well as a UAS training base in support of Operations Iraqi Freedom and Enduring Freedom. Work is to be performed in Adelanto, CA (34 percent); Hunt Valley, MD (24 percent); Poway, CA (18 percent); Palmdale, CA (17 percent); and Salt Lake City, UT (7 percent). The estimated completion date is May 19, 2011. Pictured above: The General Atomics MQ-1C Warrior is an Extended-Range Multi-Purpose (ERMP) unmanned aerial system (UAS). Funded by U.S. Army, it is an upgrade of the MQ-1 Predator.

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Combat Medical Systems . . . . .	47	USATCO/U.S. Air Tool Co. . . . .	43
DRS Technologies, Inc. . . . .	2	VT Miltop Corporation . . . . .	31
EADS . . . . .	11	Westwind Technologies Inc. . . . .	30
GENTEX . . . . .	10		



## PEOPLE ON THE MOVE

### AVN. GENERAL OFFICERS

The Army chief of staff announced the assignment of the following aviation general officers:



U.S. ARMY PHOTO

BG Kevin W. Mangum, deputy commanding general-center, U.S. Division-Center, Operation Iraqi Freedom, Iraq, to commanding general, Army Special Operations Aviation Command, Fort Bragg, NC.



U.S. ARMY PHOTO

BG Raymond P. Palumbo, deputy commanding general, U. S. Army Special Operations Command, Fort Bragg, NC, to commanding general, U. S. Army Alaska / deputy commander, U. S. Alaskan Command, Fort Richardson, AK.

### CHANGE OF COMMAND

#### Task Force ODIN Changes Command



ARMY PHOTO BY SPC MONICA K. SMITH, 3RD CAB, TF FALCON

COL Donald N. Galli, (second from left) commander of the 3rd Cbt. Avn. Bde., Task Force Falcon, passes the battalion colors to MAJ Brian Wallace, incoming commander of TF ODIN-A (Observe, Detect, Identify, Neutralize - Afghanistan), 3rd CAB, TF Falcon, during a change of command ceremony, May 3 at the Morale, Welfare and Recreation clamshell at

Bagram Airfield, Afghanistan. Changes of command during a deployment are uncommon; however, outgoing commander, LTC John M. Hinck (left), was selected to be the aide-de-camp to GEN James D. Thurman, the new commander of U.S. Army Forces Command (FORSCOM) and TF ODIN-A executive officer, Wallace, has assumed command until the new commander arrives in country. TF ODIN-A CSM Terry L. Sparks (right) provided the unit colors during the ceremony.

### AWARDS

#### Former Army Aviator Inducted Into Leavenworth Hall Of Fame



U.S. ARMY PHOTO



U.S. HOUSE OF REPRESENTATIVES PHOTO

Iowa 3rd Congressional District Rep. Leonard Boswell was inducted into the Fort Leavenworth Hall of Fame in a ceremony May 11 at the Lewis and Clark Center at Fort Leavenworth, KS. Boswell, a Vietnam veteran who earned the Distinguished Flying Cross for his service, was a former instructor at the Command and General Staff College. He retired as an Army lieutenant colonel and was first elected to the U.S. House in 1996.

#### Combat Patch Awarded



U.S. ARMY PHOTO BY SPC JEFFREY TROTH, CAB PAO, 110.

Cbt. Avn. Bde., 1st Inf. Div. Soldiers put Big Red One combat patches on each other May 2 during a patch ceremony. They joined the ranks of combat veterans May 2 when they were awarded the 1st Inf. Div. shoulder sleeve insignia for former wartime service, more commonly known as the combat patch. Soldiers donned the patch during a ceremony in front of the brigade headquarters, the battalion areas and other bases around Iraq at which the CAB has aircraft. The date of the patch ceremony also held additional significance

in that May 2 is the anniversary of the 1st Inf. Div.'s authorization. The patch has been worn for 93 years on the battlefields of North Africa, Italy, France, Belgium, Vietnam, Kuwait and Iraq.

#### Mother's Day Visit In Iraq



1LT Kenieth E. Mayweather, 1st Bn., 1st Avn. Regt., 1st Inf. Div., gives his mother, CSM Ruby J. Mayweather who works in the U.S. Forces-Iraq's Critical Thinking cell, a tour of Camp Taji May 5, which included a stop on the flight line and one of the AH-64 Apaches he pilots. The two were reunited in Iraq by an early Mother's Day surprise visit. They have a total of 43 years of service in the Army: Rue with 29 and her son with 13. Over the years, this is the first time the Mayweathers have been deployed to the same country.

#### Cav Hat Goes To Combat Vet



SPC Stephanie Gordon, Catalina Recruiting Station, Tucson, AZ, was selected as the winner of the "Cav Hat" at the 2010 AAAA convention. Sponsored by Unitron LP out of Dallas, TX, Gordon, a combat veteran of the 10<sup>th</sup> Mountain Division, was presented her hat at Unitron's exhibit booth by Senior Sales Manager and retired U.S. Army Major, Gregory A. Riley. The presentation was part of Unitron's celebration of 50 years designing, manufacturing and supplying aviation ground support and airborne power systems to the U.S. military.





## PEOPLE ON THE MOVE

### FLIGHT SCHOOL GRADUATES

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.

#### 62 Officers, May 13

##### AH-64D Track

WO1 Michael P. Bonenfant \* – HG  
WO1 Matthew R. Dubois – HG  
WO1 Jason P. Kempfer \* – HG  
LT Robert Hollingsworth \* – DG  
WO1 Matthew J. Skoog \* – DG  
LT Harrison G. Carmody \*  
LT John H. Chamberlin  
WO1 Ansel V. Daniel  
WO1 Bert I. Feltner  
LT Derek R. Forst \*  
WO1 James M. Goff  
WO1 Michael D. Gordon  
CW2 Matthew M. Gottschling  
WO1 Jesse G. Griffin \*  
CW2 Dwight A. Hammons  
LT Jason R. Harris  
CPT Ty Huffman  
WO1 Eric A. Matthews  
WO1 Matthew A. Mizner \*  
CW2 Anthony S. Ortez  
WO1 Jason J. Pell \*  
WO1 Daniel S. Ramsey \*  
WO1 Nathan T. Ratliff  
WO1 Jordan L. Ray \*  
WO1 Bryan L. Roderick

##### CH-47D Track

WO1 Victor I. Ganoy  
WO1 Brandon C. Vance \*

##### OH-58D/R Track

WO1 Justin R. Hughes – HG  
LT Bryan Dirren  
CW2 Benjamin A. Michael \*  
WO1 Erik J. Mikkelsen \*  
LT Andrew C. Poler  
WO1 Leslie P. Rankin  
LT Jeffery S. Shadwick  
WO1 Matthew M. Simmons \*  
WO1 William E. Stafford \*  
WO1 Tyler G. Williamson

##### UH-60 Track

WO1 Justin R. Balinski – HG  
WO1 Brian C. Woodard – DG  
WO1 Ryan Hawbaker – DG  
LT Amit V. Patel \* – DG  
CW2 Eric R. Allen \*  
LT Michael J. Baldi \*  
WO1 Joshua A. Boswell  
WO1 Lawrence A. Daley  
LT Joel S. Duque-Estrada  
LT Kyle C. Eberly \*  
WO1 Kenneth D. Edwards  
WO1 Jessica L. Freeman  
WO1 Kimberly A. Hendrix  
WO1 Tyson L. Jones \*

LT Fernando E. Martinez \*  
WO1 Michael P. McHugh  
WO1 Michael R. Nobriga  
LT Katheryn M. O'Konsky \*  
WO1 Jonathan P. Orthman  
WO1 Michael J. Sibinski \*  
WO1 Thomas D. Smith \*  
WO1 Victor A. Soler  
LT Anthony V. Vargas  
LT Harrison E. Walters  
WO1 Jonathan D. Ziarkowski

#### 34 Officers, May 26

##### UH-60 Track

WO1 Whitney S. Boyles - HG  
WO1 Christopher E. Hanson \* - HG  
WO1 Gabriel A. Noxon - HG  
WO1 Guillermo Montoy - DG  
LT James T. Wolfe \* - DG  
WO1 Jonathan E. Bourland  
LT Richard M. Camacho  
LT Charles K. Choe \*  
WO1 Benjamin R. Coon \*  
WO1 Matthew A. Cope  
WO1 Jessica L. Davis \*  
WO1 Brent W. Gregory  
WO1 Travis J. Hammons  
WO1 Corey A. Haynes  
WO1 Bryan W. Herget  
WO1 Joshua H. Kilpatrick \*  
WO1 Michael K. Kosmack \*  
WO1 Benny B. McLaughlin \*  
LT John D. Morgan  
WO1 Michael Nettleingham \*  
WO1 Thomas C. Nordberg  
WO1 Brandon A. Summitt \*  
WO1 Aaron L. Turner  
WO1 Gary R. Waterman  
WO1 Andrew L. Whitten  
LT Justin D. Williams  
LT Kenneth A. Wolfe \*  
WO1 Jacob W. Wootton \*

##### CH-47D Track

WO1 Raymond E. Talkington - DG  
WO1 Giles D. Allen \*  
CW2 Tyrie D. Haught  
WO1 Thomas T. Knutson \*  
LT Jason C. Lui \*  
WO1 Ian N. Searfass

### FY 2010 CPT PROMOTION BOARD RESULTS

The fiscal year 2010 Captain Army Competitive Category, Selection Board results were released on Apr. 6. Congratulations to the following 303 aviation first lieutenants selected for promotion.

#### Seq #

3488 Alexander Joseph M  
2985 Allen Chaz Elliott  
2071 Amoling Leo A \*  
2911 Anderson Michael F \*  
1778 Andreasen Brandon  
3389 Aoyagi Steven Jose \*  
3042 Aponte Gustavo Ant  
3977 Arbogast Andrew C  
4376 Areshenko Raymond  
3746 Ashcraft Timothy A \*

4502 Bailey John Anthon \*  
2429 Baker Sidney L  
3824 Ballmann Michael C  
4967 Bandy Daniel W \*  
3841 Bane Steven P \*  
2426 Barrett Ryan F  
2226 Bartlett Andrew M  
3397 Bartlett Austin Mi  
1914 Beck Randy J  
2970 Becker Lisa Marie  
316 Behney Derek T  
3129 Beigh Matthew J  
2047 Bell Joshua R  
3598 Bender Robert Land \*  
3351 Berger Jay Ryan \*  
3258 Betz Grant Andrew  
957 Black Joseph Allen  
3768 Bowen James Clark  
3568 Boycan Cherith Ann  
2629 Bristow Justin T  
3099 Brooks Marcus Scot  
4750 Broome David D \*  
3373 Brown Derek Peter \*  
2786 Brown Joshua D  
3595 Brown Matthew Lee \*  
2412 Brown Ryan M  
1798 Burgess Daniel H  
197 Burton Jason M \*  
2000 Butler David L  
1853 Cail Christopher R  
330 Caldwell Jeremy E \*  
1004 Carlson Anthony W  
3643 Castelli Michael F  
3753 Chimchirian Jason  
3065 Clark Edward Augus  
2941 Clawson Matthew Ry  
3647 Clonch Travis Rich  
3751 Cobb Heather Laure  
3243 Collins Shaun Alan  
3936 Colontorres Camill  
667 Cooper Todd C \*  
4041 Copp David Matthew \*  
4000 Cousin Roushel Tra  
1869 Craig Nicholas L  
1582 Cruz Diana  
2247 Curnow Sean M  
2079 Currie Nicholas C \*  
666 Daniele Andrew J  
1806 Dardis Christopher  
3910 Daugherty Heather \*  
646 Dawson Joshua J  
1888 Deemer Talon C  
2681 Degroff Michael J \*  
3624 Delcuadrozimmerman  
4594 Detienne Robert D \*  
1871 Devine Timothy A  
3563 Difrancesco Joseph  
314 Dobel Michael A \*  
3171 Dougher Kenneth Ri  
2610 Driver Shawn L  
3375 Dubois Patrick Jos  
2937 Duester Tanja Chri  
2805 Durham Joshua J  
2703 Eden Carey E  
3517 Edwards Dennis Jos  
3691 Ehrenheim Brian Da  
812 Erickson Adam R  
2013 Feda Kent T  
823 Ferguson Comador M  
817 Ferguson Timothy S \*  
2616 Fernholz Michael S \*  
3714 Feudo Aaron Christ  
2619 Fifer Nathan W  
2842 Fizzell Benjamin J  
3612 Flaherty David Mar \*  
2477 Fleming Matthew J  
1416 Flores Doniel J \*  
3318 Flurry Jared Thoma  
1405 Foley Christopher  
3633 Foley Erin Marie

3449 Foley Justin Rober  
1907 Folgert Nikolas M \*  
2094 Forrester Patrick  
3076 Foster Zachary Gra  
33 Fox Erin R \*  
2618 Franck Nicklaus C  
2463 Friesen Kyle J  
3748 Galgano Daniel Fra \*  
3815 Gangaram Gerald Da \*  
1032 Garza Ray A  
3978 Geer Adam C  
3536 Gerboth Peter  
826 Gerdes David L  
3233 Gilles Brandon Bla \*  
4969 Glover Jordan T  
2696 Godfrey Jeffrey A  
3291 Godfrey Sean Timot \*  
825 Goepfert Jacob L  
2270 Gray Christopher H  
2468 Griffin Wayne E  
2544 Groh Donovan D  
1671 Guillermo Janmicha  
2064 Hall Joseph D \*  
3828 Harper Michael E \*  
2832 Harrison Robert N  
1929 Hartley Stephanie  
2162 Haselhorst Matthew  
642 Hawk Jonathan D  
1039 Hayden Matt E  
1752 Heaward Scott W  
2490 Henson Mickala S \*  
3180 Hermiller Craig Al  
2661 Hernandez Brian E  
815 Hernandezgonzalez  
3971 Hess Christopher J \*  
827 Hicks Thomas Wayne \*  
1097 Hickson Philip D  
2963 Hill Michael James  
818 Hoff Matthew D  
226 Holcomb John N  
3504 Honeychurch Ronson  
331 Hooker Clinton D  
4928 Howell Andrew S \*  
2774 Hunt Kurt P  
3514 Hunter Amelia Jane  
3577 Hunter Darin Kurti \*  
3453 Imbriaco Joseph Ja  
2223 Indermuehle Donald  
3836 Ingles Matthew R  
3462 Jablonski Michael  
1855 Jackson Trevor S  
2066 Jagnow William L  
1615 James Albert Ray  
4783 Johnson Devonne Ra  
700 Johnston Carter M  
4584 Jones Jimmy Joe  
2639 Keblesh Michael J  
315 Keighley Michael E  
2559 Klekowski Lisa M \*  
3360 Knight Jonathan Da  
3618 Knutson Sara Marie  
3022 Koenig Justin Jon  
2377 Kohl Louis A  
1058 Krivensky Michael \*  
2935 Kuhn Steven Micha  
2778 Kuphall Craig A  
816 Lanier Lincoln R  
1134 Lauer Daniel K  
822 Leathead Philip J  
784 Lee Richard K  
3938 Lewis William J  
2367 Lockwood Ross M  
328 Macaloney Neil T  
1947 Malinowski Michell  
2189 Malkowski Matthew  
3812 Mansbach Melanie A \*  
3804 Marchant Gavin Jin  
2118 Marion Nicole C  
115 Marquez Jose Anton  
1 Marsh Frank Gregor



## PEOPLE ON THE MOVE

3404 Martel Matthew Col  
2621 Matthews Brian M \*  
2142 Maxwell Jared R \*  
1199 Mayer John M \*  
1856 Mayweather Kenieth  
3021 Mccary William Dou \*  
3526 Mcconnell Megan Pe  
3312 Mccray James Strac \*  
4510 Mcfarland Christop \*  
3518 Mcnamara Daniel Ma \*  
2885 Methered Erin M  
3265 Meyer Michael John \*  
3227 Mikula Christopher  
3622 Miller Matthew Lou \*  
953 Molard Robert A  
2554 Moore Aurelina  
4962 Moore Cassie J  
4620 Moore Justin M \*  
4894 Moran Liam A \*  
2954 Morgan Andrew Rich \*  
3809 Morrison Ian Samue  
2828 Morrison Michelle \*  
3727 Murray Kyle Richar  
3523 Myers Julius Scott  
2777 Neff Daniel R \*  
3492 Nelson Curtis Baxt \*  
159 Newbrough Joshua O  
2880 Nilles Matthew J  
4039 Nolan Jason James  
1497 Norris Jason Stewa  
2735 Nunez Jose A \*  
2190 Oliver Dustan J  
3426 Oliver Zachary Jam  
3896 Olsen Crosby J  
4521 Olson Zachary R  
1121 Orange Aaron M \*  
3481 Owsley Travis Neil  
3447 Palmer Daniel Paul  
1595 Palmore Clifton R  
2273 Parrish Jacob E  
2114 Parsai Anthony N \*  
2036 Paul Jeffrey A  
3830 Pechacek Daniel L \*  
3241 Peper Nathaniel Ar \*  
4812 Peterson Brian J \*  
2816 Pickett Kyle D \*  
2078 Plotino Joseph D  
2801 Poling Michael S  
1921 Pollum Bryan D  
3707 Potaszniak Maxwell \*  
3762 Power Kevin Michae  
2883 Power Seth T  
682 Price Jacob D  
3628 Rankin Brandon Jes  
4129 Register Jeffery V  
3808 Rigney Jeffrey Mic  
3662 Riise Kelsey Joann  
3292 Roberts James Lee  
1905 Robinson James R \*  
4618 Roehrig Aaron L  
4973 Roettiger Brett A  
1906 Rosario Gilbert J  
2413 Rose Wilford A  
561 Rubin Jordan O  
3213 Rykken Jacob Thorw  
1875 Santos April J \*  
369 Sarrasin Stephen C \*  
4798 Sasscer Ryan M  
806 Scheibe Gavin M  
2035 Schlessman Josiah \*  
824 Schoenfeld Colleen  
3975 Schoenfeld John C  
4184 Schreckengost Mich \*

2080 Schwilk Andrew W  
3780 Scott Kerney Marga  
2556 Scully Aaron E  
3298 Seidel Jill Leslie  
958 Shelton Kimberly Lee  
813 Silker Matthew C  
3730 Simmons Timothy Fr  
1151 Simpson Matthew R  
636 Siverling Chad W  
2025 Sokolosky Johnny W  
628 Solhjem Thaddaeus  
3113 Sommer Ryan Christ  
246 Sorenson Callista \*  
3681 Stack Daniel Josep \*  
4957 Stamps David B  
3316 Staples Michael Fo  
3201 Stark Aaron Willia \*  
2659 Staub Brandon F  
3401 Steliga Theodore J  
4891 Stewart Justin M \*  
4980 Stockton Matthew R \*  
3252 Stoinoff Chris Fre  
3331 Storjohann Kyle Ro  
807 Sutton David M  
633 Taylor Matthew R  
810 Tesauo James W  
3767 Thach Jiajing \*  
3642 Thomas Justin Stua  
3553 Thomas Walter Dona  
3718 Tisson Miller Andr \*  
4374 Tolley James Aaron  
4204 Townsend William P \*  
2764 Urosevich Katharin \*  
4782 Vance James Reese  
89 Velasquez Evelyn  
3556 Verardo Elizabeth  
3255 Vetter Scott Josep  
2077 Wacker William J \*  
3538 Wagner Thomas Robe \*  
604 Wagnild Carolyn A  
3500 Walters Robert Art \*  
1889 Washington David O  
4621 Watson Taylor S  
3997 Webster James C \*  
3219 Wempe Andrew John  
3832 Wempe Katherine J  
3998 Wess Brandon Micha  
668 Whipple Ryan G  
2337 Williams Matthew J \*  
1070 Wilson Jonathan M \*  
1247 Wimmer Luke R  
595 Wisniewski Steven  
3501 Wlasniewski John F  
1916 Woodbury Forest P  
821 Woodcock Christoph  
3193 Yancey Isaac Deste  
4375 Yang Jayson Tai \*  
3000 Yoklic Zachary Pau  
227 Young William R  
550 Yurisich Joseph H

### FY 2010 RC/APL PROMOTION BOARD RESULTS

The fiscal year 2010 Captain Reserve Component/Army Promotion List Selection Board results were released on Apr. 8. Congratulations to the following 76 aviation first lieutenants selected for promotion.

Adams Joshua Wood  
Alderson Allen Pau

Alexander Thomas R \*  
Ambrosia Michael S  
Anderson Erik Alan  
Anderson Ryan Scot  
Andrews Jonathan P \*  
Arconti Andrew Bar  
Ashton Daniel Jame  
Bailey Hugh Edward  
Baker Cameron Avon  
Ball Jacob John  
Baronner Brandon V  
Bond James Learmon  
Brown Johnny Walte  
Bruner Douglas N  
Canfield Gregory M  
Cedillo Daniel M  
Contreras Victor A  
Daniel Lyle Kennet  
Daniels David Alan \*  
Davis Richard Thom  
Deatherage Timothy  
Dickson Theresa Ma  
Duncan David C  
Duvall Jeffries Ha  
Fish Michael Arthu  
Frederick Frank Ch  
Frieberg Matthew E  
Gross Mark Leland  
Gruver Melissa Mar  
Guerrero Gordon Da  
Herbert Jody Mire  
Hettinger Brad Lou  
Hicks Michael Andr  
Ho Tommy  
Holden Gregory Mor  
Howard Jarrod Anth  
Huggins Molly Rosa  
Iacomino Thea  
Jaacks KylSteven  
Juarez Eric Gustav  
Kirkes Matthew Edw  
Lang Andrew Robert  
Lelie Justin Chris  
Lewis Peter Glyn  
Lowrance Rains Jen  
Mackeverican Jack  
Maguder Kevin Paul  
Martella Mark Anth  
McDaniel John Fred  
Mecham Logan Reed  
Miller Chris Rober  
Moore Justin Nicho  
Morreale Jeffrey M  
Moskoff Christophe \*  
Neeley Craig Danie  
Ocampo Carlo John  
Petersen Sarah Jan  
Rhoades Dusty Jame  
Samson Thomas Edwa  
Screws Daniel Will  
Sears Daniel Augus  
Shanley Joseph Pat  
Shoemaker Jamie Sc  
Smith Corey Wayne  
Sternal Matthew Wa  
Tharp Casey Paul  
Thomas Mark Isaac  
Tibbs Edward Dung  
Turner Kimberly Jo  
Walden Cora Elizab  
Webster William Ry \*  
Wolfork Vernon Wil  
Yahnert John Harry  
Young Jonathan A

### UAS OPERATOR GRADUATIONS

AAAA congratulates the following graduates of the Unmanned Aircraft

Systems Operator Courses, MOS 15W, at Fort Huachuca, Ariz.

### Shadow

**Class: 09-018**

**17 Graduates, May 13, 2010**

PFC Kyle Bandtel – HG  
PFC Shawn Donatlan  
PFC Joshua Garcia  
PFC Matthew Jaquet  
PFC Dustin Lau  
PFC Christopher Martinez  
PFC Thiago Mocarzel  
PFC Martin Ornelas  
PFC Hector Ortiz  
PFC Phillip Roach  
PFC Santiago Rosas  
PFC Justin Shaddox  
PFC Cory Simons  
PFC Jonathan Slothower  
PFC Michael Stegner  
PFC Andrew Thompson  
PFC Ryan Venem

### Shadow

**Class: 09-579**

**18 Graduates, May 13, 2010**

PFC Brady Lamm – HG  
PFC Harold Baugh  
PFC Melissa Carter  
PFC Craig Craun  
PV2 Brian Delaney  
PV2 Cody Green  
SPC Drew Hill  
PFC Joseph Howe  
PVT Zohaib Imtiaz  
PFC Kyle Karas  
SPC Barry Kerr  
SGT Michael Kopp \*  
PVT Gregory McKinnon  
PV2 Jonathan Miles  
PFC Zachary Soderblom \*  
SGT Brian Stiefel  
PFC Leon Taylor  
PFC Jonah Walworth

### Shadow

**Class: 09-584**

**18 Graduates, May 13, 2010**

PVT Jonathan Dornier – HG  
PV2 Mario Beccaria  
PFC Alexander Bender  
SGT KC Brewer  
PVT William Bron  
PFC Kevin Bunday  
PFC Chase Burr  
PFC Stephen Carey  
PV2 Paul Cruikshank  
PFC Billy Dobson  
PV2 Patrick Doyle  
PFC John Hergert  
PV2 Christopher Manning  
PFC Tara Meyers  
PV2 Nathan Mills  
SPC Michael Wagner  
PFC Clark Yoder  
PV2 Justin Zysk

\* = AAAA Member

+ = Life Member

DG = Distinguished Graduate

HG = Honor Graduate

CLG = Commandant's List Graduate



# 

## AAAA Chapter News

### Mid-Atlantic Chapter



MID-ATLANTIC CHAPTER PHOTO

Membership luncheon activities at Tobyhanna Army Depot. Apr. 21, 2010. On 21 April, the Mid-Atlantic Chapter held a kick-off membership luncheon for their newly organized Tobyhanna Region Five at Tobyhanna Army Depot (TYAD). The Mid-Atlantic Chapter is a reorganization of the Monmouth Chapter as a result of the Base-Realignment and Closure Act (BRAC) closing of Fort Monmouth in Sept. 2011 and consequent movement of the majority of the organizations to Aberdeen Proving Grounds (APG), MD. The Chapter includes the present Fort Monmouth area as well as Joint Base McGuire-Dix-Lakehurst, TYAD and APG. Chapter members, **COL John J. Gallagher**, 244th Cbt. Avn. Bde. commander, Ft. Dix, NJ and **COL David W. Carey, Sr.**, 29th Cbt. Avn. Bde. commander, Edgewood, MD flew in a Blackhawk and the Pennsylvania Army National Guard provided a CH-47 to complete the static display. Over 190 folks attended the luncheon and chapter members got a tour of TYAD.



MID-ATLANTIC CHAPTER PHOTO

Tobyhanna Army Depot deputy, Frank Zardecki (left), presents Mid-Atlantic Chapter President, **LTC (Ret.) Ed Carnes**, with an official TYAD shirt during the chapter membership luncheon held at The Landing on Apr. 21.

## Order of St. Michael and Our Lady of Loreto Awards

### Colonial Virginia Chapter



PHOTO BY MRS. JENNIFER BEAN

**Leticia Fernandez**, Family Readiness Group Leader, 1106th Aviation Classification Repair Activity Depot (AVCRAD), California Army National Guard, was inducted into the Honorable Order of Our Lady of Loreto by COL David N. Gereski (second from left), 1106th AVCRAD commander during a Freedom Salute ceremony on May 1 in Fresno, CA. Fernandez was recognized for her outstanding leadership in coordinating support of the 142 families while unit Soldiers were deployed to Kuwait, Iraq and Afghanistan. Pictured are (from the left) COL (Ret.) Robert A. Bean, Jr., VP Membership, Southern California Chapter, AAAA, CSM Ronald D. Cabrera, Fernandez, and her husband, SGM Carlos J. Fernandez, 1106th AVCRAD.

### Colonial Virginia Chapter



PHOTO BY 1LT KEARNEY SCOTT

**SFC William J. Pupplo**, Quality Control NCOIC, Co. B, 602nd Avn. Spt. Bn., was awarded the Bronze Order of St. Michael by company commander, MAJ Del P. Boyer in a ceremony at Camp Humphreys, Korea on Apr 2. Pupplo received the award for his service with the AAAA Colonial Virginia Chapter and contributions to the United States Army Aviation Logistics School (USAALS) Apache and Black Hawk communities. He was wearing his dress blue uniform for Autism Awareness day in recognition of his son, Destyn, and Boyer surprised him with

the presentation. Pupplo is presently serving with the 159th Avn. Bde. at Fort Campbell, KY.

### Thunder Mountain Chapter



ARMY PHOTO BY CYNTHIA L. SUMNER

**CW4 John D. Steventon**, Battalion Standardization Officer, Unmanned Aircraft Systems Training Battalion (UASTB), Fort Huachuca, AZ, was presented the Bronze Order of St. Michael on the occasion of his retirement during a ceremony on Apr. 9 at Fort Huachuca. Presenting the award was COL (Ret.) Clifford E. Letts, Jr., president, Thunder Mountain Chapter, AAAA, and UASTB commander, LTC Patrick T. Sullivan. Steventon served for 17 years in Army Aviation and 22 years of total military service with multiple deployments amassing over 1,900 accident free manned flight hours and, as an unmanned aircraft maintenance supervisor, was directly responsible for the successful execution of over 3000 UAS combat flight hours. He is currently working as an operations program analyst with the FAA's UAS Program Office in Washington, DC.

### Winged Warrior Chapter



ARMY PHOTO BY CWO WAYNE A. MARTIN

**CPT Charles W. Hall** was awarded the Bronze Order of St. Michael during a change of command ceremony on May 7 at Soto Cano Air Base, Honduras. Hall served as commander of Co. A, 1st Bn., 228th Avn. Regt. for 13 months and was presented the award by LTC Salome Herrera Jr., battalion commander and Winged Warrior Chapter President. He was also presented the Meritorious Service Medal and a Joint Service Achievement Medal for his service

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

to the battalion and Operation Unified Response. Hall will be assigned to 4th Bn., 160th Special Operations Aviation Regiment (Airborne) at Ft. Lewis, WA upon completion of "Green Platoon" this fall.



ARMY PHOTO BY SGT JANETTE MIVARRO

**CPT John G. Osterson**, HHC, 1st Bn., 228th Avn. Regt., receives the Bronze Order of St. Michael during a change of command ceremony at Soto Cano Air Base, Honduras on May 20. 1-228th commander and Winged Warrior Chapter President, LTC Salome Herrera Jr. presented the award, together with the Meritorious Service Medal for his service to the battalion over the previous 12 months. Osterson will attend the Aviation Captain's Career Course at Fort Rucker, AL.



ARMY PHOTO BY SSGPT ORLANDO ARROYO

**CW5 Bobby W. Hall II**, was presented a Bronze Order of St. Michael by 1-228th Avn. Bn. commander and Winged Warrior Chapter President, LTC Salome Herrera Jr., in a ceremony on May 21 at Soto Cano Air Base, Honduras. Hall was recognized on the occasion of his PCS for outstanding service as the battalion Quality Control Officer In Charge. He will attend the UH60M transition and UH60M Maintenance Test Pilot courses at Ft. Rucker, AL with follow-on assignment to 159th Avn. Bde., 101st Airborne Division (Air Assault) at Ft. Campbell, KY.



## NEW ORDER OF ST. MICHAEL RECIPIENTS

### SILVER

COL Joe Dunaway

### BRONZE

CW4 John G. Hunt  
CPT Charles W. Hall  
CW5 Bobby W. Hall II  
CPT John G. Osterson  
CW4 Joni Gray  
CW4 Matthew Harris  
CW4 John Moseley  
COL John Traylor  
SGM Kenneth Bolden  
MAJ John Miller  
CW5 Michael McKenny

## NEW CHAPTER OFFICERS

**Northern Lights Chapter**  
CPT Peter Thomas, Secretary  
CPT Brandon Davis, Treasurer

**Washington-Potomac Chapter**  
COL Robert W. Kenneally Jr., Ret.,  
VP Membership

## ACEs

SFC Michael S. Drobny  
*Colonial Virginia Chapter*

SFC Pedro G. Lopez  
*Colonial Virginia Chapter*

**SOLDIER OF THE MONTH**  
SGT Weston B. Strickland  
March 2010

*Jimmy Doolittle Chapter*

PFC Justin C. Hughes  
April 2010  
*Jimmy Doolittle Chapter*

SSG Rebecca K. Scott  
May 2010  
*Old Tucson Chapter*

## NEW LIFETIME MEMBERS

MAJ Albert L. Apel, Ret.  
Gesualdo Belfiore  
COL Dave Carothers, Ret.  
CW2 Etienne C. Cavallaro  
LTG Charles W. Dyke  
CW4 Rodney E. Enko, Ret.  
CPT Dana S. Fitzpatrick  
COL Dennis W. Healy, Ret.  
COL Michael A. Hill, Ret.  
CW4 Brian E. Lynch, Ret.  
Neal L. Marsh  
LTC Christopher L. Miller  
MAJ Luis O. Remigio  
LTC Dennis M. Ringlieb  
Durward E. Rutledge  
LTC Sands S. Weems III, Ret.  
MAJ Scott D. Wilkinson

## NEW INDUSTRY MEMBERS

Ameripack Inc.  
Yulista Aviation



ARMY PHOTO BY JOSE DUPREE

**CW4 David A. Davis**, Maintenance Test Pilot for the Ministry of Interior Air Interdiction Unit Embedded Training Team (Mol AIU ETT), Combined Air Power Transition Force, NATO Training Mission/Combined Security Transition Command-Afghanistan, is presented a Bronze Order of St. Michael by ETT commander, LTC Ronald L. Ells on May 27 in Kabul, Afghanistan in front of one of the team's Mi-17s. He was recognized for outstanding service on the Army's only Aviation Embedded Training Team in Afghanistan.

## Attention AAAA Members

## Stay Connected!

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

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

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



# AAAA News

## GATES TOUTS RESTRAINT

Defense Secretary Robert M. Gates gave a strategic fiscal wake up call to the American citizens, Congress and the military in his May 8 speech on the steps of the Eisenhower Library in Abilene, KS.

The Secretary, while celebrating the 65th anniversary for the WW II victory in Europe, told the crowd that under President Eisenhower "real choices were made, priorities set and limits enforced" when it came to the defense budget.

After observing that defense spending in real terms has doubled since the 9/11 attack, Mr. Gates warned that the nation's economic difficulties likely will not allow for defense spending to sustain the current force structure.

In addition, he called for increased scrutiny of requirements for big-ticket weapons systems that the services claim meet key needs without accounting for the broader inventory of DoD capabilities that collectively give U.S. forces a quantitative and qualitative advantage over nearly any potential adversary.

He also said that the Pentagon's coffers were being depleted by the military's skyrocketing healthcare costs, which have risen from \$19 billion a year a decade ago to \$50 B a year today. He challenged the military services and joint staff to accomplish the reform necessary to yield the additional resources necessary to maintain the force and to modernize.

## EVERYTHING IS ON THE TABLE

With the strong focus on the national fiscal situations of Portugal, Ireland, Italy, Greece and Spain (PIIGS) as well as the U.S.'s seemingly intractable deficit outlook, the National Commission on Fiscal Responsibility and Reform had their initial meeting on April 27.

President Obama opened the meeting stating that "everything has to be on the table" in considering options to reduce the nation's debt.

The Commission's three bipartisan working groups are to meet in late May to begin shaping the recommendations for Congress to consider Dec. 1, after the Nov. elections, to reduce the deficit by closing the gap between government spending and revenue.

Most Americans will be watching to see if the political parties in Congress come together and make essential progress.



## LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

## IRAQ DRAW-DOWN

With the scheduled draw down of U.S. military forces in Iraq to 50,000 troops by Sep. 1, according to the U.S. administration plan, the new name of our effort will be Operation New Dawn.

Amid the 'work in progress' transfer of military power, Iraqi forces are reported to be stepping up to their governing tasks.

Meanwhile some Iraqis are seeking more expanded U.S. roles in helping solve some Iraqi national integration issues.

Unsettling difficulties include resolving the Mar. national election results, a continuing al Qaeda bombing campaign, a reappearance of the Moqtada al Sadr faction and turbulence along the Kurdistan-Iraqi border.

The remaining U.S. forces are expected to include seven combat brigades rebranded as 'advice and assist brigades', roughly 4,500 elite troops to pursue al Qaeda with Iraqi Special Forces, two combat aviation brigades and perhaps more contractors than currently on hand to perform non-military tasks. These elements are to be drawn-down as the final withdrawal at the end of 2011 approaches.

## DOC-FIX IN WORKS

On May 20 the House approved the Doc-Fix for 2 years to avoid the 21% cut in Medicare and TRICARE payments to doctors now scheduled for June 1 and a larger cut for 2011. The Senate is expected to approve a similar fix prior to the June 1 deadline. Sadly the underlying old law, that will present an even larger bill in 2012, has not been fixed.

## CONCURRENT RECEIPT FIX OFFSETS FOUND

The House Armed Services Chairman, Ike Skelton (D-MO) found qualified spending offsets to act on concurrent receipt and survivor benefit plan fixes for 'two years' in support of the President's Budget.

Concurrent receipt will begin for those with disabilities of 90 and 100 percent on

Jan 1, 2011, and for those with 70 and 80 percent on Jan 1, 2012.

Although this is a great beginning, more work by The Military Coalition (TMC) is needed since the funding runs out at the end of Sep. 2012 and the program does not cover all individuals with service connected disabilities.

## WINNING IN EARLY BUDGET ROUND

On May 20 the House Military Armed Services Committee, in recognition of the sacrifices of the service members, approved the personnel sections of the FY2011 National Defense Authorization Act (NDAA)(H.R. 5136) that now must be approved by the full House including:

- A 1.9 percent active duty pay raise rather than the 1.4 percent proposed by DOD.
- Manpower increases for the active Army and Navy.
- Inflation adjustments from 2004 for hostile fire pay and family separation allowance.
- TRICARE coverage for children up to age 26 for a premium increase.
- One-time cash allowance for severely wounded warriors to help resettle caregivers providing aid and attendance.

Of course, the final NDAA will depend on the approval of the Senate and the President.

Rep. Susan Davis (D-CA) was thankful that they "did not have to deal with dramatic increases to TRICARE fees this year," while hinting that this may not be true in the future.

## RESERVE RETIREMENT CREDIT FIX

Rep. Tom Latham (R-IA) has introduced the Reserve Retirement Deployment Credit Correction Act (H.R. 4947) to fix a current statutory language glitch that inadvertently bars many Guard and Reserve members from receiving full credit for active duty service toward early Reserve retirement.

*Continued on page 66*

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

### In Memoriam

#### MIA Aircraft and Crew Recovered 43 Years Later



U.S. ARMY PHOTO

The crew of a UH-1 63-08808, missing since 1965, was laid to rest at a funeral on Apr. 9 at Arlington National Cemetery.

The four crewmembers were assigned to Co. A, 229th Assault Helicopter Bn., 1st Cavalry Div.

The crew was lost on Dec. 28, 1965, a month after they fought in the Battle of Ia Drang Valley, during a single ship mission while enroute from An Khe, Vietnam with a cargo of ammunition and hot food for the troops at

a camp near Qui Nhon.

The last contact with the crew was a radio call saying that the high An Khe pass was socked in and that they were headed south to try and go around the weather – they never arrived.

The aircraft was finally found in June 2009, over 43 years later, with one crewmember's remains and dog tags still in the visible portion of the wreckage; more remains and personal items were recovered during the excavation.

Medal of Honor Recipient, COL (Ret.) Bruce Crandall, the company commander at the time, attended the funeral and presented the flags from the caskets to the family members present.

The interred crewmembers are:

**CW2 Jesse Donald Phelps,**  
28, Boise, ID, Pilot

**CW2 Kenneth Leon Stancil,**  
Chattanooga, TN, Pilot

**SP5 Donald Carroll Grella,**  
25, Laurel, NE, Crew Chief

**SP4 Thomas Rice, Jr.,**  
23, Spartanburg, SC, Gunner

May they rest in peace.



U.S. ARMY PHOTO

**CW2 Phelps**

### Fallen Heroes

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



**COL McHugh**

PHOTO BY USARCT/PFAO

#### Operation Enduring Freedom

The Department of Defense announced the death of **COL John M. McHugh**, 46, of New Jersey, assigned to the U.S. Army Battle Command Training Program, Fort Leavenworth, KS.

He died May 18 in Kabul, Afghanistan, of wounds suffered when enemy forces attacked his convoy with a vehicle-borne improvised explosive device.

COL McHugh was a former commander, 1st Bn., 11th Avn. Regt., Fort Rucker, AL.

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



# AAA News

## Legislative Report

*Continued from page 64*

Presently, credit is only given for full 90-day tours in a fiscal year of service that began within the first 2 days of a quarter beginning in Jan., April, July and Oct.

Rep. Latham's solution is to allow a "rollover" crediting operational service between fiscal years for all accrued service of at least 90 days beginning since Jan. 28, 2008.

### MILITARY FAMILY REVIEW

During a May 12 National Military Family Association summit the First Lady, Michelle Obama, announced that President Barack Obama has directed the national security staff to lead a 90-day review aimed at developing a federal government-wide approach to support military families.

She went on to say, "With just 1 percent of our population - our troops - doing 100 percent of the fighting, our families are being tested like never before."

This government-wide review will bring together the resources of the federal government, identify new opportunities across the public and private sectors and lay the foundation for a coordinated approach to supporting and engaging military families for years to come."

This review, which will encompass nearly 20 government agencies, is scheduled to set strategic military family priorities for the next 10 years and identify key military family concerns and challenges.

### TRICARE REGION CONTRACT STATUS

The North region TRICARE contract has been re-awarded to HealthNet based on a review of their protest of an earlier award to Aetna. As a result, HealthNet will

continue to serve the 3 million TRICARE beneficiaries in the North region.

The South region TRICARE contract bidding process is being reopened by DoD to the original bidding firms. The West region TRICARE contract protest of the award to TriWest is still under review. The current Humana and TriWest contracts have been extended through March 2011.

### STATE ORDERS 110 HELICOPTERS

The U.S. Department of State has ordered 110 former U. S. H-3 Navy Sea Kings to be upgraded by Sikorsky Aerospace Services to the S-61T configuration for a value of not to exceed \$1.675 billion.

State set the performance requirements and is requiring Sikorsky to execute an "exclusive joint upgrade" in an indefinite delivery/indefinite quantity contract with a base year and four annual options that include a range full range of support.

The S-61Ts are to replace chartered Russian-made helicopters used to support civil and military operations in Afghanistan and Iraq.

The primary mission is to transport passengers and cargo into rugged and austere locations. The secondary missions include force protection, convoy escort, hostile force reconnaissance, quick reaction-force operation movement and support, and medical support. These medium lift rotary wing aircraft will come in transport and Very Important Person models that differ in the troop seat and airline seating configurations, respectively.

### TRANSFER OF GI BILL BENEFITS

More than 100,000 requests from troops desiring to transfer their unused education benefits to family members have been approved under the post 9/11 GI Bill in the last two years.

A provision in the new bill permits service members to transfer their unused educational entitlement to a spouse or child.

For more information visit the Department of Veterans Affairs web page: [www.gibill.va.gov/post-911/](http://www.gibill.va.gov/post-911/)

### LEADERSHIP CHANGE

The new DoD Undersecretary for Personnel and Readiness, Clifford Stanley, with guidance from Sec. Gates to make changes to better serve our forces, has removed 2 of 7 directors – the directors of the Wounded Warrior Program and

Military Family and Policy.

These changes follow a reevaluation during a re-organization.

### PROJECT LIBERTY

In July 2008, Sec. Gates initiated the Project Liberty program to provide Intelligence Surveillance and Reconnaissance (ISR) in Iraq and Afghanistan.

In response, the Air Force ordered 37 Hawker Beechcraft King Air-350, MC-12, aircraft with ISR sensors and a crew of 2 pilots, a sensor operator and an intelligence specialist.

The "80 percent solution" MC-12 flew its first combat in Iraq in a matter of months during July 2009.

Up to 23 of the battle-proven MC-12s should be in Afghanistan by year's end.

### POST 9/11 GI BILL IMPROVEMENT

The Military Coalition has been working with Sen. Patty Murray (D-WA) in support of her Veteran Employment Assistance Act of 2010 (S. 3234) to combat veteran unemployment that has ballooned to over 21% among OIF – OEF veterans.

The rate of unemployment among women veterans is reported to be rising even faster.

The approach is to add job training authority in the new post-9/11 GI Bill since every GI Bill program since World War II, except for this new program, has included job training benefits.

This variety of technical training at a qualified institution is expected to greatly aid service members to further advance the skills they learned in the service into rewarding occupations.

### AUTO DEALER CARVE-OUT

An initial victory was achieved by the TMC and others on May 20 by supporting the Senate's approval of the financial reform bill without the proposed Sen. Sam Brownback (R-KS) amendment to carve the auto dealer industry out of the financial reform package.

The continuing TMC support is being provided to give service members and their families better regulated auto finance services.

The action will be carried into the House and Senate conference committee since the House has approved the carve-out and the differences must be resolved before the bill goes to the President.



**Join AAAA Today!**  
**[www.quad-a.org](http://www.quad-a.org)**

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

## AAAA News

### UH-1 "Huey" Dedicated to CWO Michael J. Novosel



U.S. ARMY PHOTO FT. RUCKER PAO

A UH-1 "Huey" static display dedication ceremony was held May 5 at the Northwest Florida Regional Airport recognizing U.S. Army Aviator and Medal of Honor recipient **CW4 Michael J. Novosel, Sr.** and his son, **CW4 Michael J. Novosel, Jr.** The two were the only father and son team to serve together in the same combat unit during the Vietnam War. The senior Novosel passed in 2006 and his son was laid to rest last December; both after battling cancer. BG Kelly J. Thomas, U.S. Army Aviation Center of Excellence and Fort Rucker, AL deputy commanding general participated in the dedication and Novosel Jr.'s widow, Margaret, unveiled the plaque that stands beside the Huey during the ceremony. The helicopter and monument are in front of the airport terminal which is located within Eglin Air Force Base, near Valparaiso and Fort Walton Beach in Okaloosa County, FL, the Novosels' home state.

### 2010 Joint Service Aviation Armaments Conference



COURTESY PHOTO

AAAA sponsored the Ice Breaker for the Joint Service Aviation Armaments Conference held May 25 and 26 at Picatinny Arsenal, NJ. PEO Ammunition and the Armaments Research, Development and Engineering Center (ARDEC) leadership presented overviews of their aviation related programs and attendees were given tours of four of Picatinny's cutting edge facilities: Prototype Integration Facility, Nano-technology

Facility, Pyrotechnic Center, and the Precision Armaments Laboratory. **COL Ray Gentzyl**, Aviation Systems Division Chief, HQDA G3/5/7, chaired an informative warfighter panel, followed by the keynote address by **BG William T. Crosby**, PEO Aviation. Pictured from left: **Greg Phillips**, Chief Customer Account & Relationship Management Office, ARDEC; **John Hedderich**, Executive Director for Munitions Engineering Technology Center, ARDEC; **Rusty Weiger**, Deputy PEO Aviation; Marvin Smith, Deputy PM Joint Attack Munition Systems; **Jim Shields**, Deputy PEO Ammunition; and **Tony Sebasto**, Sr. Associate Munitions Engineering Technology Center, ARDEC gather for the photo op during the Ice Breaker at the Joint Service Aviation Armaments Conference at Picatinny Arsenal.

U.S. ARMY PHOTO BY MSG DOUGLASS CARTER, NC NATIONAL GUARD



### Operation Carolina Surge

Elements of the North Carolina and Alabama National Guard, together with North Carolina Emergency Management (NCEM), participated in Operation Carolina Surge at Brunswick County, NC May 25 through 29. The Operation was a re-supply exercise to move cargo by truck and helicopter throughout the coastal counties of NC as well as to conduct training at hospital helipads across the eastern part of the State, thereby strengthening Nat'l Guard and NCEM relationships and refine the mission request process. A UH-72A Lakota from Det. 1, Co. B, 2-151st Avn., NC ARNG, approaches for a rescue hoist training mission in front of the battleship USS North Carolina in Wilmington, NC during Operation Carolina Surge, May 2010.

### Third Army International Aviation Symposium



U.S. ARMY PHOTO BY SGT BETH LAKE, THIRD ARMY PUBLIC AFFAIRS

**LTC Jason R. Morris**, Third Army/U.S. Army Central G32 Aviation Deputy Chief of Staff, is surrounded by representatives from eight part-

ner nations, the U.S. Air Force, U.S. Navy, and U.S. Army as they gather for Third Army's fourth-annual International Aviation Symposium in Atlanta GA, May 3-7, 2010. The symposium is part of Third Army's theater security cooperation program which is designed to foster relationships with the more than 20 countries in its area of responsibility. Medal of Honor recipient COL (Ret.) Bruce P. Crandall gave the opening comments for this year's conference.

### USMA Cadet of the Year



COURTESY PHOTO

**Marisa Yarmie**, the USMA Top Army Aviation Cadet of the Year, was honored at an April 30, 2010 Black Knights Chapter dinner and send off ceremony for the graduating West Point Cadets who have branched Aviation. This AAAA award has been given every year since 1988. Now 2LT Yarmie is seen above flanked by her parents as BG Denny Kerr (right), a perennial Black Knights Chapter mentor, looks on. 2LT Yarmie's brother recently completed his sophomore year at West Point and her father is a USMA class of 1979 graduate.

### ROTC Cadet of the Year Award



COURTESY PHOTO

**Cadet Travis W. Tarbox**, of the University of Alabama, was selected to receive the 2010 AAAA Top ROTC Cadet of the Year Award. BG Rodney Wolfe, AAAA president, attended the graduation ceremonies in Tuscaloosa, AL and presented, now 2LT Tarbox, with his Top ROTC award during the commissioning ceremonies.



# AAAA News

## NEW MEMBERS

### Air Assault Chapter

WO1 Jason K. Flores  
CW3 Justin D. Johnston  
SGT Jason R. Leonard  
SFC James Reeve, Ret.  
CPT Clinton Underwood

### Aloha Chapter

CW2 Greg C. Henkel  
**America's 1st Coast Chapter**

Herbert D. Stephen

### Arizona Chapter

1SG Gregory T. Allen  
James Dodson  
Mike Donahoe  
Robert B. Grubb  
Dawn K. Hartnett  
Douglas Limbaugh  
Brian S. Ritter  
Charles Selph  
Scott Zehrung

### Armadillo Chapter

SPC Rebecca Anderson  
SSG Chris Kimbrough  
Kerry Nabors  
Sean Walsh

### Aviation Center Chapter

SGT Plemon J. Aker  
SSG James Borchardt  
LTC H. David Brooks  
COL Vincent Carnazza Jr.  
CW3 Douglas Dolson Jr.  
Misty B. Dykes

WO1 Matthew Goldsberg

SFC Jorge M. Jimenez

COL Frank Mayer, Ret.

CPT Nicholas Spangler

Carwin Sterling

CSM Crystal L. Turner

CPT Nathan O. Williams

### Bavarian Chapter

SGT Dana M. Fulford

### Big Red One Chapter

SPC Roland A. Hale

### Cedar Rapids Chapter

LTC Jamie J. Dailey

### Central Florida Chapter

Michael Bozeman

Mark Whitlatch

Michael Younce

### Colonial Virginia Chapter

SSG Randall Broyles

SFC Luis M. Bultron

CPT Patrick DeForest

SFC Michael S. Drobny

SSG Corey A. Edwards

CPT Russell H. Fox

CPT Thomas G. Ivanco

SSG Timothy Kramer

SFC Robert L. Lowry

SSG Lionel A. Martinez

SSG Eric J. Martins

SSG Andrew J. McClure

SSG Craig A. McDonald

SSG Ricky A. Ramsey

SSG Edward Showalter

SFC Corey T. Vance

SFC Craig S. Walter

### Connecticut Chapter

MSG Ruben Garcia

Sara F. Laneuville

Mark P. Vital

### Corpus Christi Chapter

Michael Alvarez

David A. Rodriguez

### Delaware Valley Chapter

Mike Whelan

### Flying Tigers Chapter

Stephen W. Bailey

Fred W. Goltart

CW5 Kevin Slinker

MAJ Dennis Snelling

### Greater Atlanta Chapter

Sarah T. Burch

LTC Victor Donate

CW5 Michael Fitzmaurice

1SG Robert S. Simonis

Jim Niemczyk

Sam Sensing

Thomas Wright

### Greater Chicago Chapter

1SG Brian L. Boyer

Tom Duke

MAJ Tyler Hemmerich

1SG Robert S. Simonis

### Griffin Chapter

CW2 Sascha O. Hertslet

### Iron Mike Chapter

LTC Michael Gregory, Ret.

### Jack H. Dibrell/Alamo Chapter

CW3 Brad W. Asprion

LTC Michael Gregory, Ret.

1LT Benjamin Hickman

### Keystone Chapter

SFC Vance E. Wolfe Jr.

### Lindbergh Chapter

CW4 Blaine A. Oubre

Michael Rogers

### MacArthur Chapter

CW2 Albert Cerullo Jr.

Sonia K. Gonzalez

LTC Jack A. James

### Magnolia Chapter

SGT Joseph W. Seals

MAJ Geoffrey Yoste, Ret.

### Mid-Atlantic Chapter

SFC Corey S. Coley

SGT James B. Crews

Cindy M. Dorosky

SPC Tearra L. Ger

MSG William Grafton Jr.

Lisa D. Greer

Michael Griffin

CW3 Stanley Holstein

David J. Iverson

Mary Jane Jernigan

MAJ Kelly S. Jones

SSG Shawn A. Knowles

MAJ Michael G. Krause

SPC Keith R. Kunze

John R. Lane

SGT Loyana Martinez

CPT Carl R. Muller

CW2 Christopher Pleasant

SGT Stephen D. Pullin

SSG Mark D. Roark

SSG Jon E. Story

MAJ Don Teesdale

SSG Kelly D. Thomas

Jeanne C. Ulrich

SPC Matthew Woolmer

1LT Mark B. Zinderman

### Minuteman Chapter

CSM Jame Campbell Jr.

### Mount Rainier Chapter

LTC Daniel H. Dent

CW2 David J. Spalding

CPT Adam-Scott Suyat

### North Star Chapter

COL Terry Branham, Ret.

SGT Kimberly M. Doan

SFC Samuel V. Williams

### North Texas Chapter

Mark Abbott

Larry Ahlers

Henry Ainsworth

CW4 Gary Alexander

John Ashour

CW4 John W. Bailey

Neil Barton

Bill Benishek

Brian Bouquillon

Marshall Boykin

Ray Briggs

Ronald Childs

Bud Coleman

CW5 John Fowler

Scott Gardner

Scott Geist

Kendall Goodman

LTC James B. Hardy

Wes Hauser

Byron Hoffman

Brad Johnson

LTC Christopher

Kenney, Ret.

Robert King

Jerry Knight

Rusty Lane

CW2 Virgil M. Laughlin

Riley Massey

Michael P. Matheny

LTC Donald Maunders, Ret.

Samuel Myers

Domingo Padron

Martin Peryea

William Portwood

Malcolm Quon

Mario Ramirez

Mark A. Roberts

MAJ Jason Rowe

Howard Schroeder

Roger T. Sickler

Jason Spangler

Ross Terrazas

J. Wayne Trimmer

James F. Van Gilder

MAJ Philip Vaughn, Ret.

Daniel Vazquez

Robert H. Wehr

Denis Welch

Mike R. Wozniak

### Old Tucson Chapter

SSG Roland K. Hawkins

### Oregon Trail Chapter

CPT David F. Riley, Ret.

### Phantom Corps Chapter

CW3 William Bush

Lewis Edinburgh

CPT Brian Hummel

SFC Orvin Lee

CW2 Adam Morton

### Pikes Peak Chapter

Bob LaFrance

### Ragin' Cajun Chapter

CW2 Elliott Johnson III

### Savannah Chapter

1SG Leonard Cobb III

SGT Marco A. Lopez

1SG Barry Merchant Sr.

Mark D. Smith

1SG William A. Thacker

1SG Andre R. White

### Southern California Chapter

CW4 Sven A. Akesson

Victor Bassly

Douglas A. Bennett

SSG Juan G. Herrera

Stephen Miller

Glen M. Mills

Mark R. Pucci

Tim Tipton

John F. Winter

### Tarheel Chapter

CPT Benny F. Collins Jr.

CW2 Curtis A. Major

### Tennessee Valley Chapter

CPT Richard D. Adams

James B. Baker

CW4 John R. Breault, Ret.

Joshua M. Carpenter

CW5 Anthony Caudle, Ret.

Chris Centamore

Buford Crutcher

Alicia Elliott

Cory Hardin

Valerie A. Harris

CW4 Kurt R. Heidelbach

George Hellman

Joseph Lane

Deborah McLemore-Baugh

Michael Moorehead

Brian Murphy

Katherine A. Olson

Michelle Robinson

COL Ricky Sims, Ret.

Timothy Sweeney

Barry Thomason

SFC Steve M. Walker

Kevin Williams

### Thunder Mountain Chapter

SSG Steven Krall

SPC Raquale Stanton

### Utah Chapter

2LT Brian L. Balls

LTC R. John Primbs, Ret.

### Volunteer Chapter

CW3 Alexander Conde

### Voodoo Chapter

SGT Joey K. Airhart

CPT Tony B. Jobe, Ret.

SPC Franklin Skiles Jr.

SPC Christopher Solie

### Washington-Potomac Chapter

Tim Bennett

MAJ Dudley Capps

1LT Mark P. Chambers

Shaw H. Cohe

CAPT Michael Dugan, Ret.

SFC Jaime Fuentes

SGM Mark Kelley

Frederick Latrash

Mike Mazza

Michael McGuire

Lee Rizzo

MSG Scot Spencer, Ret.

Sean Thomas

John Zavitsanos

### Wright Brothers Chapter

Chris Michel

Mike Orth

### No Chapter Affiliation

CW4 James Aldredge III

Reuven Alon

PFC Joel D. Amert

Buddy Belt

Mike Bolen

CPT Robert Bugner

Donald Carter

MAJ Andrew Cecil

William Chimienti

Tony Cloutier

Randy Cohn

Earl Covell

CW4 Matt Dorram

Robert Downing

LTC John Drobnica

SSG Norticia M. Everett

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

## UPCOMING EVENTS

- JULY 2010**  
 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 24-26 Team C4ISR Symposium & Expo, Baltimore, MD  
 Aug 24-27 Unmanned Systems North America, Denver, CO
- OCTOBER 2010**  
 Oct 12-14 8th Annual Luther G. Jones Aviation Summit, Corpus Christi, TX  
 Oct 19-21 HELMOT XIV, AHS/AAAA Helicopter Military Operations Technology Mtg., Williamsburg, VA  
 Oct 25-27 AUSA Annual Meeting, Washington, DC  
 Oct 25 AAAA Scholarship Board of Governors Meeting, Washington, DC  
 Oct 25 AAAA National Executive Board Meeting, Washington, DC  
 Oct 26 AAAA Hall of Fame Trustee Meeting, Washington, DC
- NOVEMBER 2010**  
 Nov 1-5 USAAWOA, U.S. Army Warrant Officers Annual Conference, Redstone Arsenal, AL
- DECEMBER 2010**  
 Dec 13-15 AAAA Unmanned Aircraft Symposium (UAS), Crystal Gateway Marriott, Arlington, VA

## ARMY AVIATION

### UPCOMING SPECIAL FOCUS:



July

- Simulation & Training



August-September

- Blue Book Directory
- AAAASFI Scholarship Winners

Contact: **Bob Lachowski**  
 Advertising Director  
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 E-mail: [bob@quad-a.org](mailto:bob@quad-a.org)



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 203-268-2450, Fax 203-268-5870, Web [www.quad-a.org](http://www.quad-a.org)

## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION



## SIMULTANEOUS MEMBERSHIP FORM

### AAAA Membership Place "X" in appropriate box

- ☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

### USAOWA Membership Place "X" in appropriate box

- ☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

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

### MEMBERSHIP DATABASE INFORMATION

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

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

Address Date Birth (yyyy-mm-dd)

City State ZIP+4 Home Tel

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

Spouse (First Name) FAX Tel:

E-Mail Addresses \*

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

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

### CURRENT STATUS Place "X" in appropriate box

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

### CERTIFICATIONS Place "X" in appropriate box

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

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

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

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

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### CHAPTER AFFILIATIONS (Check one)

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

Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)  
 Simultaneous Membership Form 600-DS (Fill-in) (Revised May 2008)



# 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

JUNE 1985

### OOPS — Phone Call From a Very Knowledgeable Ft. Worth Retired General Officer

"Art, what is the aircraft shown on the May 31 front cover? I can't make it out and it's not covered in the issue?"

Embarrassed response: "We blew it!"

It's the Sikorsky Advanced Composite Airframe Program (ACAP). For the past two years, the Sikorsky people (bless 'em!) have given us a clear cover without a corporate logo and descriptive type. They ran an ACAP cover on our Oct. '84 issue, and we placed a "Front Cover-Sikorsky ACAP" caption on the inside Oct. masthead page. We neglected to do this in the May '85 masthead, and are "paying the piper now." Our apologies to aircraft recognition buffs everywhere.



### Proclamation

Governor John Ashcroft, 2nd from left, declares March 25-30, 1985, as "Army Aviation Week" in Missouri. He issued his proclamation during ceremonies held in the State Capitol in Jefferson City on March 27. The



governor's proclamation commended more than 3,000 military and civilian members who attended the AAAA convention in St. Louis. Looking on, l.to .r., is Paul Hendrickson, AAAA National Treasurer; COL Robert A. Wagg, Jr., AVSCOM Chief-of-Staff and Ms. Georgia M. Crenshaw, Vice-President for Membership of the Lindbergh (St. Louis) Chapter of AAAA.

### Army and Sikorsky Win Grover E. Bell Award

The U.S. Army was named co-recipient of the prestigious Grover E. Bell Award for 1985. Sharing the honors was United Technologies' Sikorsky Aircraft. The award was in recognition for the Advanced Composite Airframe Program (ACAP) helicopter.



This was the seventh Bell Award for Sikorsky Aircraft. The first was in 1959 when founder Igor I. Sikorsky won it. Honored by the American Helicopter Society as well as the U.S. Army Applied Technology Laboratory at Ft. Eustis, VA, which funded the program.

The Sikorsky ACAP (pictured at the left as it appeared on the *Army Aviation* Oct. '84 front cover) is the world's first militarized composite aircraft—rotary or fixed wing.



## 50 YEARS AGO

JUNE 1960

### Units Complete Carrier Training

Thirty-two Army helicopter pilots recently completed a four-week training program on aircraft carrier operations.

Units included pilots from the 82nd Avn. Co. (Inf. Div.), 8th Trans. Co. (LH), 101st Avn. Co. (Abn. Div.) and the 19th

Trans. Co. Navy and Marine instructors tutored the Army airmen at Ft. Bragg, the Pensacola Naval Air Station and aboard the carrier *Antietam* in the Gulf of Mexico. While flying off the flattop, aviators practiced day and night landings, tactical flying skills, night formation flying and implementation of techniques learned at Ft. Bragg.

### Gyrocopter

A Bensen B-8M Gyrocopter was recently demonstrated at Felker Heliport, Ft. Eustis, VA. The B-8M is the brainchild of Igor Bensen, the Russian immigrant who founded Bensen Aircraft and the Popular Rotorcraft Association of Mentone, Indiana.

The Bensen B-8M mounts a McCulloch 4318 powerplant. The 72 hp piston engine can power the 550 pound gyrocopter to a top speed of 95 mph out to a range of 84 miles. Service ceiling is 15,000 feet with a rate-of-climb of 1,100 fpm. As an added bonus, when the blades are secured in place, the B-8M becomes a motor vehicle with a top speed of 35 mph.

Bensen's passion for gyrocopters was stirred by the Focke Achelis FA-330 *Bachstelze* (Wagtail), a manned rotary-type kite towed astern U-boats for reconnaissance purposes in World War II. Gyrocopters achieved cult status in the late 60s with "Little Nellie," which appeared in the 1967 James Bond movie, *You Only Live Twice*.



### High Altitude Training

Airmen from the U.S. Army Transportation Training Command recently completed courses offered by the Physiological Training Unit at Langley AFB. Students included pilots from a variety of Army aircraft, both officers and warrant officers.

Airmen were schooled on the advantages of eating a balanced diet and physical conditioning. There were refresher courses on the proper use of the oxygen mask, ejection seat, parachute and other safety devices. Aviators were exposed to the deleterious affects of depressurization, anoxemia and vertigo. Each pilot had to submit to a written examination in order to receive a certificate of completion.



# 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 June 1, 2010.***

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

## **CHIEF WARRANT OFFICER FIVE MARY CARA SMALLEY (RETIRED)** ARMY AVIATION HALL OF FAME 2007 INDUCTION

Retired CW5 Mary Cara Smalley was a great pioneer for women aviation officers. She enlisted in the Army to become a crew chief and to earn a college degree.

In 1976, she became the 13th woman to graduate from flight school and went on to serve as first woman aviator in the 6th Air Cavalry Brigade at Fort Hood, Texas. There she served with aviation visionary COL Robert Molinelli, who later achieved the rank of major general, and flew UH-1 and OH-58 helicopters. Molinelli arranged for Smalley to become the first female pilot rated in the AH-1 Cobra attack helicopter.

Although she completed the AH-1 transition, women were not authorized to be assigned to attack helicopter companies in the late 1970s. Smalley served in a variety of assignments to include as a medical evacuation pilot, a night vision goggle instructor pilot, an Initial Entry Rotary Wing course instructor pilot, and as a training, advising and counseling (TAC) officer with the Warrant Officer Candidate School.

In 1985, while serving as a TAC, she earned a masters degree in Aviation Management in her off duty time.

Smalley was the first woman aviator promoted to CW4 in 1989 and was selected to serve as the adjutant for the prestigious United States Precision Helicopter Team in 1991.

In 1994 the National Club's Outstanding Women in Aviation Society selected her as the outstanding female Army Aviator of the year.

Smalley was the first female regular Army warrant officer and aviator to achieve the rank of CW5 in 1995.

A master Army aviator with over 3,000 flight hours, 1,000 hours as an IP, Smalley retired in 1999 after serving her country for 24 years.

Smalley has been a truly outstanding warrant officer and an inspiration to all men and women Army aviators.





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