ARMY AVIATION

SUPPORTING THE U.S. ARMY AVIATION SOLDIER AND FAMILY

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ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – The cover depicts a Synthetic Environment Core (SE Core) Afghanistan ground trainer database at Bagram Airfield, including high resolution SE Core common moving models (CM2). As prime contractor, CAE leads the SE Core rapid database generation capability to produce correlated databases for a range of Army virtual, constructive and live simulation systems. Both SE Core and Army Games for Training are programs led by the Army's Program Executive Office for Simulation, Training, and Instrumentation (PEO STRI). *Caption provided by the advertiser.*

Briefings ...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

New Aviation Branch Chief Announced


ARMY PHOTO

The Army Chief of Staff announced June 14 BG Anthony G. Crutchfield, Director, Joint Center for Operational Analysis-Lessons Learned, U.S. Joint Forces Command, Suffolk, VA, will become the next commanding general at the U.S. Army Aviation Center of Excellence (USAACE) and Fort Rucker, AL. He will replace current commanding general MG James O. Barclay III who has commanded USAACE since July 2008.

Petraeus Confirmed To Take Over In Afghanistan


ARMY PHOTO

The Senate confirmed on June 30 President Barrack Obama's nomination of GEN David H. Petraeus to take over as commander, International Security Assistance Force/commander, U.S. Forces Afghanistan. He replaces GEN Stanley A. McChrystal who tended his resignation to the President at a White House meeting on June 23 in the wake of remarks attributed to him and members of his staff in a Rolling Stone magazine article.

Congressional UAS Support


U.S. ARMY COURTESY PHOTO

Congressman Bobby Bright (second from right) participated in the second meeting of the Congressional Unmanned Aerial Vehicle (UAV) Caucus, of which he is a member, on June 16. Following the meeting, he was presented a copy of the Army Unmanned Aircraft Systems (UAS) Roadmap by (from left) Mr. Tim Owings, Deputy Project Manager for UAS at Redstone Arsenal, Mr. Glenn Rizzi, Deputy Director of the Army UAS Center of Excellence (UASCoE) at Fort Rucker, and COL Robert Sova, U.S. Army Training and Doctrine Command (TRADOC) Capabilities Manager for UAS at Fort Rucker, AL. Congressman Bright earlier was able to secure $3.2 million for the UASCoE at Fort Rucker in the National Defense Authorization Act which has passed the House and is now being considered by the Senate.

12th Colonel Of The Regiment


COURTESY PHOTO 160TH SOAR PAO

COL John W. Thompson, left, accepts the regimental colors from LTG John F. Mulholland, Jr., Commander, U.S. Army Special Operations Command, as he assumed command of the 160th Special Operations Aviation Regiment (Airborne) "Night Stalkers" from COL Clayton M. Hutmacher, far right, during a ceremony at Fort Campbell, KY, on June 25, 2010. Also pictured is command sergeant major of the regiment, CSM David L. Leamon.

Army Acquisition Review

The Department of the Army announced on May 26 that it is launching a detailed, comprehensive review of its acquisition organizations, policies, workforce and processes, including how it acquires and manages equipment. The study, commissioned by Secretary of the Army John McHugh, is intended to examine the full range of acquisition practices - from requirements to funding to management and oversight of key acquisition programs. The 120-day Army review is taking place simultaneously with a DoD-led examination of acquisition challenges and opportunities, and will be conducted by an independent panel co-chaired by Gil Decker, a former Army acquisition executive, and retired Army Gen. Lou Wagner, who once served as the Army deputy chief of staff for research, development and acquisition, and later as commander of the Army Materiel Command.

UPCOMING AWARDS
Deadline Dates to Remember

AUGUST 15, 2010

Nominations for **UAS Awards** and **Donald F. Luce Depot Maintenance Artisan Award**

See page 49 for additional Awards information

Official nomination forms may be found on the AAAA website: www.quad-a.org

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A Time For Thanks and Ensuring Our Legacy

In case you have not heard, our Branch Chief, MG Jim Barclay, is moving to Washington, DC to assume his new responsibilities as the Deputy G3/5/7. Since the next issue of this magazine will come out after his change of command, I need to take this opportunity to thank Jim for shepherding the Army Aviation Branch through some challenging times and building a platform for future growth.

MG Barclay's successes during his command of Fort Rucker are too numerous to list in this article, but to mention a few: securing two additional combat aviation brigades in the active structure, driving down the training bubble at Rucker, the modernization of the Army's fleet of aircraft, and publishing the UAS Roadmap for the Army.

We regret losing this positive force for change in Army Aviation, but we recognize the impact that his leadership will generate at the Department of the Army.

AAPI COURTESY PHOTO

26 "Originals" were present at the U.S. Army Aviation Museum, Ft. Rucker, AL, for a dedication ceremony on July 25 of "TheOriginals"commemorative plaque that will be permanently displayed in their honor at the Museum.

AAPI COURTESY PHOTO

"Originals" spokesman, COL (Ret.) Colin D. "Doug" Ciley (red hat center), and MG James O. Barclay III, Aviation Branch Chief and commanding general, U.S. Army Aviation Center of Excellence, are surrounded by other "Originals" and well-wishers at the dedication ceremony of the commemorative plaque at the U.S. Army Aviation Museum, Ft. Rucker, AL.

Luckily, the incoming CG of Fort Rucker, BG Tony Crutchfield, is just the man to step in and lead Army Aviation. BG Crutchfield has already made a large impact on our AAAA mission statement: "*Supporting the U.S. Army Aviation Soldier and Family*."

As a 10th Mountain aviation brigade commander, Tony pushed AAAA to assume a greater role in recognizing his soldiers' families and specifically their spouses.

Colonel Crutchfield, at that time, worked diligently on his own initiative with our Executive Director, Bill Harris, to institute a new award to recognize spouses and others in the community who make our mission possible.

A parallel award to the Order of Saint Michael, The Lady of Loreto, was a direct result of the efforts of Tony and his wife, Kim.

Finally, I want to thank MG Barclay again for his first-rate hospitality on June 24-25 in recognizing our first WWII-era organic Army Aviators.

A large bronze plaque, donated by AAAA, commemorating their accomplishments and bearing the names of the 56 surviving members of the "Cub Club" was unveiled at the Army Aviation Museum.

Those "Originals" who flew the Piper Cubs and similar liaison aircraft from 6 June 1942, the birth of Army Aviation, to 1951 when they changed from "Liaison Pilots" to Army Aviators now have a proper monument documenting their place in Army Aviation history.

Please be safe this summer as you enjoy vacation time with your families.

We look forward to the Fall kick off of our symposia season with the Luther Jones Aviation Summit at Corpus Christi October 12 – 14; the ASE Symposium in Huntsville November 15-18; and the UAS Symposium in Washington December 13-15.

Thanks for all you do every day.

My door is always open!

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

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Aviation's Future Training Path Will Be Paved with Simulation

By MG James O. Barclay III

The U.S. Army and Aviation is entering a time of transition and growth. As we drawdown our forces in one theater and surge in another, Army Aviation remains engaged and is providing support in Iraq while increasing mobility and protection in Afghanistan.

At the same time, the Army is preparing for future missions that may occur elsewhere in the world.

To do so, we have determined that we must grow the Aviation force and broaden our training focus for a wider spectrum of conflicts.

Already the Army is in the process of standing up two additional combat aviation brigades (CABs).

Fully resourcing the second of these brigades requires more aircraft, equipment and skilled troops than we currently have on our rolls.

Filling these units and sustaining our current deployments requires much more than an increase in the number of pilots we bring into the Army.

Creating combat capable units means we must also produce more trained mechanics, crewmen, and support staff as well as professionally develop our junior officers and NCOs.

Adding to the complexity of this challenge is the near certain decrease in defense spending in the next few years. Constrained training dollars at a time of increasing demand will require us to find innovative ways to train safely while reducing costs.

Simulation is one of the best proven tools for getting the most training bang for the Army buck.

PHOTO BY TERRY MOORE

CPT Jeremy Duff, 1st Bn., 10th Cbt. Avn. Bde., sits in the pilot's seat of the Apache Longbow Crew Trainer.

It's All In The Mix

The Army currently relies on a mixture of live training, virtual simulators, constructive simulation and gaming technologies to better prepare our Soldiers, leaders and staffs.

Live training today is often supplemented with instrumentation systems that provide position location, weapons effects, real-time training monitoring and detailed after action review capability.

More importantly, these instrumentation systems now allow live training to integrate into our more common virtual trainers.

This allows our Soldiers to expand the size and complexity of their training area without building new ranges.

Virtual simulators have long been a cornerstone of Army Aviation training and today are among the most sophisticated in the world.

Matching our aircraft in critical detail, the Aviation Center of Excellence uses virtual simulators to conduct nearly 38% of initial entry pilot training and yet at only 8% of the cost. As more of our fleet transitions to glass cockpit aircraft we fully expect the amount of simulation training to increase.

We don't know what the right mix of live and virtual is yet but we continue to examine it as we explore better ways to train, reduce unnecessary risk, and save precious training dollars.

What we do know is that simulators don't take the place of real flight, but they do augment and enhance it.

By moving the more dangerous and repetitive tasks out of the aircraft it allows the instructor pilots to dedicate their time in live aircraft to combat flight skills and Readiness Level progression.

Keeping Up With The Times

Gaming is the newest training technology that Army Aviation has adopted. Created to be situational trainers for decision making at the lowest levels, gaming is showing great promise.

Every day our Soldiers build their

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U.S. ARMY PHOTO

CW2 Allen Key, standardization instructor pilot with Company A, 1st Battalion, 171st Aviation, GA ARNG, takes a test flight in one of the six simulators of the Aviation Combined Arms Tactical Trainer (AVCATT)

own scenarios in games like Virtual Battlespace 2 (VBS2) to train for fuel convoys, react to IEDs and react to contact in an LZ. These systems were designed to provide effective, low-cost training capabilities all the way down to the company level with great results.

In the future we will likely see gaming used to make it easier to build training events and conduct collective training to better move, shoot and communicate.

We recognize that technologies like gaming continue to improve at a staggering rate.

It's difficult to look at the emergence of sophisticated mobile devices, such as the iPad, and not see potential; how and when to best integrate them will take discipline and focused development.

ITE And Unit Collective Training

To complete the synthetic training environment is constructive simulation. These systems provide the wrap-around scenarios and combat detail that go beyond individual skills. Such simulations have helped units train collectively in the complexities of maneuver battle for decades.

But the way we provide training components is also changing. The Army is working toward an integrated training environment (ITE).

In the near future, the ITE will provide access to distributed, on-demand training capabilities and a persistent learning capability for any Soldier, anywhere, anytime.

The technology exists today, but changing the Army's training and cultural paradigms will take time.

Looming budget constraints will likely dictate a smarter way to train collectively all across the Army.

As the largest consumer of the training budget, Army Aviation must invest now to effectively posture our simulations capabilities as part of the ITE.

Within Aviation we will continue to find innovative ways to adapt our training and rapidly adopt new technologies using our proven training strategy as a guide.

We can't afford to do it any other way.

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.

Warrant Officer Education

By CW5 Jeffrey A. Reichard

This month, as we celebrate the 92nd birthday of the Army Warrant Officer Corps, we turn our focus to the always important topic of education, both professional military education (PME), and continuing civilian education. In 2005, the Department of the Army redeveloped the definition of a warrant officer, and this new definition states that a warrant officer "refine[s] their technical expertise and develop[s] their leadership and management skills through tiered progressive assignment and education."

PME Backlog

A warrant officer's standard PME consists of Warrant Officer Candidate School (WOCS), Warrant Officer Basic Course (WOBC), Warrant Officer Advanced Course (WOAC), Warrant Officer Staff Course (WOSC), and the Warrant Officer Senior Staff Course (WOSSC).

Currently, there is a significant backlog of warrant officers who have yet to attend the WOAC, WOSC, and WOSSC courses. This backlog has been discussed in previous issues of this magazine, but Aviation continues to top the PME backlog list.

Well over 90% of Aviation CW2s have not attended AWOC, nor have 75% of all CW3s. CW4s and CW5s are also similarly backlogged for WOSC and WOSSC. There are three main reasons for this backlog.

First is that promotions have been de-linked from education. Second is that with the current deployment cycles, dwell times are relatively short. Finally, warrant officer PME courses may not be considered the highest priority for most commanders and as a result warrant officers are not being sent. Despite the high operational tempo of Army Aviation, time must be made for warrant officer PME.

PHOTO BY EMILY BRANNARD, FT. RUCKER PAO

MAJ Lee Ambrose, A Co., 1st Bn., 145th Avn. Regt. commander, briefs an Aviation Warrant Officer Advanced Course in Adams Hall, Ft. Rucker, AL, June 23.

GEN Peter W. Chiarelli, Vice Chief of Staff of the Army, addressed this issue on 10 April 2010, in a message to the field, stating "It is essential that all leaders at every echelon of the Army take necessary actions to ensure that our Officers … are afforded the opportunity to attend professional military education in accordance with their developmental timelines…While there is an argument that experience is the best teacher, experience is not the sole foundation for leader development. Leaders must ensure balance in our Soldier's education, training, and experiences."

Further, GEN Chiarelli offered this solution: "The way ahead includes revising entitlement policies to provide more options to Soldiers moving their families when attending military education courses in conjunction with permanent change of station moves."

Sending warrant officers to PME while enroute to their new duty assignments will give commanders more flexibility, while ensuring those warrant officers receive the education they require.

In addition to the PME backlog, AH-64D, CH-47, and UH-60 are all under-strength for instructor pilots and critically over-strength for untracked aviators.

While the OH-58 community has a more even track distribution, the problem still remains that there are far too many untracked officers.

Untracked aviators are well over 180% strength across all airframes. These untracked aviators can attend the requisite courses for MTP, IP, TACOPS, or ASO at the same time they attend the WOAC.

Another strategy that the Aviation Branch is utilizing to address the backlog is the implementation of mobile training teams (MTTs).

Four MTTs are being completed throughout FY10 and one more is currently scheduled for the first quarter of FY11. These teams are a way to allow resetting unit personnel to receive the PME that they need while at their home station.

Professional development beyond an initial basic course is essential for warrant officers to maintain that technical expertise that is required to do their jobs.

Not only are warrant officers required to be proficient with new technology and developments in the field but also possess and understand the key leadership skills and abilities that can only be nurtured through continual efforts.

Institutionally the Army has developed the method through which warrant officers receive this additional development.

Degree Completion Program

One of the available options that can be used to further the education and mission capability of a warrant officer is the Degree Completion Program. The Army sets forth the details of this program in Army Regulation 621-1 which delineates the Army goal to have officers educated to commensurate ability levels by specific timelines in their careers.

This corresponds to an associate degree by the fifth year of warrant officer service and a baccalaureate degree by the thirteenth year of warrant officer service. This partially funded program is a viable option for many warrant officers who qualify. The Degree Completion Program applies to active duty warrant officers who have at a minimum of 3 years active federal service and by the time of enrollment have not surpassed 24 years active warrant officer service (AWOS).

The warrant officer must also continue to maintain height and weight, a current security clearance, and career development standards that traditionally apply to military service in order to qualify. Additionally, the degree must fall within the officer's career field or duty responsibilities to be considered. The warrant officer must be able to complete their degree, normally, within twelve months.

Warrant officers who wish to be considered for this program should work with their chain of command to submit the required documentation to your branch manager at Human Resources Command.

More information on the degree completion program and the documentation needed can be found at *www.hrc.army.mil/site/protect/branches/officer/leaderdev/civschool/dcp_main_page.htm*.

Conclusion

There is no individual more important in the career development of a warrant officer than the warrant officer themselves. Take the initiative to gain the skills necessary to enrich your life and career. Do not simply wait for command to direct what minimum level of training your position requires. Take it upon yourself to become a more capable officer with more tools to use in the fight.

Warrant officers must take an active role in ensuring that they are receiving the training and education that is required of them to remain current and capable of duty assignments. The opportunities have been provided. The mission is upon us. We can no longer procrastinate getting the needed training.

In closing, it is my pleasure to personally congratulate the following aviators on their selection by the 2011 Fixed Wing board:

CW3 Aloi, John A.
CW2 Baker, Joseph A.
CW3 Barreda, Rhiannon E.
CW3 Bartholf, Ryan E
CW3 Bean, Keith O.
CW4 Bielau, Marcus O.
CW3 Brock, Jerry F.
CW2 Burns, David W.
CW3 Cajigasalers, Alex H.
CW2 Callahan, Justin W.
CW4 Carman, Michael R.
CW3 Carnet, Jesus M.
CW2 Churchhill, Rachel H.
CW2 Eckart, Emile P.
CW2 Ecker, Gregory M.
CW2 Fish, Aaron K.
CW2 Hoflund, Christopher M.
CW3 Hogue, Kendall J.
CW3 Jackson, David S.
CW3 Johnson, Nicholas A.
CW2 Kohl, Adam C.
CW4 McCormick, Sean C.
CW3 Moskauski, Zeke P.
CW3 Pennington, Danny L.
CW2 Pike, Jason L.
CW2 Porter, Peter J.
CW2 Remond, Stanley K.
CW2 Sharf, Timothy M.
CW2 Shellhart, Thomas A.
CW2 Smith, Jeffrey A.
CW2 Sorensen, Neil J.
CW3 Taufer, Christopher A.
CW3 Thompson, Michael A.
CW3 Vallot, Felick M.
CW3 Weinrich, Matthew N.
CW2 Young, Patrick R.
CW4 Zinski, Michael P.

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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.

Living With the Command Slate List System

By CSM Tod L. Glidewell

As many of you read this you're preparing for the Command Slate List (CSL) Command Sergeant Major selection board. In October of this year, Human Resources Command (HRC) will conduct the first Brigade CSL board. The Battalion CSL board will follow shortly thereafter in January 2011.

ARMY PHOTO BY EMILY BRANNARD, FT. RUCKER, AL PAO

Retired Sergeant Major of the Army Jack L. Tilley and NCO Academy Commandant, CSM Marlin Smith, share laughs with academy staff and students during Tilley's visit to the Acadamy at Ft. Rucker, AL on Oct. 29, 2009.

For many, selection for attendance to the U.S. Army Sergeants Major Academy or to serve as a Sergeant Major or Command Sergeant Major may not seem like a realistic goal at this time in your career.

I would disagree and the main reason why is because whatever happens at the top will definitely impact at least the NCO force; therefore, it will affect the entire force. Also, it is easier to prepare yourself for what lies ahead if you understand the system.

Learning From the Past

The aim of the new system is to correct many of the issues that have occurred in the past. More often than not the current or old system did not select the best qualified CSM/SGMs; furthermore, it did not place them where they were needed when they were needed.

We selected, promoted and trained sergeants major and often waited as long as 18 months to place these individuals in positions that needed filling when we selected them.

This often resulted in units having to do without and forced NCOs to step up creating holes in formations without backfills.

In the past it was difficult at best for the best qualified to be seen and selected for senior billets because the system relied on being at the right place at the right time. Worse yet, it many times involved the good old boy system and did not provide total visibility of the entire force and best qualified.

The Way Ahead for CSL

Under the new select, train and promote we will, at least theoretically, select the best CSM/SGMs from the entire force to man command billets.

HRC will still determine assignments; however, nominative maneuver and effects CSMs will select those best qualified to man the billets.

First and foremost we can only select the best if they compete, if they don't compete then the system will fail to produce what we expect.

Second, as I alluded to earlier we can only select the best if we are honest and truthful on our evaluations.

Lastly, the Army has directed that we look at how to do away with the stovepipes and merge our career paths.

The question is, can we merge 15P and 15Z career fields and if so, at what grade?

Merging

I have spoken to many of the brigade CSMs and many of the Senior Leader's Course students about merging and there are mixed feelings as you can imagine.

About 75% of the Brigade CSMs believe we should merge at the MSG level, but before I explain why you should understand the numbers.

CMF 15 Total Authorizations = 18,393
15P/Q Total Authorizations = 3,089
15P E8 = 136
15P E9 = 40 total, 13 CSM, 27 SGM
Total 15P E8/9 opportunities – 176 or 5.7 percent of the force.

MOS's that become
15Z Total Authorizations = 15,304
15Z E8 = 415
15Z E9 = 137 total, 77 CSM, 60 SGM
Total 15Z E8/9 opportunities – 552 or 3.6 percent of the force

I know that many of you have strong personal feelings on those numbers alone, not to mention the old 15P versus 15Z rivalry that has continued for years. I ask that you put that aside and consider as we look toward CSL and attempt to build stronger senior NCO Corps.

The first obstacle our branch needs to overcome is that we are too technical and we cannot serve outside our specific MOS; we need to realize we are stronger as one.

We are a very small branch and it will be very difficult for us to compete outside of our traditional career field in the future. Currently, we have 15P/15Z CSMs serving in several positions outside aviation and doing an outstanding job. If we can do it outside aviation we can do it in our own career field – we are in many places.

We have proven ourselves in brigade aviation elements (BAE) and unmanned aircraft systems (UAS) platoons within maneuver brigades. As a result we have seen 15 series NCOs selected to serve in leadership positions outside aviation within these brigades.

On the other hand, many subscribe to the fact an aviation NCO cannot serve outside his/her comfort zone or their traditional MOS. Meaning, ops must stay ops and maintainers must stay on the flightline.

In fact, wouldn't it be better to grow leaders that have an understanding of the flightline and staff before they are selected to become brigade ops SGMs or CSMs? Also, if we merged at Master Sergeant, it would provide flex-

ibility to local leaders to select First Sergeants and Operations Sergeants. Some organizations are currently doing this, in fact the last centralized promotion board reported reviewing several NCOERs where 15Z background personnel were serving as Operations NCOs and 15Ps were serving as First Sergeants. This is something we don't prepare NCOs for in either case.

Personally, I believe maybe it is best taught at the unit level through leader certification and self-development programs.

The fact is that we must consider how to grow and select the best leaders who understand not only Army Aviation formation but our role on the battlefield and our Army.

CSL and the Effects on Enlisted Promotions

Rarely do I address any formation when the topic of promotion doesn't become part of the discussion. Having sat on a couple centralized promotion boards now I can tell you up front that we have a couple of issues facing Army Aviation.

Recently the Sergeant Major of the Army penned an article entitled "So you want to be a Brigade Sergeant Major." This article outlined the findings of the first mock CSL board and has been distributed throughout the NCO channels.

The mock board was comprised of senior nominative CSMs and found many of the same issues as our SFC-SGM centralized selection boards. Some of the major issues discussed that affect SFC-SGM centralized promotion boards were outdated photos and overinflated NCOERs.

Boards continue to see individuals rated in 90 day leadership or made up duty positions. I think most leaders realize it is better to rate them in an official position and then address the additional responsibility on the NCOER.

I believe promotions will open up under the new CSL system. Up front, CSL and the new system will produce retirements; retirements due to individuals Retention Control Points (RCPs), non-selects for CSM and time required to be considered for selection and assignments.

Furthermore, the Qualitative Management Program (QMP) has produced a few aviation retirements.

We are also currently experiencing turbulence as Class 60 graduates from the Sergeants Major Academy and await personnel moves. On the CSM side, CSMs have been informed of their Projected Change of Responsibility Dates (PCORDS) and this will also produce future moves.

As we move into this new era of CSL it will surely create anxiety within the CSM ranks as well as units as the leadership changes out every 24-36 months.

We are also uncertain if the movement to this system will result in better management of SGMs throughout Army Aviation.

Only one thing is for sure, only time will tell and it is better to look forward than to look back.

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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.

The Fight Against Indiscipline

By BG William T. Wolf

This month, Americans will celebrate 234 years of our nation's independence and honor the courage of brave men and women who have kept our nation free for more than two centuries.

Today, the entire Army team plays an important role in keeping our country free and sustaining the principles that make the United States a truly great nation.

We could not succeed in this vital mission without the support of every leader, Soldier, family member, and civilian and this is why we need our entire team to stay safe in everything you do.

Constant Vigilance

Whether working patrols in Afghanistan, enjoying some downtime at home, running an electrical line at your local installation or enjoying time on the lake, your constant dedication to risk management honors those who have come before you and makes a difference in the success of all our efforts around the globe.

The Army team's strong commitment to safety has ushered us into a summer where we are seeing slightly fewer accidental deaths among our ranks this year despite a startling increase in fatal privately owned vehicle and motorcycle accidents in May.

While I am proud our Army has made gains on last year's historic reduction in fatal accidents, we cannot be content with only minor progress in our fight to save lives.

Rules, Gear, Training

Although there are exceptions, the vast majority of our fatal POV and motorcycle accidents involve indiscipline, ranging from speeding, neglecting to wear seat belts and personal protective equipment or failing to get required motorcycle training. We've even had some accidents where all three of these factors were involved.

Sadly, indiscipline in the form of speed was involved in two of our most recent POV fatalities. One Soldier was a passenger in a sports sedan driven by another Soldier when the vehicle spun out of control on loose gravel and rolled over into an embankment.

In the second accident, a Soldier lost control of the sports sedan he was driving and crashed into a stand of small trees. Both Soldiers were scheduled to deploy overseas within just a few days of their deaths.

Safety Is A Team Responsibility

In the past, we've put a lot of emphasis on leader engagement in enforcing standards, and every reduction in fatal accidents is proof engaged leadership works.

While Soldiers may be on duty for only a few hours a day, the role of our entire team becomes that much more important.

Getting the message across that indiscipline in any form is unacceptable behavior isn't just a leader thing, it's also an issue for our fellow Soldiers, our families, and our civilians.

Peers, whether inside the Soldier's unit or outside, have tremendous influence on their friend's actions.

Reaching all of our Soldiers and making them a part of the solution is extremely important in building an Army culture where safety is a way of life, not an on-the-job regulatory requirement.

It's important to remember that peer pressure can be a positive thing, and that's the kind of environment we need to keep fatal accidents from happening.

The Most Important Stakeholders

Families are perhaps the most important stakeholders in Soldier safety. In recent years, our Army has done a great job in engaging spouses and their families through Family Readiness Groups and Family Readiness Support Assistants with safety tools such as the Family Engagement Kit.

But we cannot forget that young, single Soldiers comprise a large portion of our force, and their families—parents, siblings, and other close relatives—play just as important a role in risk management as military spouses.

We must tap this valuable resource as well if we want to keep all our Soldiers safe and in the fight.

The Civilian Role

Finally, we can never underestimate the power of our civilian workforce. In an Army where change is certain, civilians provide vital continuity for leaders and Soldiers alike. They have a primary role to play in looking out for the entire team, including our Soldiers.

One vital part of the civilian workforce is our civilian safety professionals at the installation and operational levels. They possess unparalleled knowledge and firsthand experience of the risks their Soldiers face.

Please take advantage of the continuity and experience of all our civilians, but most importantly, these safety professionals; harness their expertise and let them help you in your fight against preventable accidents.

Every Soldier deserves a chance to serve their country honorably and safely. Whether you're a leader, a Soldier, a family member, or a Department of the Army Civilian, please do your part to keep the Soldiers in your life safe.

The USACR/Safety Center has some great tools to get you started, so check out our Web site at *https://safety.army.mil* and let us know how we can better serve you.

Thank you for what you do every day for our Band of Brothers and Sisters. Enjoy this summer while it lasts; play hard, but always play it safe.

Army Safe is Army Strong!

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

HARD WEAR

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COL Reeves
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Managing the Army Aviation Supply Chain

By COL Terence W. Reeves

One of the biggest challenges our Soldiers face in maintaining aircraft is having the right part readily available and in sufficient quantities. There are hundreds of aircraft forward deployed in Southwest Asia yet the number that are not mission-capable due to parts averages less than 2%.

This is a remarkable achievement but what it really demonstrates is the hard work and effort applied across the Army Aviation supply chain. Spare parts are a critical component of the planning equation that is used by aviation maintenance officers when they prepare for aircraft maintenance.

In order to ensure success, the maintenance officer must first analyze the problem; next consider the people and the parts required before he develops a workable plan; and then consider the time needed for the job, the tools required and the training of the Soldiers.

Putting all of these elements together forms the P4T3 model that is taught at the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Virginia and is a key planning tool for both maintenance officers and senior NCOs.

The Search Is On

Spare parts are found in several locations by the aviation maintainer.

First, there is tech supply which is found at the unit level and consists of the Prescribed Load List (PLL) and bench stock. There is no centralized or automated reporting of the parts in the unit PLL or bench stock but there are Army regulations that cover their stockage levels.

The unit tech supply is the first place that the aviation maintainer goes to find a part. If the part is not available in the tech supply, a requisition is then sent to the Supply Support Activity (SSA). The SSA is a part of the aviation support battalion (ASB) and has a larger stockage of parts than the tech supply. It is also the turn-in point for the retrograde of repairable parts.

USAALS COURTESY PHOTO

Herman Wilson, a customer account specialist in Defense Supply Center Richmond's Army Customer Facing Division, traveled to the U.S. Army Aviation Logistics School with co-workers March 25. Here, Wilson is getting a close up look at UH-60 Black Hawk helicopter parts he helps supply to USAALS maintenance instructors at Fort Eustis, VA.

The SSA has an authorized stockage list (ASL) of aircraft parts that gets reviewed semi-annually and is based on demand history.

Moving Parts Forward

Beyond the unit and ASB levels for forward deployed combat aviation brigades, there may be a theater warehouse that stocks parts.

The theater warehouse is normally located near the U.S. Air Force and Navy supply points of entry.

A good example of this was the theater warehouse in Kuwait. The level of spare parts stocked in Kuwait was large enough to support each SSA located in Iraq. However, as the theater matured and the U.S. Air Force opened up forward-landing bases for larger cargo aircraft, the theater warehouse became less important for distributing parts to Iraq.

Over time the SSA in Balad became the hub for aircraft parts and this greatly reduced the distance and time needed for getting spare aircraft parts into Iraq.

This highlights one of the key challenges faced by Army Aviation logisticians in moving a part the last tactical mile and getting it into the hands of the aircraft maintainer. Understanding the functions and roles of tech supply and the SSA would be sufficient for most aviators but not for Army Aviation maintenance officers.

They must also understand who is responsible for managing the part and how requisitions can be tracked for parts that are not found in the tech supply or SSA.

There are several sources of supply that manage Army aircraft parts but the two largest are the Integrated Material

Management Center (IMMC) and the Defense Logistics Agency (DLA).

IMMC

The IMMC is part of the Aviation and Missile Command (AMCOM) located at Huntsville, AL and it is responsible for managing and procuring the B-17 coded items used by Army Aviation.

The IMMC has a dedicated team of professionals who work long hours to ensure the parts they manage are available and in the required quantities.

There is also an IMMC Log Chief assigned to each aircraft Program Office who works closely with the Program Manager to manage the spare parts needed to keep the fleet flying.

DLA

The DLA is the Department of Defense's largest combat support agency and it provides worldwide support to all services. It is headquartered at Fort Belvoir, VA but procures and manages items from three supply centers located in Philadelphia, PA; Columbus, OH; and Richmond, VA.

Richmond is the center that manages and procures the majority of Army Aviation parts. The Defense Supply Center Richmond (DSCR) is responsible for managing about 85% of the parts used by Army Aviation. This amounts to nearly 23,000 National Stock Number (NSN) parts for the UH-60.

DSCR does not use item managers but uses a sophisticated computer system called EBS to track, order and manage Army Aviation parts.

DLA also manages a DoD web-based program called EMALL that allows customers to order and track requisitions for parts. There are DLA representatives at all Army posts as well as on the forward-deployed bases around the world.

There is also a DLA call-in center where Army units with a valid Department of Defense Address Code (DODAC) can order high priority parts any time of the day so communicating with DLA is fairly easy.

Forecasting Is Critical

The key to having the right part on hand and in the right quantities is directly related to accurately forecasting the requirement. This may sound simple enough but in reality it is a complex and involved process.

DLA gets the funding to buy parts directly from DoD. It then contracts with a vendor to manufacture the part based upon demands provided from the Army. Once the part is transferred to the Army, DLA is reimbursed and has new money to spend for more Army parts.

However, if the Army does not use all of the items DLA procured, then DLA inventories grow and over time their budget will be reduced by DoD until the inventories are back to normal.

DLA closely watches the demand planning accuracy and percent of forecast error. They also closely monitor their inventories and the turn over rate.

The best way Army Aviation customers can help themselves and DLA is to drop frequent and smaller requests for parts instead of large and infrequent ones.

USAALS COURTESY PHOTO

Defense Supply Center Richmond employees from its Army Customer Facing Division tour the U.S. Army Aviation Logistics School, Fort Eustis, VA, March 25, meeting the customers they provide aviation parts to on a daily basis.

Stocking Parts At DLA

DLA uses two methods for stocking parts. First, they have their own warehouses in places such as Susquehanna, PA and San Joaquin, CA where they store, pull, pack and ship directly to customers. This method also ties in another DLA component called the Defense Distribution Center (DDC) which manages the warehouses and shipping process.

The second method is called Direct Vendor Delivery (DVD) where the manufacturer warehouses the part at his location and then ships it directly to the end customer after they receive an order from DLA. Overall, DLA does a great job of meeting customer needs especially given the huge volume of parts they manage and number of requisitions they process.

Aviation parts are also categorized as either consumable or repairable. AMCOM is responsible for the Army Aviation National Maintenance Program (NMP) which manages repairable parts and Corpus Christi Army Depot is the cornerstone of this effort. However, there are other NMP sites such as Ft. Campbell, Ft. Rucker and Sikorsky Aircraft where parts are sent to be repaired.

It is important for units to send their broken parts back to the NMP locations so that they can be repaired and returned back to the Army parts system.

A Team Effort

Overall the Army Aviation Supply Chain works well and supports huge flying hour demands. This is due to a well coordinated and dedicated effort across all segments of the supply chain.

USAALS is a proud partner of this effort and provides instruction and training to both officers and NCOs on understanding the aviation supply chain. They also work closely with the DSCR to educate DLA personnel on the Army Aviation maintenance programs and requirements.

Everyone involved from unit level up to AMCOM can be proud of what has been and continues to be accomplished by our dedicated team of aviation logisticians and maintainers.

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COL Terence W. Reeves is the commander, U.S. Army Aviation Logistics School, Fort Eustis, VA.

SPECIAL FOCUS SIMULATION

Virtual Simulators

Cornerstone of Army Aviation Training

By MAJ Gregory J. Pavlichko

One could scarcely imagine how far Army Aviation and the simulators that support aviation training would come when the first pilot slipped into the Link Trainer, known as the "Blue Canoe," over 70 years ago.

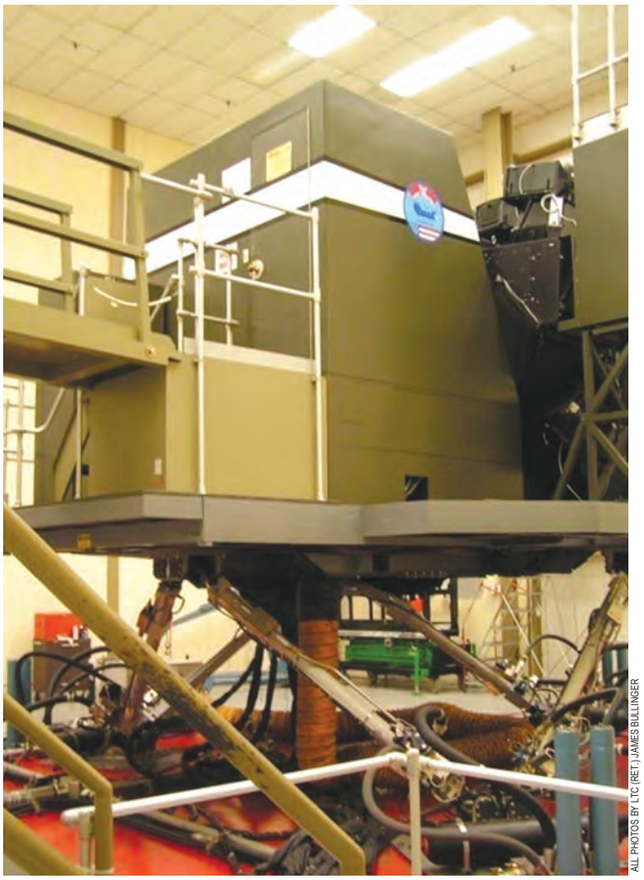
Virtual simulators, involving a live Soldier immersed in a simulated environment, play a crucial and growing role in Army Aviation training today.

No other Army branch relies more on virtual simulators for their training. Fortunately for today's Army Aviators, technology has vastly improved the training available to the aviation enterprise.

A Pillar of Flight Training

In the nascent days of aviation, Army leaders quickly understood that aviation, by its nature, had special training requirements. The Army realized turning civilians into aviators was an expensive and dangerous undertaking for both personnel and equipment.

CH-47 Synthetic Flight Training System (SFTS)



ALL PHOTOS BY LTC (RET.) JAMES BULLINGER

AH-64 Longbow Crew Trainer (LCT) Gunner Station

In order to reduce overall costs, Aviation undertook the Army's first extensive research into the value of simulations and how they could be used to more effectively and safely train aviators.

The Army's largest investment in simulation, the Flight School XXI Simulation Services contract, is a result of such research. Flight School XXI is now the largest collection of full motion simulators in the world and it is one of the critical pillars in Ft. Rucker's flight training today.

Technology advances in the past 10 years have increased the fidelity of these simulators so much that the current Flight School XXI training model includes an average of 38% of a pilot's initial flight training in a simulator. Current reviews of the most modern aircraft with glass cockpits indicate that may increase to 50%.

Even though aviation consumes half of the Army's simulation budget, it pays dividends in overall training savings. Currently that 38% of the flight training conducted in simulators only comprises 8% of the Ft. Rucker Training budget.

Virtual Simulations

Today virtual simulations are used to train our aviators in everything from individual skills (how to fly the aircraft) to collective training skills (how to move, shoot, and communicate) and even to prepare them for theater specific missions.

There are several types of virtual simulations ranging from basic cockpit procedural trainers requiring no motion or sound to full motion, high fidelity simulators meant to make you feel like you are flying a real aircraft.

Each simulator is designed with the fidelity to train specific tasks. Each simulator starts with thorough task analysis, development, and accreditation to ensure these devices effectively train the tasks required.

TH-67 Cockpit

UH-60 Operational Flight Trainer (OFT)

UH-60 Synthetic Flight Training Simulator (SFTS)

A Lifetime Of Simulation

Army Aviators will have a career-long relationship with virtual simulations. As students, they begin in the basic training aids and progress to high fidelity simulators to learn their basic flight skills.

The cockpit procedural trainer (CPT) is designed to orient the new student to the cockpit of the aircraft. This simulator focuses on dial and switch training.

The next step up in fidelity is the instrument flight trainer (IFT) with visual displays and realistic sound, but that comes at a greater cost. Most IFTs use 3 degrees of freedom (DOF) motion systems to replicate pitch, roll, and yaw, sometimes called a "seat shaker."

This is used to train the student in instrument flight and has a relatively narrow field of view since the focus is on instrument flight. However, the 3-DOF, along with excellent image generation and sound cues, give the student the feeling of flight.

The flagship of virtual simulators is the operational flight trainer (OFT). These are the highest fidelity and most expensive devices the Army uses.

These devices use full motion with 6-DOF that not only replicates, pitch, roll, yaw, but also heave, sway, and surge.

Mounted on large hydraulic arms that move the entire trainer, these devices allow aviators to train all the tasks that they will perform in the aircraft.

Sustaining Skills In The Field

Simulation usage does not end when the newly minted aviator departs flight school. They continue to use virtual simulators at their camp, post, or station to sustain proficiency on individual tasks.

These trainers are built by the platform program managers and often rely on proprietary technology from the aircraft manufacturer. Every airframe (except the OH-58D) has a sustainment trainer fielded to units.

Older flight simulators found at the unit level are the Synthetic Flight Training System (SFTS) for both UH-60 A/L and CH-47D. They use high fidelity cockpits and full 6-DOF motion.

After years of training and evaluation, newer sustainment simulators take advantage of advances in image generation (IG) systems and sound systems to use only 3-DOF to give the pilot the feel of flight. These trainers are often an exact replica of the cockpit.

The Longbow Crew Trainer (LCT/ AH-64D), Transportable Blackhawk Operations Simulator (TBOS/ UH-60M), and Transportable Flight Proficiency Simulator (TFPS/ CH-47F) offer only 3-DOF motion and yet are highly effective trainers.

By moving away from 6-DOF for our sustainment trainers the Army has made these devices transportable.

In recent years, the Army has deployed simulators into the combat theater to allow aviators to train perishable and high risk skills.

Staff-Level Training

The aviator/simulator relationship does not end with individual sustainment trainers. Currently, every deploying combat aviation brigade (CAB) must execute an aviation training exercise (ATX) prior to deployment.

Unlike the maneuver brigade combat teams (BCT), aviation brigades do not have the opportunity to conduct brigade level exercises at the combat training centers (CTC) like the National Training Center at Ft. Erwin, CA.

The ATX provides the Aviation brigade a CTC-like experience without the time and cost associated with a CTC rotation. These ATXs stress the command and staff in a mission rehearsal using virtual simulators.

Crews fly virtual missions in reconfigurable collective training devices (RCTDs) or Aviation Combined Arms Tactical Trainers (AVCATT) to drive the staff level exercise.

No other FORSCOM mandated training exercise uses virtual simulations to conduct brigade exercises. This collective training event allows

the CAB commander to train his staff and validate SOPs, operational concepts and tactics, techniques, and procedures (TTPs) through the use of virtual simulations.

Though these devices are lower fidelity than the OFTs, IFT, and sustainment trainers, they are extremely effective at allowing the crews to move, shoot and communicate, thus requiring detailed mission planning, battle tracking and timely decision making.

Balancing Fidelity and Concurrency

Maintaining the right fidelity and concurrency in virtual simulators is a constant struggle. As program managers begin the development process they must balance factors such as cost, fidelity, device training purpose, and concurrency.

Sustainment trainers, for example, must maintain high cockpit fidelity with current avionics and software in order to practice critical tasks and emergency procedures on that aircraft.

Today we find that we must struggle to find a balance of the need for mission rehearsal fidelity with the cost of large theater specific terrain databases or complex, semi automated, tactical ground forces.

In the future we are likely to find that collective trainers can sacrifice some concurrency and still be effective to train the mission because these devices are used to develop the mission execution skills of rated aviators and not to rehearse emergency procedures.

AAR – Instant Replay

In the Army, the most important part of any training is the after action review (AAR). The ability of the current fleet of aviation virtual simulators to record and playback a training period is unequaled anywhere.

Both individual and collective simulators have the capability to play-back the training from any angle or perspective, moment by moment.

Instructor pilots no longer need to argue about what occurred, they simply "go to tape." These devices log everything from instrument display, flight control location, voice communication, digital messaging, gun camera footage, and flight patterns. This AAR capability results in more focused, efficient training.

As technology becomes faster, better, and cheaper, the quality and role of virtual simulations continues to increase.

As our fleet continues to evolve into glass cockpit aircraft, simulator training will help reduce the cost and time of learning cockpit management now performed in the live aircraft.

Though the virtual simulators are numerous to fit specific training and situations, these devices enhance flight training when the pilot boards a real aircraft and allow the commander to hone individual and collective Warfighting skills of their aviators.

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MAJ Gregory J. Pavlichko is the Deputy PM, Flight School XXI and Chief of the Futures Branch, Directorate of Simulations, U.S. Army Aviation Center of Excellence, Ft. Rucker, AL.

SPECIAL FOCUS SIMULATION

The Aviation Combined Arms Tactical Trainer (AVCATT) In Transition

By LTC Christopher R. Shotts

Aviation transformation continues to evolve with the Army, and the AVCATT program is postured to meet the demand of the Aviation force with a state of the art virtual collective training simulation.

AVCATT has not seen a significant upgrade since it was introduced to the field in 2003, but the on-going effort to upgrade your AVCATT suites will provide you a clearly superior capability to support aviation collective training.

What Is AVCATT, Anyway?

AVCATT is a mobile, transportable, virtual simulation training system on two 50 foot trailers with the capability to conduct realistic, high intensity, task-loaded, immersive collective and combined arms training exercises and mission rehearsals.

It includes six reconfigurable aircraft manned modules and semi-automated forces, after action review, battle master controller, and role player capabilities.

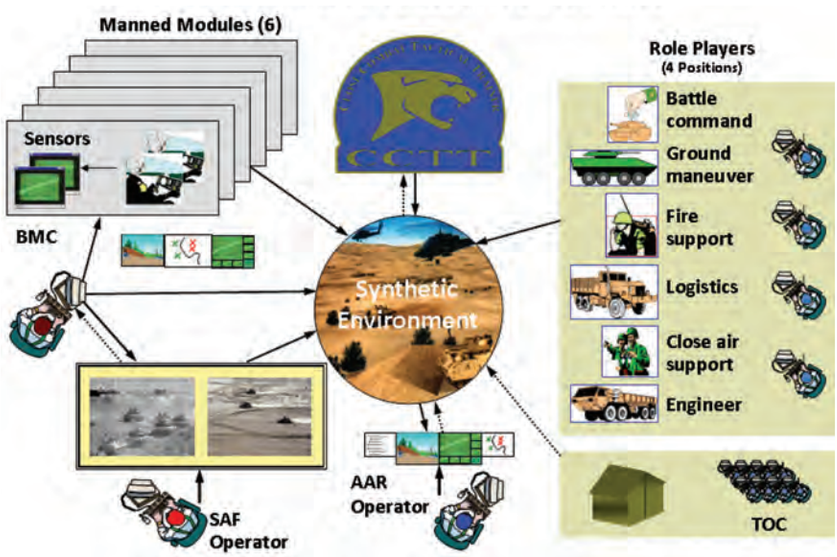
Each manned module is reconfigurable to current Army attack, reconnaissance, cargo, and utility aircraft. Role player capabilities are provided for the Fire Support, ground maneuver, battle command, close air support, logistics, and engineer functional areas.

AVCATT is an essential enabler for aviation training. It is designed to reenforce the aircraft specific skills required during combat that can be very perishable if not practiced.

AVCATT training can provide all the advantages of complex larger scale exercise conducted in the field, but also offer the myriad advantages of a simulator: it can save the unit time in planning and preparation of the training, reduce the unit burden of maintaining aircraft as they train for their next deployment, it doesn't limit training to the terrain available at home station, and it allows unlimited freedom of fire and maneuver during training to meet training objectives.

AVCATT also has the advantage of providing a highly realistic combat environment during training where OPFOR can be scaled to meet the training objectives.

AVCATT Designed For Interoperable Collective Training



23 Suites Fielded

The last four of 23 AVCATT suites were fielded January of this year.

All 23 suites are now in use, and the combined retrofit of the 19 older AVCATT suites is well under way.

The four newest suites fielded to Frankfort, KY, Fort Campbell, KY (two suites), and Houston, TX were designed and built with all of the newest capabilities for AVCATT to include: new Helmet Mounted Visual Displays (HMVD), new Image generators, a new digital sound and communication model system (Advanced Simulation and Training inc. (ASTi) Telestra), and several other computer and network hardware upgrades that will allow AVCATT suites to run One Semi-Automated Force (OneSAF) and SE Core databases and other common virtual components when they are fielded next fiscal year.

As the AVCATT systems transition to the new hardware and software configurations, you should see a remarkable improvement in the system.

New Visual System

The new HMVD not only provides a brighter picture with greater resolution, but it is also significantly lighter that the old HMVD.

The newer Rockwell Collins Inc., SR100A HMVD now mounts directly onto the NVG mount of the aviator's HGU-56P or M142 IHADS helmet.

It adjusts easily to give the aviator

INTRODUCING THE NEW EP®-8000. Every day, pilots and soldiers around the world rely on Rockwell Collins to help them prepare for their toughest missions. Through the advanced technologies of the EP-8000 they can experience unsurpassed visual realism in a training environment. All made possible by a programmable graphics pipeline that is scalable and adaptable to meet the most complex requirements now and in the future.

Rockwell Collins

Building trust every day

a better virtual picture of the operating environment, with the same field of view and visual perspective of the actual aircraft cockpit.

The new Rockwell Collins Inc. EPX-50 image generator provides a sharper, more realistic view of the virtual terrain and allows a higher concentration of simulation entities in the visual scene during a training exercise.

Together the visual upgrades provide pilots with better comfort during training and a better visual experience in AVCATT.

Since AVCATT relies heavily on visual cues and aural cues to provide a realistic flight experience, the new and upgraded AVCATT suites provide a better training experience for our aviation units preparing for war.

Every AVCATT suite will be fitted with the new image generator and HMVD this fiscal year.

Along with the visual upgrade each suite will be provided three upgraded terrain databases: Korea, Iraq, and Afghanistan.

These three terrain databases will serve the fielded suites until a full complement of SE Core deployed and home station databases are integrated into the AVCATT software baseline along with the fielded OneSAF as the common computer generated force for the virtual training environment.

The estimated delivery of the new software baseline for AVCATT that will include OneSAF and additional terrain databases is expected to occur in the third quarter of FY11.

AVCATT Locations

Suite #	Location	Delivery Date	Suite #	Location	Delivery Date
1	Illesheim, GE	Jan 04	13	Fort Drum, NY	Apr 07
2	Fort Carson, CO ⌘	Dec 03	14	Fort Hood, TX	Aug 07
3	Smyrna, TN •	Sep 03	15	Hammond, LA •	Oct 07
4	Eastover, SC •	Sep 03	16	Albany, NY •	Feb 08
5	Camp Humphries, Korea	Aug 05	17	Fort Rucker, AL	May 08
6	Hunter AAF, GA	Jun 05	18	Fort Leonard Wood, MO •	May 08
7	WAATS •	Jun 05	19	Schofield Brks, HI	Sept 08
8	Orlando, FL (Moving to Fort Bliss 4QTRFY11)	Jan 06	20	Houston, TX •	Oct 09
9	Fort Riley, KS	Jun 06	21	Fort Campbell, KY	Nov 09
10	Fort Lewis, WA ⌘	Jun 06	22	Frankfurt, KY •	Nov 09
11	Fort Bragg, NC	Aug 07	23	Fort Campbell, KY	Nov 09
12	EAATS •	Feb 07	• Denotes Reserve and ARNG Regional Training Sites ⌘ Denotes Active, Reserve, and ARNG Training Sites		

Non-rated Crew Member Manned Module

Another significant development in aviation collective training under the AVCATT program is the inclusion of the non-rated crew member in the virtual training realm using the new Non-rated Crew Member Manned Module (NCM3). The NCM3 is now under contract to provide an aircraft back end for training the full aircrew in the UH-60 and CH-47.

Each NCM3 suite will consist of a trailer with two reconfigurable modules, each consisting of three stations each that will replicate rear crew stations in the UH-60 and CH-47 aircraft.

The UH-60 stations include left and right door gunners and a position for either a cargo hook operator or a rescue hoist operator. The CH-47 stations include a left and right door gunner and a position for either a cargo hook operator or tail gunner.

The NCM3 will be fully integrated with the AVCATT so UH-60 and CH-47 units can train the full crew of their aircraft during collective missions.

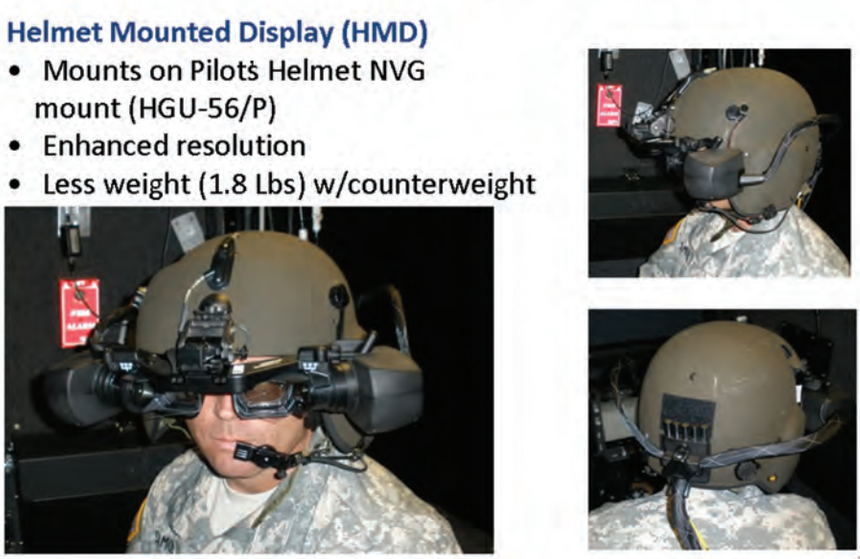
It is also being designed to support individual level tasks for non-rated crew members when not linked to the UH-60 or CH-47 module of the AVCATT suite.

NCM3 comes with a fully functional instructor/operator station for each aircraft back end.

Unit instructors will be able to use it to teach new crew chiefs and new door gunners the basics of working inside the aircraft as well as how to operate the aircraft weapon system during flight, how to conduct sling load operations, how to operate the rescue hoist, and how to coordinate with the other members of the aircraft crew.

The NCM3 will be fielded on a regional basis starting in FY11 to support deploying units, and will be

AVCATT Enhanced Visual System



fielded to other key AVCATT locations depending on future funding.

The Future of AVCATT

The aviation Combined Arms Training Strategy (CATS) recommends aviation units use AVCATT to support a broad array of collective tasks for Attack / Reconnaissance, Assault, and General support aviation units.

Commanders are currently using AVCATT to save training time and improve unit readiness as they prepare for deployments to Iraq and Afghanistan.

The AVCATT Assistance Team led by MAJ Wellington "Duke" Samouce, continues to support units by helping train aviation unit leaders on best practices for using AVCATT to train aviation formation.

Units interested in scheduling a team visit can contact the Air Systems team at TCM-Virtual (931) 684-8456.

The AVCATT program is positioned to support aviation collective training now and into the future.

As improvements to AVCATT are implemented over the next year, the systems will prove to be useful in helping our aviation forces achieve higher readiness as they prepare for deployment.

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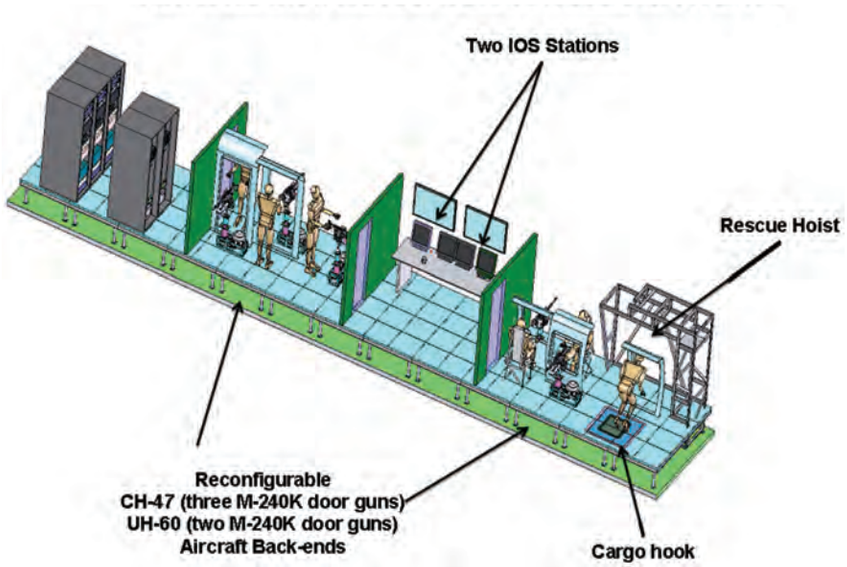
LTC Christopher R. Shotts is a senior aviator currently working as a Simulation Operations Officer (FA-57) for the TRADOC Capability Manager for the Virtual Training Environment, Fort Leavenworth, Kansas.

Non-rate Crew Member Manned Module for AVCATT



SPECIAL FOCUS TRAINING

The New Aerial Weapon Scoring Systems
(Not your father's AWSS)

By CW5 Steven E. Kilgore, CW5 (Ret.) Ronald C. Moring, and MAJ (Ret.) Barry Hatchett

The Aerial Weapon Scoring System (AWSS) is the Army standard for scoring aviation gunnery. It is comprised of a radar-based bullet scoring system, an acoustic rocket scoring system, and a laser accuracy scoring system. The system scores crew qualification and provides crew performance printouts and a commander's report.

AWSS is managed by the Program Manager for Instrumentation, Targets and Threat Simulation (PM ITTS).

AWSS Scoring Components

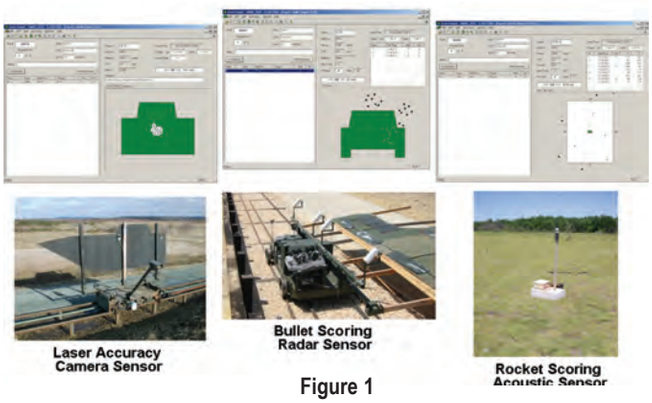


Figure 1

Background

In 1991, the Army fielded three AWSS to provide objective scoring for helicopter gunnery. This was required because existing target hit sensors could not score several aviation weapon engagement standards.

These systems exposed crew accuracy shortfalls particularly in the arena of rocket engagements.

Rocket accuracy data was used to justify increasing and maintaining training rocket resources. Also, 30mm accuracy issues were identified.

This ultimately led to task condition standard adjustment for 30mm engagements. These systems added much but were not without shortcomings. While bullet scoring worked well, rocket scoring was problematic.

The rocket impact acoustic sensors were temperamental and had significant problems discerning rocket "bow wave" from impact signature at given ranges.

Rocket Bow Wave Illustration

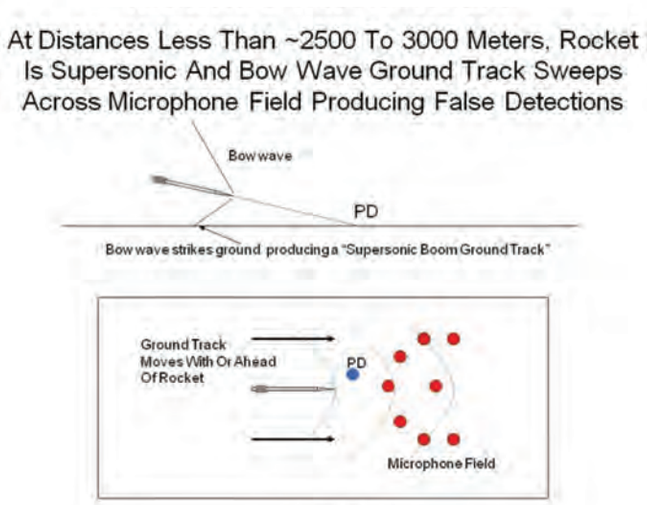


Figure 2

Even though bullet scoring was accurate, crews began to mistrust the system when they felt they were achieving hits that were not being scored. In most cases this discrepancy is a result of crew/grader vantage point to the target area. In many cases crews thought they were "all over" the target when in fact they were hitting just short of the scored area. Many trips downrange confirmed this phenomenon.

A huge factor in mitigating system shortfalls was the exceptional performance of the support teams that accompany the system. In many cases post-event critiques found issues with the system but support personnel consistently received high marks for on the spot "work-arounds" and doing their best to maximize system performance.

The Program Manager for Field Operations (PM Field OPs) has done an outstanding job managing and resourcing these teams and continues to do so today.

Due to system challenges, a new Operational Requirements Document (ORD) was developed and published May 1995 and ultimately six new systems were fielded between 2005 and 2006; four at Killeen, Texas, one in Germany, and one in Korea.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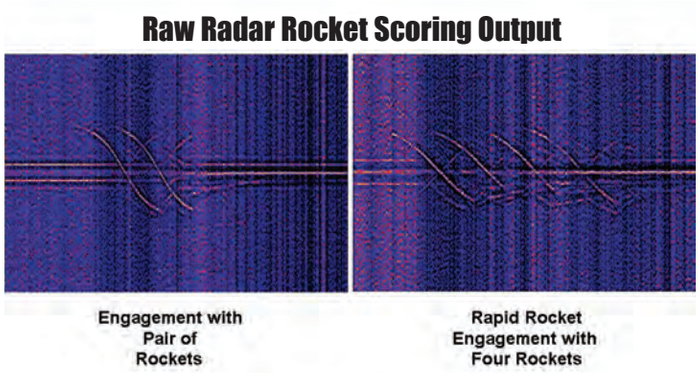

Figure 3

These systems provided substantial capability improvements (i.e., better rocket scoring for hovering engagements, better / faster processing), but additional requirements were emerging.

Army Aviation had begun to employ running and diving fire as a primary weapons engagement tactics, techniques and procedure (TTP) and the 2003 Helicopter Gunnery Manual included task, condition and standards for diving fire.

Rocket engagements were being made at much closer ranges and the six new systems were not up to the task.

Shortfalls were identified in the April 2005 Operational Needs Statement (ONS) submitted by the 4th Cbt. Avn. Bde. (CAB). The TRADOC Capability Manager for Live Training (TCM-L) presented system shortfalls at the August 05 Army Requirements Review Board (AR2B).

As a result, TCM-L teamed with the USAACE Gunnery Branch and PM ITTS to provide effective contemporary operating environment (COE)-based scoring capabilities.

We determined that the most expeditious method was to improve the fielded system (developing and funding a new system could take a decade).

A "blocked capability" approach was adopted and resources were programmed.

The first chore was to fix rocket scoring. Data was collected at Fort Rucker by leveraging daily gunnery training and range support. With minor adjustments, it was determined AWSS could score short range single rocket engagements down to 300 meters with no additional components.

While this was a great success there were still problems.

The system had challenges scoring rapid rocket engagements and diving fire with "pairs" of rockets fired simultaneously. Attacking this challenge was pushed to the "Block III" effort. Next, "out of the box" methods were evaluated to further increase scoring capability.

The Apache Aviation Tactical Engagement Scoring System (AV TESS) was leveraged to economically enhance scoring by providing platform data to AWSS. This resulted in improved captive Hellfire engagement scoring by negating the requirement for a crew "shot" call at trigger pull.

Ultimately critical 4th CAB ONS issues were addressed within 24 months. Remaining issues continue to be addressed.

Current Actions

Block III AWSS efforts are ongoing to further exploit AV TESS output to enhance scoring capabilities.

To solve remaining rocket scoring challenges, TCM-L and the Gunnery Branch are working with PM ITTS to develop radar scoring components that will be added to the system.

PM ITTS coordinated a successful data capture event in March 2010 by leveraging Fort Rucker training aircraft and ranges with great support provided by the 110th Avn. Bde. and range control.

This method of data capture continues to achieve substantial cost avoidance while gathering the required data.

The radar components scored rapid rocket and pair engagements with an accuracy of 2 meters.

The fielding intent is to initially provide one radar rocket scoring system to each AWSS and move toward the appropriate mix of sensors through attrition (i.e., replace damaged acoustic components with radar).

During the data capture event flechette rockets were fired to evaluate bullet scoring component potential to score M255 flechette engagements.

While this was non-conclusive due to sensor placement, much was learned about flechette expulsion ranges (See the April 10 Tactics Newsletter for more information).

Additionally, TCM-L and the Gunnery Branch are teaming to develop a commander's report that will truly indicate a unit's gunnery performance, identify training deficiencies and highlight problematic engagements.

Unit commander's reports will be rolled into an Army-wide picture that can be used by the Gunnery Branch to validate training and resource requirements.

The Gunnery Branch will establish a data base with this empirical data that will provide training need insights, help determine the particular ammunition resources that are needed and identify the areas where Army-wide training focus needs to occur.

Finally, units have begun to use AWSS to score door gunnery to provide objective scoring of critical gunnery skills, a need specifically identified in the 1995 AWSS ORD.

TCM-L is working with PM Field OPS to ensure appropriate resource requirements are captured and programmed to support this requirement.

The Future of AWSS

AWSS will be integrated into the Digital Range Training System (DRTS). The objective is to utilize AWSS components and software to provide an integrated scoring capability on the Digital Air Ground Integration Range (DAGIR).

Scoring components will be applied in a "plug and play" methodology at individual target pits and rocket targets

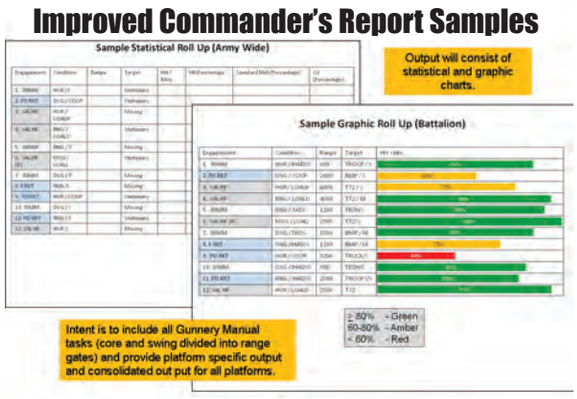

Figure 4

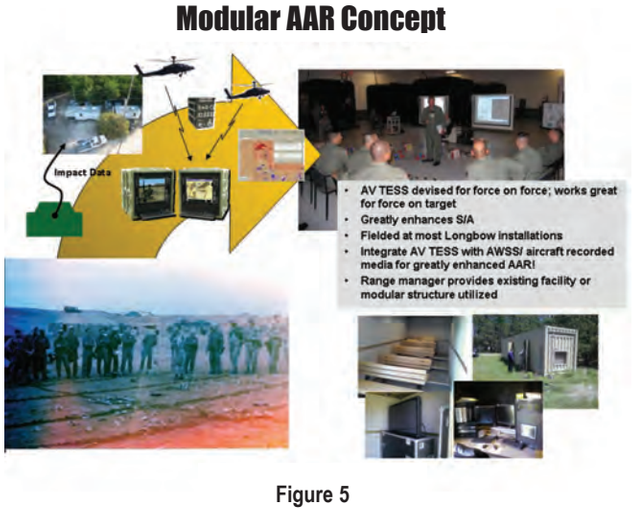

Figure 5

with results being transmitted up range via range fiber and integrated into a comprehensive after action review (AAR).

A modular AAR is also being developed for use at non-digital ranges to finally provide an adequate AAR capability by integrating AWSS, AV TESS, and aircraft recorded media output for a composite AAR.

This concept has CG, TRADOC concurrence as indicated in his memorandum approving an Integrated Concept Team which will begin meeting in August of this year.

Obviously the six AWSS systems cannot last forever. With Sustainable Range Program (SRP) manager approval, TCM-L and the Gunnery Branch are beginning efforts on an initial capabilities document (ICD) to define requirements for a new scoring system to accommodate improving technology and AWSS wear/component damage. The objective is to field a new system in 2018.

How Can You Help

Commanders and Master Gunners can help by using the system. FM 3-04.140 specifies AWSS as the standard.

User input is the primary factor that enabled AWSS to mature, improve into the viable system it is today, and adapt to changing requirements. Feed back should highlight AWSS performance (positive and negative), training detractors, and challenges the unit/support team had to work around or were able to overcome.

Ensure deficiencies and positive comments are provided on user surveys, AARs, and Unit Status Reports (USR).

The Gunnery Branch and TCM-L will use this feed back to continue improving the system and set the requirements for the Army's future aviation scoring system.

Only in this way can we take objective scoring capabilities to the next level.

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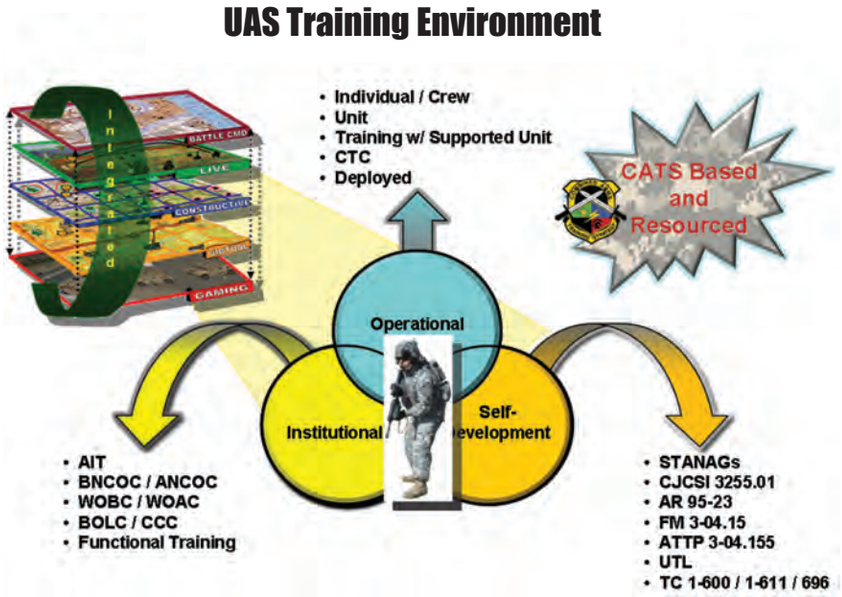
CW5 Steven E. Kilgore is the proponent master gunner in the Gunnery Branch of DOTD at Fort Rucker, AL. Retired CW5 Ronald C. Moring is an aviation training specialist with the Training and Doctrine Command's Capability Management Office-Live Training at Fort Eustis, VA. Retired MAJ Barry Hatchett is Lead Project Director for PEO STRI, PM ITTS Targets Management Office. They can be reached via email at steven.kilogore@conusarmy.mil,ron.moring@us.army.mil, and barry.hatchett@us.army.mil.

Unmanned Aircraft Systems –

SPECIAL FOCUS TRAINING

Training for the Future

By COL Robert D. Carter, Retired



The 2010 Army Aviation Association of America Annual Convention provided an excellent venue to unveil the *"Eyes of the Army" U.S. Army Roadmap for UAS 2010-2035*.

This roadmap provides a broad vision for how the Army will develop, organize, and employ unmanned aircraft systems (UAS) across the full spectrum of operations.

A parallel action to this document is the development of the *Unmanned Aircraft Systems Leader Development, Education, and Training Strategy*.

With the proliferation of UAS across the battlefield, experiences in Operation Iraqi Freedom and Operation Enduring Freedom have taught us that integration of UAS with our joint and combined arms team is critical to realizing the full combat potential of our forces.

To reach that level of synchronization and integration our Soldiers must be educated through their careers to train and operate with UAS to enhance their combat capability.

Training Domains

Unmanned aircraft systems training will leverage the institutional, operational, and self-development domains to ensure UAS operators, maintainers, technicians, leaders, and organizations are capable of meeting the full spectrum of operations as a fully integrated weapon systems platform and force multiplier.

The training plan will include the optimization of the live, virtual, constructive, and gaming (LVCG) environments to effectively and efficiently instill knowledge, skills, and capabilities of UAS tactics, techniques, and procedures (TTPs).

The goal of training in the institutional domain is to develop the basics of the knowledge, skills, and attributes for operating, maintaining, and integrating unmanned aircraft systems during the initial military training that all Soldiers undergo.

The other aspect of institutional training is the professional military education which provides Soldiers with the life-long development of those initial skills through which Soldiers will advance, whether they are officers, warrant officers, or enlisted.

This training will give the Soldiers the capability to work at the higher levels and positions that present themselves during advancement.

Army Regulation 350-1 outlines specific guidance to commanders for the continuing education, development, and training of Soldiers and leaders.

Using the institutional foundation, training in organizations and units will provide operational focus and hone individual, team, and knowledge skill sets while providing valuable feedback from leaders to the institutional domain.

In today's operating environment (OE), the operational domain objectives for integration of UAS will be incorporated into unit training and the Army Force Generation (ARFORGEN) cycle, resulting in the full integration of UAS capabilities into unit operations at all echelons.

The operational domain provides unique opportunities for commanders to fully integrate and evaluate training levels and skills from relatively simple individual tasks such as preparing for flight to complex collective tasks such as manned-unmanned teaming operations.

We are in an environment of persistent learning.

Institutional and operational training alone cannot provide the insight, intuition, imagination, and judgment required for continued success in full spectrum operations in increasingly complex operational environments.

The military profession requires comprehensive and continuous self-study and training.

In no other profession is the cost of being unprepared so high.

Soldiers in the business of UAS operations must understand that this is an evolving capability and as materiel solutions change or TTP transform they must be ready to move forward with them and bring the most current capability to the battlespace.

The ability for individuals and units to exploit knowledge management forums, distributed learning, and continuing education technologies is critical to achieving these goals.

Training Environments

Within each of the training domains there are components of the different training environments that

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facilitate effective training.

These consist of live, virtual, constructive, and gaming.

Operational, institutional, and the self-development domains optimize the live, virtual, constructive and gaming training environments to ensure that UAS operators, units and supported organizations are capable of integrating UAS with other weapons system platforms across the full spectrum of operations.

The key to conducting LVCG training is to understand the benefits, limitations and resourcing necessary to establish the correct balance of capabilities within a comprehensive training plan.

This understanding also provides the commander with the right mix of training enablers to ensure operator proficiency and currency, crew qualifications and effective collective training with assigned maneuver units.

Virtuality provides an environment that enables trainers to train repetitiously for acquisition of skills and at minimum cost.

The constructive environment allows the integration of capabilities of the system with other systems to associate combat effectiveness.

Gaming, although relatively new to the Army, is not new to the training and gaming industry. Gaming technology enables the student to be inserted into a training scenario and the scenario will adjust and respond to his every move.

We are currently using a Virtual Battlespace2 (VBS2) as the gaming solution to develop this truly remarkable capability for professional military education.

Training Enablers

Both in the institution and operational units, leaders must have the right tools to perform their training mission.

In the institution, these consist of the training aids, devices, simulators and simulations (TADSS) that focus of the acquisition of those skills, knowledge, and attributes required for the development of our Soldiers and leaders.

In our operational units we have development training strategies that allow commanders to take their units through a "crawl-walk-run" if the situation dictates and time allows.

These strategies enable a commander to assess his unit and select training events based on deployment guidance or mission guidance.

Combined Arms Training Strategies (CATS) are developed to assist commanders by providing that template for task-based, event driven organizational training. Units must have the right tools to conduct these types of training events.

Where the Ground Control Station (GCS) does have embedded training capability, the true requirement is for a capability that connects to the mission command structure of the supported unit and provides UAS integration within other weapons system platforms.

The UAS units must have the capability to conduct their individual /crew sustainment through the Portable Institutional Mission Simulator (PIMS).

Maneuver space is required for operating the systems with the ground supported unit. This requires a forward staging area that affords the routine opportunity for ATM currency training and the integration of UAS with maneuver units.

Summary

The use of UAS is not a new capability for the U.S. Army.

However, the environment identified in the operating environment and current experiences in theater demonstrates how this capability has changed and grown in recent years.

Our ability to leverage UAS operations to gain and maintain an advantage requires immediate and sustained attention resourced as an enduring capability for institutional and home station training.

In order for commanders to achieve dominance across the warfighting functions, UAS must be seamlessly executed and synchronized in all full spectrum operations. Achieving this goal requires a concerted, phased effort across all training domains.

This strategy maps the required leader development, education, and training to fully realize the capabilities and competencies envisioned for use of these systems and lays the foundation for the development of individual and collective skills vital to the success of full spectrum operations.

Used in association with the *Aviation Training Treatise*, the UAS Leader Development, Education, and Training Strategy provides the base for establishing UAS operations as a core competency of our Army.

Soldiers and their leaders must operate effectively in a dynamic and challenging environment and our future hinges on our ability to provide them the knowledge, skills, and attributes to accomplish the mission.

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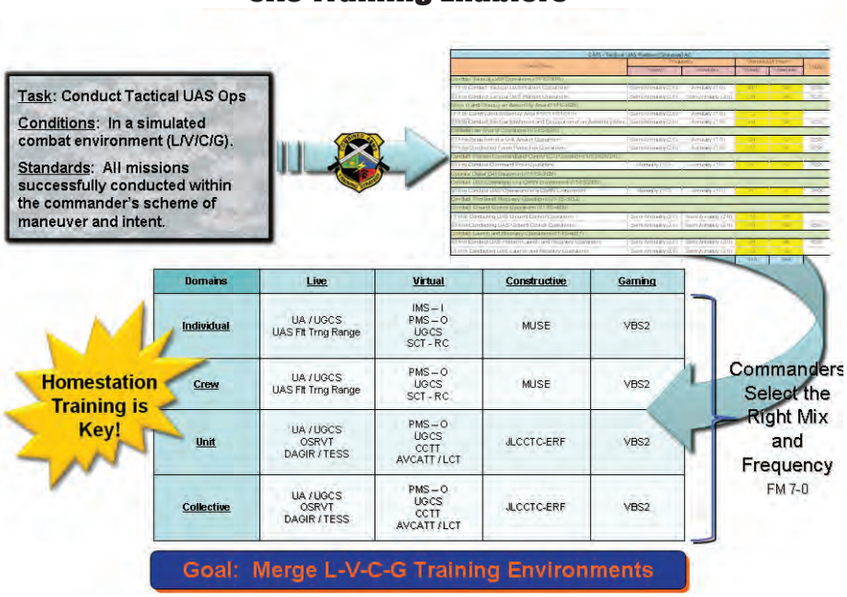
COL (Ret.) Bob Carter is the Deputy Director, Directorate of Training and Doctrine, U. S. Army Aviation Center of Excellence, Ft. Rucker, AL; he is also the President of the Aviation Center Chapter of AAAA.



SPECIAL FOCUS TRAINING

DES and the Evolution of the Aviation Training and Standardization Enterprise

By COL Stephen C. Smith

U.S. ARMY PHOTO

UH-60 Black Hawk departs Butts Army Airfield, Ft. Carson, CO on a high altitude mountain environment training (HAMET) flight.

The Directorate of Evaluation and Standardization (DES) at Ft. Rucker, AL is the U.S. Army Aviation Center of Excellence (USAACE), commanding general's proponent for standardization in our Branch.

For the last year, DES has used an aviation enterprise approach to integrate the skills of subject matter experts (SMEs) from various schools and commands to help improve the combat readiness of our formations.

DES has been at the forefront of our Branch's efforts to effectively increase our training capability for resetting, deploying, and mobilizing our aviation units while maintaining standardization in our force by leading various mobile training teams (MTT), with augmentation from other organizations and training centers.

The First Priority

DES' first priority is to assist units preparing to deploy and over the last year, DES has led two MTTs that have had a significant impact on preparing our units for combat.

The first effort, led by the Directorate's non-commissioned officers, is the Aircraft Crewmember Standardization Instructor Course (ACSI) MTT.

While the traditional ACSI course at Ft. Rucker and the Eastern Army National Guard Aviation Training Site (EAATS) has been fundamental in supplying Army aviation with its non-rated crewmember standardization instructors (SI), it is not currently configured to train the number of graduates needed by the combat aviation brigades (CABs).

The ACSI MTT not only provides for an increased number of Soldiers to receive this valuable training and receive the qualification it does so while keeping Soldiers at home with their unit and most importantly their families.

Additionally, the ACSI MTT gives unit commanders more flexibility when scheduling required training and can be easily programmed into post-deployment or pre-deployment training cycles. This not only helps maximize attendance but also minimizes cost.

PHOTO BY SPC JEANITA C. PISACHUBBE, 4TH CAB, PAO

The ACSI MTT Course graduating class from CAB, 4th ID, at Ft. Hood, TX, Dec 14, 2009.

PHOTO BY SPC JEANITA C. PISACHUBBE, 4TH CAB, PAO

SPC James W. Pruitt, ACSI MTT honor graduate assigned to Co. C, 3rd Bn., 4th Avn. Regt., 4th Inf. Div. at Ft. Hood, TX, receives his diploma from COL Daniel E. Williams, commander of 4th CAB, 4th ID, and CAB CSM Archie L. Davis.

PHOTO BY SPC JEANITA C. PISACHUBBE, 4TH CAB, PAO

SFC Michael J. Holliday, ACSI MTT instructor assigned to the Directorate of Evaluations and Standardizations based at Fort Rucker, AL, receives an Army Achievement Medal from COL Daniel E. Williams, the commander of CAB, 4th ID.

Achieving A Natural High

The second major effort led by DES over the last year is the High Altitude Mountain Environmental Training (HAMET) Program.

As our military's main effort shifted from Iraq to Afghanistan, our leadership quickly realized that the Army National Guard's High Altitude Training Site (HAATS) could not accommodate the throughput necessary to support a three-CAB requirement in Afghanistan.

To meet the increased demand, DES wrote (and the Directorate of Training and Doctrine (DOTD) approved) a HAMET Exportable Training Package (ETP) and through close coordination with FORSCOM and the 21st Cavalry Brigade, led a HAMET MTT at Ft. Carson, CO.

The ETP is conducted in three phases and is designed to increase the understanding of individual, aircraft, and environmental limitations that will enable aircrew members to confidently execute their mission in a mountainous environment.

Phase I of HAMET is a combination of academics and simulation/aircraft training at the unit's home station.

Phase II is conducted in a mountainous environment (above 16,000 feet mean sea level) and includes individual day and night vision device flight training using the HAATS format.

Phase III is multi-aircraft training conducted in both day and night vision device conditions.

DES and 21st CAV have completed training for 4th CAB, will complete 10th CAB's training in July 2010, and are making preparations to conduct training for 159th CAB at Ft Bliss, TX in September 2010.

Up And Coming

In the coming year, DES will continue supporting deploying CABs by conducting theater visits, the ACSI MTT, and the HAMET MTT and DES is also working on two other initiatives to assist deploying CABs.

These include combining the UH-60 and CH-47 ACSIs into one MTT and also developing a Maintenance Examiner (ME) MTT.

If approved, combining the UH-60 and CH-47 ACSIs into one MTT will allow us to gain efficiencies during the common core portions of the courses.

This will reduce the number of instructors required for the course and allow us to qualify more non-rated crewmembers.

By conducting an ME MTT, we will reduce the training burden on units and help ensure standardization in our ME community.

As you can see, DES has continued helping units prepare for deployment while also assisting units in combat.

When our leadership realized our institutional training base could not meet the throughput demands of our CABs for SIs and High Altitude Training, DES and the Aviation Training and Standardization Enterprise were called upon to fill the gap.

Now that our main effort has shifted from Iraq to Afghanistan, what is the next urgent need looming on the horizon? DES is a small organization and cannot meet these emerging requirements alone.

It will take the continued support of the entire Aviation Enterprise team to ensure our aviators and non-rated crewmembers have the skills they need to effectively support our Soldiers on the ground.

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COL Stephen C. Smith is the Director of the Directorate of Evaluation and Standardization, U.S. Army Aviation Center of Excellence (USAACE), Ft. Rucker, AL.

SPECIAL FOCUS TRAINING

Members of the 40th Cbt. Avn. Bde. review data during a command post exercise at the Aviation Warfighter Simulation Center, Ft. Rucker, AL, during a Feb. 2010 exercise. Fifty observer controller/trainers from the 1st Bde., 75th Div. supported the event.

ARMY PHOTO BY SGT AARON GOTT, 166TH AVN BDE PAO

Make Ready – Meeting the Training Needs of the Aviation Combatant Commander

By LTC Michael C. Moloney, MAJ Daniel W. Kidd, and MAJ Charles J. Karels

Since the war on terror began in 2001, Reserve and National Guard (RC) combat aviation brigades (CABs) have flown thousands of combat missions, fought in nearly all the major battles, and have assisted in numerous counterinsurgency operations.

The role of the CAB in this era of persistent conflict has evolved through operations conducted on two major fronts and nine years of war.

It is certain that the CAB will continue to be a relevant combat multiplier, and it is clear that the RC Army Aviation presence in theater will continue to remain high.

World-Class Training

This continuing RC presence necessitates a need for CAB commanders and their staffs to experience timely and doctrinally correct battle command training.

The 75th Battle Command Training Division (BCTD), headquartered at Ellington Joint Reserve Base in Houston, Texas with its subordinate Battle Command Training Brigades (BCTBs) located in California, Texas, Illinois, Alabama, and New Jersey meets this requirement.

Having conducted training of aviation brigades since 2003, the organization is the only entity capable of training RC aviation forces in the full spectrum of the Battle Command Staff Training (BCST).

The 1st Bde., 75th BCTD, along with the 166th Avn. Bde., Division West, formerly 3rd Bde., 75th Div., specializes in building aviation mobilization training exercises including: command post exercises (CPX), aviation training exercises (ATX), and mobilization readiness exercises (MRXs).

Since 2003, the 75th helped train the 34th and 36th CABs and 449th Theater Avn. Bde. (TAB). The 40th CAB completed BCST in February 2010.

The 75th BCTD is a force and training multiplier for aviation units and executes battle command systems training (BCST) in the live, virtual and constructive training realms featuring experienced enablers utilizing the latest Army Battle Command System (ABCS) systems.

Role Play: Building the AASLT "Customer"

TC 1-400 defines the roles and responsibilities of the brigade combat team (BCT) and the avn. bde. during air assault and air movement operations. To meet the requirements set forth in doctrine, 1st Bde., 75th BCTD uses quality role players to bring realism to the exercise and expand the capabilities of the observer/controllers and the exercise control cell.

As either a BCT XO or Transition Team Chief, the air assault ground tactical commander (GTC) role player has the most interaction with members of the CAB as well as the subordinate battalions of any member of the training brigade.

Trained on contemporary operating environment, current doctrine, FM 5.0, FM 3.0, orders, annexes, and the different modular brigades (BCT, maneuver enhancement, fires, sustainment, multi-functional aviation, battlefield surveillance) as well as emerging tactics, techniques and procedures from theater, 75th role players are extensively trained to make

decisions in a dynamic air assault planning environment that will directly influence the outcome of the culminating training event.

The personnel selected to fulfill the role of GTC have a substantial air assault planning background at the battalion and company level as well as relevant deployment experience.

Due to the complexity of air assault planning, our role-players are not only well-versed in TC 1-400 but have authority to adjust the plan to mirror the planning capabilities of the partnership unit.

The objective of the 1st Bde., 75th BCTD role players is prepare all unit types and experience levels to plan and execute air assault and air movement operations on a continuously evolving battlefield.

Setting the Conditions

Air assault operations are inherently complex, fully synchronized combat operations the CAB commander must master and because of the difficulty, pre-deployment ATX and MRX typically focus on the air assault as the capstone or key event.

ARMY PHOTO BY SGT AARON GOTT, 166TH AVN BDE PAO

COL Mitchell K. Medigovich, 40th Cbt. Avn. Bde. (CA ARNG) commander, conducts a back brief during an aviation training exercise at Ft. Rucker's Aviation Warfighter Simulation Center.

By creating realistic training scenarios that replicate what the CAB commander is likely to face, the 75th BCTD can prepare him/her for both air assault and steady state operations success in theater.

In coordination with our partnership unit 166th Avn. Bde., Division West and subject matter experts (SME), preferably from the unit the CAB is to replace, we develop scenarios and missions that will fully integrate the staff across all war fighting functions for optimal training.

Our role players are responsible for exercise support oversight as a part of the scenario development team and opposing force team in support of Battle Command and Staff Collective Training (BCSCT).

This team coordinates exercise orders, story lines, and theater products that will demand full staff integration of the training unit.

The incorporation of these products and skill sets helps to synchronize the exercise commander's training objectives (CTO), master training plan and master event list (MEL) injects via ABCS or simulation systems such as the Aviation Combined Arms Tactical Trainer (AVCATT) and Virtual Battlespace II (VBS2) to directly train partner unit staff and commanders during the conduct of a CPX, MRE, or ATX.

The 1st Bde., 75th BCTD works with contracting organizations and the 166th Avn. Bde. to provide each exercise a detailed and realistic base line higher order.

This includes intelligence products, operations, civil military operations, public affairs, information operations, and environmental issues that support the MEL to train the partner unit CTOs and exercise objectives.

Tools of the Trade

The overall goal of the exercise is to meet the commander's training objectives and prepare the unit for deployment. As trainers, the 1st Bde., 75th BCTD utilizes simulations to replicate the environment and conditions that the partner unit will experience in theater.

Simulations are utilized to stimulate ABCS and provide the common operating picture (COP) as well as to train the unit in various aspects of battle command in accordance with the Army's Battle Command Training Strategy (BCTS).

The exercises are designed to integrate a live, virtual, constructive training environment in order to make the conditions in the tactical operations center (TOC) as realistic as possible.

A likely scenario would include pilots flying aircraft in the local training area while another mission is conducted in an AVCATT and yet another mission is replicated in joint conflict and tactical simulation (JCATS).

To the CAB leadership all of these missions appear seamlessly integrated on ABCS in the TOC.

Utilizing simulations, a synthetic environment can be created to test the unit's reaction to a wide range of situations that would be difficult or impossible to train while doing it at a fraction of the cost of using traditional live only methods.

The Way Ahead

In addition to the pre-deployment training provided by the 75th BCTD at mobilization stations, RC aviation commanders have access to sustainment and new systems training at Battle Command Training Centers (BCTC) located throughout the country.

A twenty-eight-thousand square foot BCTC is currently under construction at Ellington Field in Houston, Texas. The center will open in February 2011 and this world-class training center will be staffed by 10 Department of the Army civilians and thirty contractors.

The BCTC will provide access to ABCS, simulations, and replicated TOC environments and allow the aviation commander to place the CAB staff in tough, realistic scenarios for both mobilization and sustainment training. BCTCs will also provide the RC commander with the ability to train at home station.

Utilizing distributed simulations, a unit can train and be trained on battle command at their location without incurring the cost of travel and the additional time and logistics involved with travel to a remote training site.

With the integration of gaming theory and technology, commanders will be able to meet the requirements of the BCTS as well as build cohesive staffs and integrate their training priorities.

The 75th continues to stand ready to provide all aspects of battle command training to mobilizing, deploying, and Continental United States-based units.

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LTC Michael C. Moloney is an Army Aviator and Team Chief assigned to the 1st Battle Command Training Group (BCTG), 1st BCTB, 75th BCTD; MAJ Daniel W. Kidd is the Deputy S-3, 1st BCTB, 75th BCTD; and MAJ Charles J. Karels is the Commander of HHC, 1st BCTB, 75th BCTD. All three are Functional Area 57 (Simulation Operations) officers assigned to Ellington Joint Reserve Base, Houston, TX.

SPECIAL FOCUS TRAINING

ARMY PHOTO BY CW3 MICHAEL HORNE

An AH-64D assigned to Co. B, 1-4 ARB, 4th Cbt. Avn. Bde., stands ready for mountain qualification flight at Fort

ARMY PHOTO BY CW2 WILLIAM BEZOLD

A view of the Mountain Training Area from the ramp at Butts Army Airfield, Fort Carson, CO.

Building Success

In High Altitude Mountain Environmental Training

By COL Daniel E. Williams and LTC Charles R. Bowery Jr.

The 4th Combat Aviation Brigade (4th CAB) redeployed from Operation Iraqi Freedom 08-10 in June 2009. Six months later, the CAB received a change of mission for combat operations in Afghanistan beginning in July 2010, creating the need for a mountain flight training program.

The USAACE Directorate of Evaluation and Standardization (DES), in coordination with the 21st Cavalry Brigade and the Colorado Army National Guard's High Altitude Army Aviation Training Site (HAATS) developed the training and provided subject matter experts and instructor pilots.

From February through April 2010, the 4th CAB executed the Army's first-ever iteration of High Altitude Mountain Environmental Training (HAMET) at Fort Carson, Colorado.

This multi-echelon training event prepared commanders and staffs to execute task force operations and it trained aviators in all airframes to operate safely and effectively, in multi-ship formations under day and night vision device conditions, in the mountains of Afghanistan.

The development and execution of the first HAMET class was a model partnership between the operating force and the generating force, demonstrating the capabilities, depth, and synergy of the Army Aviation Enterprise.

Planning And Deployment

Planning for HAMET began in December 2009 with the selection of a training window based on the 4th CAB's projected deployment timeline and designation of Fort Carson as the training location.

The brigade assigned the command, control, and execution of HAMET to a battalion headquarters, in this case 1st Bn., 4th Avn. Regt., task-organized as Task Force Dragon.

This allowed 1-4 to execute HAMET as a collective training event, enabling the other battalions to certify aviators without the overhead associated with an additional off-post requirement.

DES, 21st Cav., and Reserve Component instructors augmented the TF staff and each flight battalion provided maintenance personnel, Class IX, and airframe-specific tools, all attached to TF Dragon for HAMET.

The DES project officer for HAMET, CW5 Dave Pauley, designed the Program of Instruction (POI). The DES team, composed of instructors from all of the CAB's airframes, initially devised a ten training-day, 20-hour POI, including comprehensive academics, individual, and collective mountain flight training.

This POI did not meet the CAB's constrained timeline, however, and CW5 Pauley developed a revised six-day, 10-hour POI at the brigade commander's request.

The finalized POI consisted of:

- Phase One, Home Station Training: Academics and Simulator training focused on mountain meteorology, power management, mountain tactics, and OEF accident case studies. Phase One also included unit-level fielding and training on the Portable Helicopter Oxygen Device (PHOD).
- Phase Two, Individual Mountain Training: one day of focused academics and orientation in a classroom setting at Fort Carson, followed by day and NVG/NVS mountain flying, for a planned total of six flight hours over three training days.
- Phase Three, Collective Mountain Training: mission planning and execution of Air Weapons Team (AWT) and lift platoon collective scenarios, both day and NVG/NVS, for a planned total of four flight hours over two training days.

Deployment time constraints prevented 100% qualification across the CAB, so units identified essential flight personnel (IPs, MTPs, pilots in command, key leaders) for the training, making an aviator's HAMET qualification status an essential portion of the deployed Composite Risk Management process.

Butts Army Airfield (BAAF) at

Fort Carson offered all required facilities for flight operations.

In late January and early February, all battalions and the TF headquarters executed line haul operations to move containers and critical rolling stock to Fort Carson, further training and validating these key deployment skills.

On 19 February, HAMET aircraft self-deployed from Fort Hood to Fort Carson, and HAMET Class 1 began on Monday, 22 February 2010.

Steady State Operations

From late February through late April, Task Force Dragon conducted a total of eight classes of the six-day HAMET POI, training over 300 aviators, non-rated crewmembers, maintenance, and support personnel. TF aircraft flew over 1,700 training hours, with over 500 of those hours at night.

In Phase Two, aviators focused on training and validating the Landing Zone Sequence, completing an evaluation of weather, terrain, and aircraft performance to execute safe landings and take-offs from high-altitude confined areas.

Attack crews also trained on high-altitude and mountain tactics and weapons employment techniques.

Utility and attack crews also conducted "Purple Team" training with mixed UH-60 and AH-64 flights, validating a successful OIF TTP.

In Phase Three, aircrews planned and executed deliberate platoon-size air assault missions in the military training area (MTA), complete with AWT overwatch.

In early April, TF Dragon flew over 100 hours in support of 1st Bn., 75th Ranger Regt., supporting a series of squad and platoon live fire exercises at Fort Carson, culminating in a company-level air assault, movement to contact, and cordon and search.

The TF commander served as the moderate risk approval authority for all HAMET flights.

Three of five battalion commanders and the brigade deputy commander rotated through HAMET, providing each of them with additional experience as a task force commander.

HAMET was a phenomenal collective training event for the entire CAB, with daily opportunities to integrate staffs and to solve complex problems.

Aviation maintenance was another HAMET success story.

Across all airframes, the TF had a 100% mission launch rate with zero cancellations for maintenance, and our team conducted over twenty scheduled inspections below the phase level to maintain bank time.

ARMY PHOTO BY CW2 WILLIAM BEZOLD

Inset: An HH-60 assigned to Co. C, 2-4 GSAB, 4th Cbt. Avn. Bde., executes a pinnacle landing during HAMET qualification at Fort Carson, CO.

Additionally, when most of our HAMET Apaches experienced MTADS issues in the high altitude of Colorado, our Apache maintainers, with the support of Lockheed-Martin, retrofitted all twelve airframes at Fort Carson with new MTADS elevation accelerometers, addressing a problem being confronted in Afghanistan.

The 1-4 ARB Fwd. Spt. Co. met all remaining support requirements, training the unit's logistics Soldiers in their wartime missions while pumping thousands of gallons of JP8 and providing over 7,000 meals to the task force.

Redeployment And Lessons Learned

Following the completion of Class 8, CAB aircrews redeployed aircraft to Fort Hood and the TF staff collapsed all CAB facilities at BAAF, turned over hangars and office space at Fort Carson, and line hauled equipment to home station.

All CAB elements were closed on Fort Hood by 23 April.

TF Dragon and 4th CAB learned valuable lessons from HAMET about training and task force operations in a mountainous environment:

- In a shortened dwell cycle, seize every opportunity to conduct multi-echelon, combined arms training. Every aspect of HAMET, to include deployment and redeployment, trained unit METL tasks.
- The launch/recover/launch process at HAMET taught CAB leaders in all airframes about the physiological effects of sustained aviation operations at high altitudes. Key leaders must be aware of their own physical limitations and be physically fit for combat.
- Army Aviation Transformation has successfully placed the right skill sets in our formations, particularly in our Maintenance and Support Companies. HAMET was a great training event for these critical enablers.
- HAMET demonstrated the responsiveness of the Army's rapid equipping and repair parts initiatives. PHODS fielding occurred on short notice, and Lockheed-Martin responded instantly to the need for MTADS accelerometer refit to keep our Apache fleet in the fight.

Above all, 4th CAB's execution of the Army's first-ever HAMET iteration demonstrated the power of the Aviation Enterprise. The end result will be a combat aviation brigade prepared to deploy to Afghanistan, fight and win in the world's most challenging flight environment.

IRON EAGLES!

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COL Daniel E. Williams is the commander of 4th Cbt. Avn. Bde., and LTC Charles R. Bowery Jr. is the commander of 1st Bn., 4th Avn. Regt. Both are assigned to Fort Hood, Texas, and currently deployed to Afghanistan.

Mi-17Multi-Mission aircraft.

PEO Aviation Has A New Project Office

By COL Norbert E. Vergez

PM NSRWA COURTESY PHOTO

From left: MAJ Andrew McDannold, LTC Anthony Young, CPT Marcus Jackson, Adam Fink, CPT Brent Golembiewski, COL Bert Vergez, Tim Calcote, Fernando Rodriguez, and Richard Graves stand beside one of the first two Mi-17 Multi-Mission aircraft delivered May 12, 2010 to Sather AFB Baghdad, Iraq.

On 19 January 2010, the Under Secretary of Defense, Acquisition, Logistics and Technology (OUSD-ATL), decreed the Army as the lead Service for the Department of Defense (DoD) in performing Mi-17 and potentially other non-standard rotary wing aircraft, procurement and support activities. The term "non-standard" specifies any rotary wing aircraft that is not a "standard" procured and sustained item within DoD.

An example of a "standard" rotary wing aircraft is the H-60 Black Hawk. The H-60 is part of a family of helicopters that serve a variety of roles/missions across several DoD agencies and resides within the portfolio of systems managed by acquisition/operational professionals at various DoD levels.

Since the Mi-17 falls in the category of "Non-Standard Rotary Wing Aircraft" (NSRWA), the Army established a project management office (PMO) with responsibility for executing all procurement, sustainment and technical support required to meet the operational requirements for aircraft supporting DoD, partner nations, combat theatres of operation and others as directed by the Under Secretary of Defense for Policy (OUSD-P).

"The established PMO must provide programmatic rigor to support the immediate training, maintenance and operational readiness and safety requirements of the OUSD-P Counter Narcotics (CN), US Forces-Iraq (USF-I) and the combined Security Transition Command-Afghanistan (CSTC-A) activities," said BG William T. "Tim" Crosby, Program Executive Officer (PEO) Aviation.

Warfighter Focused Support

"The establishment of a sustainable Iraqi rotary wing capability is fundamental to meeting the Iraqi national military strategy and US strategic objectives," said BG Crosby.

For the Iraqi theater of operations this means assessing the operational readiness of the existing Mi-17 fleet.

These aircraft are utilized in a variety of missions that include, but are not limited to general support, search and rescue, utility lift and VIP mission support.

The Iraqi Air Force performs these missions under the tutelage of the Iraqi Security Assistance Mission (ISAM) and the Iraqi Training and Advisory Mission (ITAM).

US Air Force professionals are charged with training the Iraqi Air Force on the various aspects of Mi-17 operational employment, safety and maintenance operations.

Maintenance and operational training activities are the responsibility of the ITAM. Their goal is to identify and put into practice the best methods for conducting and evaluating the effectiveness of training inside Iraq.

The NSRWA PMO's responsibility is to support the latter mission by providing life cycle management of the Mi-17 helicopter.

In partnership with the Aviation Engineering Directorate (AED), Aviation and Missile Research, Development and Engineering Center (AMRDEC), the NSWRA PMO ensures that proper maintenance procedures are performed in accordance with the original equipment manufacturer (OEM) standards.

Only OEM certified parts and

Scott Mitchell, Dr. Bill Lewis, and Eric Bales (left to right) assess the airworthiness of the Afghan MOD fleet in Kabul, Afghanistan, March 2010.

spares will meet the stringent air worthiness standards of the U.S. Army.

Airworthiness Standards Sustained

The Director of AED, Dr. Bill Lewis, stated "The Army will not compromise airworthiness standards even though there are unique complexities involved with dealing with a Russian OEM. However, we must evaluate and work towards adopting innovative approaches that result in Airworthiness Certifications for Mi-17s operating in Iraq and Afghanistan."

Along with PM/AED site visits, Dr. Lewis affirmed the immediate need to establish a programmatic and contractual relationship with Russian Helicopters.

Working with the Aviation and Missile Life Cycle Management Command (AMCOM) Acquisition Center, PM NSRWA will establish the building blocks for enduring OEM support in the areas of new procurements, parts, spares and engineering information exchanges in order to achieve an acceptable level of flight safety/air worthiness in all DoD endeavors utilizing Mi-17s.

Today, a multitude of DoD entities rely on "intermediaries" to secure parts and technical documentation from the OEM; an expensive and convoluted business model with a heavy reliance on "middle men" that the NSRWA PMO is progressively working to dissolve.

In Afghanistan, Combined Security Transition Command-Afghanistan (CSTC-A) and the Air Interdiction Unit (AIU) face similar operational support challenges.

The NSRWA Logistics Chief, Mrs. Mary Wingo, stated "Our plan is to leverage existing "stove pipe" logistic support vehicles to sustain operations in Afghanistan and Iraq. We are working parallel efforts with the AMCOM Acquisition Center and the Installation Materiel Management Center (IMMC) to establish an overarching parts and spares contract."

Depending on the individual country or theatre specific requirements, PM NSRWA is developing "pure" and "hybrid" Contactor Logistics Support (CLS) approaches for enduring sustainment requirements.

The PMO's intent is to transition into the latter by spooling down stove pipe material support contracts. The transition methodology will depend heavily on conditions on the ground, operational tempo and country resources.

New Production And Post Production Efforts

The Mi-17 is a medium lift transport helicopter manufactured by Russian Helicopters. It has a max gross weight of 13,000kg and a payload capacity of 4000kg.

Mi-17s are manufactured at two Russian locations; Ulan Ude Aviation Plant and the Kazan Aviation Plant.

Mi-17s are outfitted with two 2200 hp TV3-117M turbo shaft engines.

From the factory the aircraft include additional options such as increased capacity fuel tanks, NVG compatible cockpits, engine exhaust suppressors, armor plating, a right hand sliding door, a rear ramp door configuration, and a 300kg hoist.

Once the aircraft leave the production facility they are transported via AN-124 transport aircraft to the Airfreight Aviation Limited (AAL) modification facility in Sharjah, UAE.

AAL is a Russian Federation approved joint venture with Russian Helicopters. At AAL, these Mi-17 aircraft are modified with multiband/HF manpack radios and forward looking infrared radar (FLIR).

While at AAL the Mi-17 aircraft are also modified to include missile warning systems, a western style transponder and ICS boxes.

Lastly, the aircraft are modified to include a weapons control system, outriggers for external munitions, left/right door gun mounts and a cabin bullet protection system.

Upon completion of the modifications in Sharjah, PM NSRWA deploys a robust team of inspectors, technicians and pilots to perform the government ground and flight acceptance procedures prior to purchasing the aircraft and delivering to Iraq.

PM NSRWA instituted the latter process for the recent procurement of 22 new Mi-17s for the Iraqi Air Force. The first two aircraft were delivered via Russian AN-124 transport aircraft. Immediately following government acceptance, the Mi-17s were disassembled, loaded onto the transport, flown to Iraq, reassembled and re-test flown. Subsequent deliveries will be via ferry flights into Iraq.

In addition to the "Iraqi 22," PM NSRWA is also modifying 10 brand new Mi-17V5s for Afghanistan. The first two of these aircraft are on schedule for delivery in July 2010.

Although the specific modifications are slightly different than the Iraqi fleet, AAL is performing these modifications simultaneously in their Sharjah, UAE facilities.

The Way Ahead

Future procurements of Mi-17s will depend on direction from OUSD-P; the maturity of the operational landscapes of Afghanistan/Iraq; the foreign military sales (FMS) requirements of partner nations and U.S. strategic objectives as defined by the U.S. National Command Authority.

By Congressional direction, PM NSRWA will provide support to OUSD-P as they develop the analysis of alternatives (AOAs) that present U.S. industry alternatives to meet operational requirements currently provided by the Mi-17.

Sustainment activities will continue regardless of the latter.

The PM NSRWA will design the sustainment packages while considering individual country organic maintenance postures and their respective willingness to seek U.S. involvement in their enduring sustainment efforts.

As DoD's NSRWA portfolio grows or constricts, PM NSRWA will remain the focal point for all procurement/sustainment matters related to Mi-17s and other non-standard platforms as directed by OUSD-P.

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COL Norbert E. "Bert" Vergez is the project manager, Mi17/NSRWA, PEO Aviation, Redstone Arsenal, AL.

It Doesn't Just "Happen"

By CW5 Mark W. Grapin

By the time these words are found by your eyes, I'll have spent thirty years in uniform – all of it in Army Aviation. The last small fraction of this service has been specifically in Force Management – the FA-50 Career Field.

The deeper my service, the more I'm amazed at how fragile our Aviation force structure is, and how vulnerable it is to being smudged off the map with a giant pink gum eraser.

The fine Americans who staff the U.S. Army Forces Command (FORSCOM) G-3/5/7 Aviation Resource Management Survey (ARMS) team will be among the first to tell you that it simply isn't enough to be good at your job.

Everything matters, and every hit must be a home run – or so it seems.

Pick up the safety magazine of any of our sister Services, and you'll quickly spot the differences in our safety cultures – those who celebrate each opportunity to learn from lessons subtle and substantial and those who crucify for the first infraction of bent metal.

On the opposite end of the spectrum, force structure within a Service can quickly find itself at the bottom of a budgetary dogpile – and blood in the fiscal waters dissipates only after the sharks have fed. Case in point just in the last couple of months: the number of Carrier Task Forces in the Naval fleet. Everything has a billpayer, and as the political pendulum on Capitol Hill swings, everything seems to be fair game for the swipe of that jumbo pink gum eraser.

Organizations and missions in Army Aviation, across our Army, and across our Defense structure, don't just "happen." Every stroke of the pen that drops equipment on our tarmacs and force structure in our armories, is a measured and balanced risk; and we owe it to ourselves to tilt the balance in these penstrokes in *our* favor through an effective conveyance of the accomplishments and potential of Army Aviation to those who wield the pen.

The Fragility of our Force Structure

The specific manpower and organizational studies I've been involved in over the past year are those of the Army National Guard Aviation structure.

Some of these studies haven't been updated in two decades – if ever; and after spending an hour perusing the Work Center Descriptions, it's easy to understand why.

These are complex organizations with complex missions, and no one has a lock on "getting it right." In the force management world, we're *organizational model rich*, and it's dizzying how quickly these models are either applied or potentially misapplied.

Seemingly Tech Supply isn't necessarily Logistics; Flight Operations isn't necessarily Operations; and Aviation Safety isn't necessarily Safety.

Technical disciplines aside, we are an Army that prides itself on getting the job done. We'll collectively roll up our flight suit sleeves and toss duffle bags onto the back of a 5-ton until the vehicle is loaded.

And this is, in some ways, our downfall. The truck officially "got loaded" by the driver and assistant driver – after all, there were no assigned "loaders."

So you can quickly see how easy it is for some far-away force management analyst to simply see a 25-man-hour task performed in under an hour – through their prescription, the original assumptions in our Manpower table *must* have been wrong, and we'll correct that across the Army!

This, of course, is a ludicrous example, but frighteningly close in its potential to the truth.

The Silver Order of St. Michael is presented for recognition of service to Army Aviation above the level required for the Bronze, and is administered at the National level. See the AAAA *InfoFile* for more information and forms.

Preserving the Correct Answer

Nothing in Army Aviation can be taken for granted.

We take great measure every year to document what we've accomplished in rating and evaluation cycles, so our bosses each acknowledge these accomplishments in how we stack up against the remainder of the formation.

Bent bodies and broken airplanes are certain things to avoid, but this understanding of the tasks undertaken at each level of the Army is but a small fraction of the effort required attain and maintain Army Aviation force structure.

We must *each* be ambassadors for our Branch, willing to broadcast – and even boast – of our capabilities and accomplishments. "What have you done for me lately?" is a frightening prism through which we view the very existence of entire organizations!

Many corners of Army Aviation weather the same scrutiny in having prepared excellently for contingencies that were expected or anticipated, but for which priorities in our National Defense have changed.

Also, given our Army Force Generation (ARFORGEN) models, even those who have just returned from a tour in the box find themselves waist-deep in missions that no manpower model could have predicted – such as the headlines garnered by the 82nd Airborne Division in their support of Haitian earthquake operations or others dealing with an oil-soaked

JTF-Bravo Provides Humanitarian Assistance/Disaster Relief In Guatemala

U.S. AIR FORCE PHOTO BY SSGT. BRYAN FRANKS

Guatemalan military and citizens of Santiago Atitlan, Guatemala offload disaster relief supplies from a Joint Task Force-Bravo UH-60 Blackhawk June 6 following the Pacaya Volcano eruption and Tropical Storm Agatha. Joint Task Force-Bravo's helicopters have transported approximately 152,000 pounds of relief supplies since June 2 to 14 Guatemalan communities in need.

From June 1-7, Joint Task Force-Bravo, Soto Cano Air Base, Honduras, deployed four helicopters from the 1-228th Aviation Regiment and about 35 personnel to support disaster relief efforts in Guatemala following the Pacaya Volcano eruption and Tropical Storm Agatha.

The helicopters and personnel transported approximately 152,000 pounds of relief supplies to 14 Guatemalan communities in need.

JTF-Bravo responds to natural disasters, such as Tropical Storm Agatha, throughout Central America and beyond.

The task force deployed four helicopters and approximately 40 personnel to assist in Haiti March 21- May 24, supporting U.S. Southern Command's Joint Task Force-Haiti. JTF-Bravo also provided critical disaster relief in El Salvador following floods and mudslides there last November, transporting more than 370,000 pounds of relief supplies to communities in need.

environmental catastrophe of Biblical proportions in the Gulf of Mexico.

All of this having been said, what more must be done to preserve our Aviation Resource? If doing excellent work isn't enough, then what component is lacking?

While many of us wish there's a single silver bullet, for purposes of this humble article, I'd like to offer the singleness of our voice as at least a large component of the answer.

Our Association serves as a focal plane and point to ensure the message of our excellent service and potential is not lost in the noise that is capable of drowning-out even the world's greatest Navy!

This message can't be bought with a radio, television, or newspaper ad and no streaming web banner will cover it. It is the connectivity of thousands of people who wear the prop and wings of our Branch to touch those who may influence the footprint of Army Aviation.

And whether that's a chapter inviting the local Congressional staffers to a golf outing and barbeque, or a structured briefing to the highest levels of leadership in our Army or Department of Defense, you can be assured that thousands of muscle movements across our Association are working hard to broadcast and maintain the message of our accomplishments and potential as a Branch.

Commitment for the Longer Term

With four decades of service to our Nation under his belt, CW5 William R. "Bill" Halevy perhaps said it best when he spoke of why he became a Life Member of Quad-A: "I'm not making this better for me, I'm making this better for the guy in the chute right behind me!"

Bill's been a member of our Association for decades, but a life member for only the last fifteen or so of those years. His investment has long since amortized over what he would have paid in annual dues.

Scores of additional considerations only compound the soundness of investment in Life Membership with everything from discounts on rental cars and purchases from key local merchants, to professional development opportunities at several symposia conducted each year.

Add to that accessibility to the scholarship and awards programs, and membership in our professional Association is a natural fit and sound investment for every member of our Branch.

Dual Membership Pilot Program Declared a Success!

In a recent review of the Dual Membership program between the Army Aviation Association of America and the US Army Warrant Officers Association (USAWOA), both parties declared the program to be an unqualified success. As such, the program has been extended indefinitely – a certain advantage for those belonging to both associations, and writing those membership checks each year.

The component conspicuously absent from the program, however, has been joint Life Membership offered at a reduced cost.

As such, a joint committee has been formed to structure a dues schedule and quarterly payment program option, and we can look forward to announcement of this committee's efforts in the coming months.

Next month I'll report on continuing progress made with our membership committee and sub-committees.

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

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CW5 Mark W. Grapin
AAAA Vice President for Membership

Turning Up The Heat on Cold Sores

By Dr. (MAJ) Nicole Powell-Dunford

Q: Every summer, I get an annoying cold sore. It's not so distracting that it prevents me from flying but it makes eating uncomfortable for a few days. Is there medication other than over the counter lip balms that I can take? How can I prevent this annual summer occurrence?

FS: Recurrent cold sores are caused by a herpes virus that lives dormant in the nerve, causing painful outbreaks that can recur years after an initial exposure.

Sun, stress, fatigue, illness, dental work and trauma can trigger activation of the virus.

Although most lesions on the mouth are caused by HSV-1, the HSV-2 genital herpes virus can also cause infections in and around the mouth.

At An Early Age

Most individuals with cold sores were initially infected as toddlers; the virus enters the body when an area of skin breakdown comes in contact with infectious saliva.

What makes any herpes infection particularly easy to spread is that transmission can occur before any symptoms are present as well as after symptoms have resolved.

Many individuals who are infected with a herpes virus never develop symptoms at all, but are able to infect others. The ease of transmission makes HSV-1 very common. By older age, the majority of American's will be infected with HSV-1.

Canker sores, crater-like sores in the mouth, are not caused by a virus.

Both conditions usually resolve on their own within a few days.

Be Proactive

Many individuals with recurrent cold sores will have tingling and/or burning symptoms before an outbreak of blisters.

This is the opportune time to contact your flight provider to begin medication that can help suppress or partially suppress the outbreak.

Oral anti-viral pills can significantly limit the duration of an outbreak; topical antiviral ointments have also been shown to be effective.

A cream called docosanol (Abreva) may be effective, but is costly and not always available through the military pharmacy. Topical ointments for pain relief such as Carmex® often include a mild anesthetic.

Depending on the severity of symptoms and medication used, grounding does not always have to occur.

A newly prescribed antibiotic pill is normally grounding for 24 hours of initial use in order to ensure lack of side effects; if well tolerated the same medication can usually be taken without any grounding thereafter.

If prescribed oral pills, your flight surgeon or aeromedical physician assistant may give you extra for immediate use for future outbreaks.

Nausea is the most common side effect of pills used to treat or prevent cold sores.

What To Do

Avoid touching your cold sore, as it is possible to spread the virus to other areas of the mouth and face, and practice good hand washing.

Never share wet towels, toothbrushes or improperly washed silver - ware, which can all transmit contaminated saliva.

Applying lip balm that contains high spf sunscreen is helpful in limiting damage and can also assist in preventing recurrences when used daily throughout the summer.

Tylenol (Acetaminophen) may be helpful for pain control in severe cases, but aspirin and other non-steroidal pain medications such as ibuprofen (Motrin IB, Advil, Nuprin, Rufen), naproxen (Aleve), ketoprofen (Actron, Orudis KT) can cause clotting abnormalities in injured crew members and are therefore not permitted for use in the CENTCOM area of operations.

Clear any herbal remedies prior to taking them, as many herbals used to treat cold sores have potentially severe side effects which are not compatible with safe flight.

Talk with your flight surgeon or aeromedical physician early if you think you have a cold sore; early treatment can prevent distracting, groundable symptoms.

Question for the Flight Surgeon?

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

As always, fly safe!

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

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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.

TAPS: Providing Comfort & Care to the Families of our Fallen Heroes

Remember the Love, Celebrate the Life, Share the Journey

By Bonnie Carroll

We all know the familiar rituals that accompany a military funeral - a eulogy is spoken, taps is played, the flag is folded, and a 21-gun salute is fired. For the family that has experienced the devastating death of a loved one in service to our country, the road to recovery can take years.

Since our founding in 1994 by surviving military families who lost their loved ones in a 1992 Army plane crash, the Tragedy Assistance Program for Survivors (TAPS) has given comfort and care to more than 30,000 surviving family members who've lost someone who served in the military.

Whether their loved one died in a training accident, on the battlefield, from an illness, or by suicide, TAPS offers help and support regardless of the geography or circumstance of the death, or the loved ones' relationship to the deceased.

Our peer-based emotional support programs help a father connect with another bereaved dad who understands his lonely nights longing for the son who will never come home.

As a sister grapples with how her brother's death has transformed her family's dynamics forever, she finds support within our online community for surviving siblings.

When a widow needs someone who "really understands" to turn to as she rebuilds her shattered life, the TAPS Care Groups, peer mentors, and online chats offer her encouragement. When a mother musters the courage to open the trunks returned with her son's belongings in the middle of the night and calls our 24-7 crisis line, we put another mother on the phone with her to offer support.

When a family struggles to understand why the military can't answer a question and grows frustrated, our casualty case management program steps in to help find the answers.

TAPS COURTESY PHOTO

Children and teens attending the TAPS Good Grief Camp release balloons carrying messages for their loved ones.

When families need to develop coping skills and get grief and trauma resources, our interactive seminars, quarterly magazine, and survivor care packages are there to offer help and support.

Surviving Families Offer Their Own Portraits in Courage

For every death in the military, there are at least six people profoundly affected. They are wives and fiancés, sons and daughters, mothers and fathers, sisters and brothers, aunts and uncles, friends and battle buddies, cousins and step-relations of all varieties. In an instant, their lives have been altered forever, stitched into a national fabric of sacrifice and honor, in a way they never imagined.

Let me tell you about some of these amazing survivors. They are people like the young army widow who was pregnant with twins when her husband was killed in Afghanistan, and is now raising them alone.

Or the army nurse's fiancé, who lost the love of his life in a mortar attack on Baghdad's Green Zone and now reaches out to help other survivors and has established a nursing scholarship in her memory.

There's the brother who tried unsuccessfully to ease his pain over his soldier brother's death in alcohol and drugs, and has now found a new vision for life and is helping combat veterans cope with post traumatic stress disorder (PTSD).

And the parents who hold a support group at Arlington National Cemetery that offers hugs and welcoming embraces to those who are more newly-bereaved.

These are just a few of our amazing survivors, and many of them come in small packages. Ten-year-old Dakota was teased by other kids at school, because his dad died in Iraq in a tank accident. "The bullies at school would pick on me all the time and say

TAPS PHOTO BY ALLIE L. BROWN

Bonnie Carroll (center), founder of TAPS, bows her head during the opening invocation at the TAPS National Military Survivor Seminar & Good Grief Camp in May 2010. Deborah Mullen, wife of Admiral Michael Mullen, the Chairman of the Joint Chiefs of Staff, is to the left. The two are surrounded by more than a thousand surviving family members, many of them wearing buttons showing their loved ones.

'Your dad … died for no reason." He became embarrassed about his dad, and how he died in the war. After attending a TAPS Good Grief Camp, Dakota connected with other children who were also grieving, and didn't feel so alone. He felt like he could grieve the loss of his father. He also learned about how the military honors those who serve, and became proud of his dad, not ashamed. Now, he spends time telling his little brother, Carson, who was born after their father's death, about their dad and the special things they would do together.

TAPS National Good Grief Camp Offers Hope for Bereaved Children

For thousands of children, TAPS Good Grief Camps help them learn coping skills, offers a voice for their grief, and forges together a support network. We hold dozens of camps around the country throughout the year for children of all ages. More than 375 children and teens attended the National Good Grief Camp held in Washington, DC over Memorial Day Weekend.

Children attending our National Good Grief Camp do age-appropriate activities to learn how to deal with their grief and identify what they are feeling.

For younger children, this means pounding out anger with an activity involving stress balls, drawing life-sized self-portraits depicting grief's impact, or making build-a-bears that help remind them of the person who died.

For teens, it might mean using a Native American "talking stick" to honor their feelings and share their thoughts around a circle of trust, or it could mean assembling a collage to share about the parent who died.

Each attendee at the national camp is paired up with a volunteer active-duty military mentor who is trained by TAPS to support a child experiencing traumatic loss. The mentor re-establishes a connection to the military for the child, reminds the child that his or her sacrifice is valued, and becomes a helpful and safe person for the child to talk to.

Two of the staff members managing our children's programs are from within the Army aviation family– both Heather Campagna and Tina Saari have advanced degrees and training in childhood education, and real-life experiences as wives of Army helicopter pilots.

TAPS is the only place where a bereaved military child can go and know that their loss is understood.

They will sit in "circle time" together and share their innermost thoughts. Children can bottle up their feelings for fear of upsetting the surviving parent, and circle time becomes a valuable sounding board for sharing with others who understand.

They visit the monuments in our nation's capital city with their mentors, and learn how our country honors the service of their loved ones and the sacrifices their families have made.

The younger children visit Klinger, the horse, and his friends at the Old Guard caisson stables at Fort Myer.

There, the children learn about how Klinger helps honor those who die, and how Klinger feels sad too, and that it's ok to feel sad sometimes.

We recently published a book about Klinger's journey to help children cope with their grief.

Children attending our Good Grief Camp programs will also write a note to the person they love who died.

I've seen children write notes asking, "Why did you leave before I learned how to ride a bike?" Or they might write an update filled with family news, their grades, and chores.

For many children, the act of writing these notes helps them connect anew to the person who died. They tie their notes to helium-filled balloons, and with a loud "we love you," the children send those messages into the sky.

Many parents tell us later that after returning home, children will often use writing to express their feelings and cope with their grief as they pass milestones in their lives.

As much as we wish we could, we cannot take away the wound that loss imparts to survivors.

We cannot make a daddy appear to take his daughter to her first father-daughter dance. Nor can we bring back the son who always remembers his parent's birthdays. We can't bring back a mom who sings just the right lullaby or the big brother who knows how to play the best practical jokes.

But at TAPS, we can help survivors develop strength and resiliency while learning coping skills. We can give them and their family members new connections to peers and mentors who will help walk alongside them.

They will never be alone.

We can offer them hope that, yes, you can suffer the greatest loss, and come thru on the other side.

Supporting The Living Memorials: How You Can Help

The surviving families left behind are the "living memorials" to our fallen heroes. We honor those who have given so much for our country, by caring for those they leave behind.

Our simple watchwords as an organization are empowering and life-affirming: We remember the love, celebrate the life, and share the journey.

If you would like to learn more or help TAPS, go to our website at www.taps.org. You can sign up to volunteer, donate to help TAPS reach out to surviving families, join the "TAPS Run and Remember Team" at the Marine Corps Marathon or another race in your community of your choosing, organize a fundraising event, or buy a Baghdad bracelet to wear with pride in support of our military families.

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Bonnie Carroll is the chairwoman of TAPS which she founded in 1994 in Alaska alongside other bereaved military families, following the death of her husband, BG Tom Carroll. We remember his service and sacrifice for his country, and salute all of the families of the fallen. They are the quiet heroes who walk among us.

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

FROM THE ARCHIVES

Article from the October 10, 1981 issue of ARMY AVIATION Magazine.

The Last Apache

By Dale Kesten

Crewmembers on board the U.S. Army's Advanced Attack Helicopter - which has been officially designated the APACHE - are expected to be quick, stealthy, deadly masters of the art of hit-and-run warfare much like the fearsome Indian raiders of the Old Southwest for whom their ship is named.

A great mystique of terror and dread still surrounds the very word "Apache" both here and abroad. Drawn from a Zuni word meaning "enemy", it was adopted long ago by the French to denote a vicious class of criminal thugs. Here in America, the word conjures up images of a fierce, warlike people who fought a savage guerrilla battle to the bitter end and who were only defeated after an intense struggle lasting more than 25 years.

In fact, these tough, nomadic hunters and marauders were veterans of more than 250 years of guerrilla warfare against the Spaniards before they ever encountered their first American.

Something Epic and Heroic

Many modern eyes can see quite clearly - through the fog of history - the terrible cruelty and oppression to which these proud people were subjected over the centuries by the Spaniards, the Mexicans, and the Americans, and there is, indeed, something epic and heroic about the diehard struggle of Apache renegades like Victorio and Geronimo to defend their rights to their homeland and their ancient, lawless heritage. On the other hand, the Apaches themselves were an extremely aggressive people by nature; they raided and plundered at will and could be very cruel and merciless toward their own victims, including countless Indians from other tribes who learned from bitter experience to fear and dislike the Apaches intensely.

The Chiricahua Apache Geromino was among the last great Indian warriors who spent years famously fighting the U.S. and Mexican armies. The very name APACHE means enemy.

Many people today would accept the popular view of years ago that the Apache renegades were merely malcontented drunkards, murderers, and thieves who were too violent and too reactionary to adapt peacefully to changing times and to the evolution of a modern society.

The truth, as always, is paradoxical; it's often forgotten that the unbending renegades only represented a tiny minority of the Apache people - despite the horrible conditions on their hot, barren reservations - and that the U.S. Cavalry actually employed hundreds of loyal Apache scouts to track them down.

Establishing A Culture

The six tribes of the Apache people are descended from Athapascan-speaking Indians who crossed from Siberia into Alaska about 5,000-6,000 years ago and who remained in the sub-arctic region of northwestern Canada as nomadic hunters and fishermen for countless generations. About 900 years

ago some of these people began moving southward - possibly seeking a land with milder winters, or perhaps just following the migration of the buffalo herds they hunted.

Gradually, the ancestors of the Apaches spread out across the rugged, sun-bleached land of the peaceful Pueblo Indians in what is now Arizona, New Mexico, Sonora, and Chihuahua. They quickly set about raiding the rich, adobe towns of the Pueblo for slaves, livestock, and other booty and they established the nomadic, warlike Apache culture that would last for centuries.

The Spanish Conquistadors arrived in the Old Southwest in the mid-1500s, bringing powerful war horses and firearms into the area for the first time, and they were soon sacking Pueblo towns and killing, torturing and enslaving thousands of Indians as they established their own colonies and churches in the region.

The Spaniards were eager to keep horses out of the hands of the fierce Indian raiders stalking the arid countryside, but the Apaches eventually stole horses and taught themselves to ride. Still, they were not essentially horsemen: the Apache warrior was a powerful runner who liked to eat the horses he stole and then raid for more when they were needed. He usually liked to do his raiding and fighting on foot.

By the mid-1600's a savage pattern of raid and counter-raid, murder and revenge, had been established between the Apaches and the Spaniards. There were occasional periods of peaceful trading, but the basic relationship was one of unremitting hatred and bloody hit-and-run warfare.

Turmoil and Bloodshed

After achieving their political independence in 1821, the Mexicans carried on the old Spanish customs of offering bounties for the scalps of Apache warriors (who by then had acquired the use of firearms) and mounting slave-catching expeditions against the Apache homelands. When the United States took control of New Mexico and Arizona in 1848, it inherited a situation filled with constant turmoil and bloodshed.

The two great Apache war chiefs of this period were old Mangas Coloradas of the Warm Springs Apache tribe and Cochise, his younger son-in-law, a member of the Chiricahua Apaches. Although there were occasional thefts and killings by Apache warriors north of the border, neither leader was truly hostile toward the Americans during the 1850's. Instead, they concentrated their depradations on the hated Mexicans south of the Rio Grande.

All this changed in 1861, however, when Cochise was invited to parley by an overzealous Army lieutenant who wrongly accused him of stealing some cattle and kidnapping a young boy from a nearby ranch. Cochise managed to escape, but hostages were taken and killed on both sides and the Apaches promptly launched a campaign of death and destruction against any Americans in New Mexico or Arizona whom they could isolate and outnumber.

Over the next 12 years, there was a brutal guerrilla war on the frontier in which the Americans pursued a policy of concentration or extermination toward the Apaches; all those warriors who refused to resettle on reservations were to be hunted down and killed like dangerous wild game.

In 1872, small, highly mobile Cavalry strike forces began to probe deeply into the Apaches' wilderness strongholds, forcing the Indians to live as fugitives in a constant state of insecurity. The horse soldiers were everywhere, and their pursuit was both ruthless and relentless. Finally, sensing the futility of further resistance, the Apache people began to surrender by the thousands in 1873 to be enrolled on the hot, dusty reservations set aside for them.

A brief period of peace ensued, and then the final chapter in the story of the Apache Wars was written by the renegades like Victorio, Nana, and Geronimo who hated the reservation system and the corrupt or incompetent Indian agents who fleeced and starved their people.

From their strongholds in the Sierra Madre Mountains of Mexico they continued raiding on both sides of the border – eluding thousands of Mexican and American troops for more than a decade until Geronimo, the last of the Apache diehards, finally surrendered in September, 1886.

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Dale Kesten was ARMY AVIATION Magazine's editor at the time this artilce was written in 1981.

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.*

Sikorsky Aerospace Services Sets Up First Offshore UH-72 CLS Site

U.S. ARMY COURTESY PHOTO

Sikorsky Aerospace Services announced June 7 the first offshore full contractor logistics support (CLS) site for the U.S. Army's UH-72A Lakota Light Utility Helicopter (LUH). The site is centrally located on the Marshall Islands in the Pacific Ocean and will maintain the four LUH aircraft assigned to the U.S. Army's Space and Missile Defense Command (SMDC) on the Kwajalein Atoll Range complex. The Army CLS program is being subcontracted to Sikorsky Aerospace Services by EADS North America, the prime contractor for the LUH program. Helicopter Support, Inc., a Sikorsky Aerospace Services company, will provide fleet support which includes selected material provisioning, transportation, web-based maintenance management (HELOTRAC RL®) and web-based material management. Sikorsky Aerospace Maintenance, a Sikorsky Aerospace Services company, will provide on-site LUH/EC-145 trained and certified A&P mechanics to execute Army Full CLS operations. Site personnel are also trained in aircraft system and procedures specific to the operating environment.

WestWind Alcyon Joint Venture

WestWind Technologies, Inc. headquartered in Huntsville, AL on June 7 announced the formation of an 8(a) Mentor Protégé relationship and Joint Venture Limited Liability Company with Alcyon, Inc., also of Huntsville. The WestWind Alcyon Venture (WAV) allows both companies to integrate their complimentary capabilities to offer a broader spectrum of solutions to customers. The Mentor Protégé relationship also affords Alcyon with assistance managing typical 'growing pains', as it expands capabilities and services to new customers and agencies. WestWind core competencies are engineering, manufacturing, and logistics, as well as modification and integration. Alcyon, Inc. is a certified 8(a) company offering expert systems and software engineering, information technology, and technical management services. Autumn Sellars, President of Alcyon, will serve as President of WAV.

PTDS Contract Awarded to Lockheed Martin

PHOTO COURTESY LOCKHEED MARTIN

Lockheed Martin received a $142 million award from the U.S. Army to begin production of additional Persistent Threat Detection Systems (PTDS) to support coalition forces. The Department of Defense is making a concerted effort to rapidly increase the resources available to help warfighters detect improvised explosive devices (IEDs). PTDS is a tethered aerostat-based system, capable of staying aloft for weeks at a time providing round-the-clock surveillance of broad areas. The Army began using the system in 2004. It is equipped with multi-mission sensors to provide long endurance intelligence, surveillance, reconnaissance and communications in support of the United States military and its allies.

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

L-3 Gets Fixed-Wing Support Services Contract

L-3 Communications, Systems Field Support, Rockwall, TX, was awarded on June 1 a $33,550,000 firm-fixed-price contract to provide life cycle contractor support services for the Army fleet of C12/RC-12/UC-35 aircraft worldwide. Work is to be performed in Rockwall, TX, with an estimated completion date of Jan. 31, 2015.

Apache Reset Support Contract Awarded to Lockheed Martin

Lockheed Martin Electronics and Fire Control, Orlando, FL, was awarded on May 26 a $7,888,280 firm-fixed-price contract for reset support to include inspecting, refurbishment, and removal of sand, dust, and foreign material intrusion to the Apache modernized and legacy target acquisition designation sight assembly and pilot night vision sensor assembly system. Work is to be performed in Orlando, FL, with an estimated completion date of Feb. 28, 2012.

CCAD Log Support Contract Goes to L-3

L3 Communications Aerospace, LLC, Madison, MS, was awarded on June 1 a $9,246,999 time-and-material contract for logistical support in the areas of aircraft workers, aircraft painters, and other areas. Work is to be performed in Corpus Christi, TX, with an estimated completion date of July 26, 2010.

Contrack To Build Kandahar Airfield Aprons

Contrack International Inc., McLean, VA, was awarded on June 4 a $21,648,891 firm-fixed-price contract to design/construct fiscal 2009 strategic airlift apron & FY 2010 tactical airlift apron. Work is to be performed in Kandahar Airfield, Afghanistan, with an estimated completion date of Aug. 13, 2011.

PPG Gets UH-60 Windshield Contract

PPG Industries' aerospace transparencies group, Pittsburgh, PA, was awarded on June 17 a five-year, $50.1 million contract to supply windshields for UH-60 Black Hawk helicopters and variants operated by the U.S. Army, U.S. Navy and U.S. allied forces. Work is to be performed in Huntsville, AL.

Option Exercised for Hellfire II Missiles

Hellfire Systems, LLC, Orlando, FL, was awarded on June 18 a $22,024,535 firm-fixed-price contract for fiscal 2010 option exercise for a total quantity of 331 Hellfire II missiles. Work is to be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2013.

PAR Arrays And Support Awarded to Raytheon

Raytheon Co., Marlborough, MA, was awarded on June 21 a $5,980,176 firm-fixed-price contract for the precision approach radar arrays, sustainment support, and engineering services. Work is to be performed in Marlborough, MA, with an estimated completion date of Dec. 11, 2011.

500 UH-60 Main Rotor Blades Ordered From Sikorsky

Sikorsky Aircraft Corp., Stratford, CT, was awarded on June 21 a $51,095,500 firm-fixed-price contract for the overhaul of the UH-60 main rotor blade for a quantity of 500. Work is to be performed in Bridgeport, CT, with an estimated completion date of March 31, 2020.

Contractor Log Support Contract Awarded to Westar

Westar Aerospace & Defense Group, Inc., Huntsville, AL, was awarded on June 21 a $5,593,803 cost-plus-fixed-fee contract for contractor logistics support for nine OH-58 and five Bell Jet Ranger 206B3 helicopters. The contractor will be performing maintenance support, providing spare parts, tools, servicing; and overhaul all parts, components and assemblies required to maintain the Bell Jet Ranger and the OH-58 helicopters. Work is to be performed in Iraq, with an estimated completion date of March 14, 2011.

Advertisers Index

POTM
PEOPLE ON THE MOVE

Change of Command

1-230th ACS Welcomes New Commander

TNARNG COURTESY PHOTO

LTC Robert L. Whitaker receives the squadron colors from the 30th Troop Command Brigade Commander, COL Patricia M. Jones, as he assumed command of the 1st Squadron, 230th Cavalry Regiment, Tennessee Army Nat'l Guard from LTC Kris E. Durham (right) during a change of command ceremony at the Volunteer Training Center, Smyrna, TN on May 6. The 1-230th ACS was this year's AAAA National Guard Unit of the Year.

Carlile Takes Over CCAD

PHOTO BY ED MICKLEY, CCAD PAO

During a change of command ceremony held June 2, 2010, COL Joe Dunaway passes the Corpus Christi Army Depot command flag to MG James R. Myles, commanding general, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), as he relinquishes command to incoming commander, COL Christopher P. Carlile (center). CCAD CSM Ricky Cooper (right) provided the colors. Dunaway was presented the AAAA Honorable Order of St. Michael Silver Award by nat'l president, BG (Ret.) Rodney D. Wolfe just prior to the ceremony.

Prickett Assumes Command

PHOTO BY EMILY BRAINARD, FT. RUCKER PAO

1st Bn., 13th Avn. Regt. incoming commander LTC Darren V. Cox, outgoing commander, COL Shawn T. Prickett, Executive Officer, MAJ Christopher Yuskaitis and 1st Avn. Bde. commander, COL Kenneth Biland (from left) troop the line during a change of command ceremony June 15 on Howze Field, Ft. Rucker, AL. Cox comes to Fort Rucker from his most recent assignment as Deputy Division Chief for Transformation within the HQDA staff, G-3/5/7, Aviation Directorate. Prickett heads to Fort Drum, NY where he takes over as the deputy brigade commander, 10th Combat Aviation Brigade, 10th Mountain Division.

Japan Army Aviation Unit Gets New Commander

78TH AVN BN COURTESY PHOTO

LTC Robert W. Brinson Jr. receives the colors of the 78th Aviation Battalion, from COL Robert L. Deyeso, Jr., deputy commander I Corps Fwd, on 15 June 2010 during a change of command ceremony at Camp Zama, Japan while outgoing commander, LTC David R. Applegate looks on.

USAAMC Changes Command

PHOTO BY EMILY BRAINARD, FT. RUCKER PAO

COL Patrick N. Denman, U.S. Army Aeromedical Center commander, center, accepts the center's colors from BG Joseph Caravalho, Jr., Southern Regional Medical Command (Provisional) commander, during a change of command ceremony June 17 on Howze Field, Ft. Rucker, AL. Denman replaces COL Yolanda Ruiz-Isales.

Flowers Takes Over 1-11th Avn

PHOTO BY RUSSELL SELLERS, FT. RUCKER, PAO

(left to right) 1st Bn., 11th Avn. Regt. incoming commander LTC Darren M. Flowers, outgoing commander LTC Garry L. Thompson, battalion operations officer MAJ Kevin Tyler and 110th Avn. Bde. commander, COL Russell E. Stinger, inspect troops at a change of command ceremony June 23 at Howze Field, Ft. Rucker, AL. Flowers comes to Fort Rucker from his most recent assignment as Aviation Support Officer at 1st Special Forces Group, Fort Lewis, WA. Thompson will become Deputy Chief of Staff for USAACE and Fort Rucker.

Dark Horse Changes Commanders

PHOTO COURTESY OF THE 160TH SOAR(A)

LTC Philip J. Ryan, left, accepts the battalion colors from COL Clayton M. Hutmacher, Commander of the 160th Special Operations Aviation Regiment (Airborne) as he assumed command of 2nd Battalion, 160th SOAR(A), from LTC Thomas R. Drew during a ceremony at Fort Campbell, Ky., on June 24, 2010.

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PEOPLE ON THE MOVE

Reilly Takes The Palehorse Reins

PHOTO COURTESY OF THE 159TH CAB PAO

LTC Neil A. Reilly (right) assumed command of the 7th Squadron, 17th Cavalry Regiment, 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault) from LTC Jimmy F. Blackmon at Ft. Campbell, KY on June 24.

Muskopf Takes the Reins at Fort Rucker Garrison

PHOTO BY EMILY BRANNARD, FT. RUCKER PAO

COL James Muskopf on June 28 assumed command of U.S. Army Garrison, Fort Rucker from COL Yvette J. Kelley during a formal ceremony at the U.S. Army Aviation Museum, Ft. Rucker, AL. Pictured from the left are Southeast Region Installation Management Command Director Davis Tindoll Jr., Kelley, Muskopf and Garrison CSM Dwaine Walters. Muskopf comes to Ft. Rucker from the Department of the Army, G-3/5/7 Training Directorate where he served as the Collective Training Division Chief and subsequently as Assistant Director. Kelley's next assignment is Director of the Washington Liaison Office for Central Command, at the Pentagon, Washington, D.C.

Transfer of Responsibility

Lynch Takes Over Army UAS CoE

PHOTO BY JIM BULLINGER

COL John M. Lynch, left, receives a warm welcome June 18 from retired LTC Glenn Rizzi, the deputy director for the UAS CoE, upon his arrival to serve as the director of the Army UAS Center of Excellence. He assumes the responsibility from COL Christopher P. Carlile who has taken command of the Army Depot at Corpus Christi, TX.

Hauke Transfers Responsibility to Alexander

CAB, 1ST ID PAO PHOTO

The 601st Aviation Support Battalion, Combat Aviation Brigade, 1st Infantry Division said goodbye to one leader and welcomed another June 20 in a transfer of responsibility ceremony on Camp Taji, Iraq. CSM Aaron Alexander took the noncommissioned officers sword from CAB, 1st Inf. Div., CSM Jim Thomson signifying his assumption of responsibility as the senior noncommissioned officer for the battalion. He replaced SGM Brian Hauke, who served as 601st ASB's senior noncommissioned officer through the unit's first three months deployed.

Cook Named CCAD Maintenance Deputy

COURTESY PHOTO CCAD PAO

Kresten Cook, most recently the Director of Engineering Services at Corpus Christi Army Depot, TX was appointed Deputy to the Commander for Maintenance Operations, effective June 28. Cook, who started his career at CCAD in 1983 as an Industrial Engineer, will now be responsible for oversight of the depot's world class helicopter maintenance, repair and overhaul operations.

Deployment/Redeployment

1ACB Welcome Home Formal

U.S. ARMY PHOTO BY SGT TRAVIS ZIELINSKI, 1ST ACB PAO

COL Douglas Gabram (fourth from right), commander, 1st Air Cavalry Brigade, 1st Cavalry Division, from Cleveland, OH, Medal of Honor recipient retired COL Bruce Crandall (center), from Olympia, WA, and retired GEN Richard Cody (right), former Vice Chief of Staff of the Army, from Montpelier, VT, shake hands with guests in the receiving line before the start of the 1st Air Cav Welcome Home Formal. Both Crandall and Cody were guest speakers for the event at the Killeen Civic and Conference Center, TX on June 17 formally welcoming the unit members back from a year-long deployment in support of Operation Iraqi Freedom. Crandall, who was awarded the Medal of Honor for his actions as a Huey pilot with the 1st Cav in Vietnam during the battle of Ia Drang almost five decades before, said it was good to be with the unit once again.

Awards

CCAD Earns Superior Unit Award

PHOTO BY ERVEY MARTINEZ

MG James R. Myles, Commanding General, Aviation and Missile Life Cycle Management Command, presents the Army Superior Unit Award certificate, one of the highest awards a unit can earn, to COL Joe Dunaway, June 2 at the Texas A&M Corpus Christi Performing Arts Center just prior to a change of command ceremony. The streamer, awarded during wartime to units not geographically located in the combat area, was presented to CCAD for outstanding meritorious service in support of the Global War on Terrorism from Oct.1, 2006, to Oct. 1, 2007.

Night Stalker Named USASOC NCO Of The Year

PHOTO BY SGT TONY HAWKINS, USASOC PAO

The U.S. Army Special Operations Command announced the winners of its 2010 Soldier and Noncommissioned Officer of the Year Competition in a ceremony at Ft. Bragg, NC on June 11. Staff Sgt. Jacob Barner, an armament systems repairer who now serves as the enlisted recruiter with Headquarters and Headquarters Company, 160th Special Operations Aviation Regiment (Airborne), was chosen as the NCO of the year and will represent the command in the DA-level competition later this year.

POTM
PEOPLE ON THE MOVE

AG Corps Awards Night Stalker NCO Of The Year Award

PHOTO COURTESY OF THE 160TH SOAR(A)

SSG Jason Timothy, human resources non-commissioned officer for 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne), at Hunter Army Airfield, GA, received the Army Adjutant General's Corps SGM Larry L. Strickland Medal for Distinguished Achievement from retired SGM Debra Strickland, widow of the award's namesake, during the annual AG Corps Ball at Fort Jackson, S.C., June 11, 2010.

TF Hammerhead Pumps 2 Millionth Gallon of Fuel

PHOTO BY: STAFF SGT MIKE ALBERTS, 25TH CAB PAO

Soldiers of Company E, 3-25 General Support Aviation Battalion, Task Force Hammerhead, rally behind a "Two Million Gallons" pumped ribbon to celebrate TF Hammerhead's benchmark accomplishment at Contingency Operating Base Speicher, near Tikrit, Iraq, June 16. TF Hammerhead operates cold fuel operations at COB Speicher and hot fuel Forward Arming and Refueling Point operations at Contingency Operating Site Warhorse in Diyala Province. The two millionth gallon of fuel was issued to an OH-58 Kiowa Warrior helicopter at COS Warhorse, June 11.

1CAB Conducts Victory Day Re-up

U.S. ARMY PHOTO 1CAB PAO

During their Victory Day Celebration on 6 June 2010 at Camp Taji, Iraq, the Cbt. Avn. Bde., 1st Inf. Div. re-enlisted 111 Soldier at 11:11.

Flight School Graduates

AAAA 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.

44 Officers, June 9

AH-64D Track
LT Nicholas S. Dunn - DG
WO1 Jacob S. Nuss * - DG
WO1 Jesse R. Wagnon - HG
WO1 Lennon Chandler
WO1 Joel L. Davidson *
LT Jeffrey D. Gray *
WO1 Lynn C. Jackson
WO1 Johnathan E. Kittinger
LT Jacob R. Lawson
LT Luke W. Leininger
LT Reuben Mabry *
LT Michael Monfreda *
WO1 Nathaniel R. Neal *
WO1 Jeremy K. Shoemake
LT Joseph Sinkiewicz
WO1 Kyle R. Thomman *

CH-47D Track
LT Michael Boos *

UH-60 Track
WO1 Jarone C. Amarino - DG
LT Christopher W. Husted * - DG
WO1 Jeremy J. Gray * - HG
WO1 Nathanael M. Piatt * - HG
WO1 Andrew J. Tochman - HG
WO1 Keith W. Abbott
LT Cody J. Blair *
WO1 Stewart M. Bloomfield *
LT Jordan Gebhardt
LT Joseph M. Gentry *
WO1 Nicholas S. Johnson *
WO1 Wade Madden
WO1 Jeremy F. McBee
LT Michael A. McDonald
WO1 Jason Murtha
WO1 Matthew R. Osborne
WO1 Cameron L. Patterson
WO1 Dustin M. Petik
WO1 Josefina Pozos *
LT Daniel Romaneski
WO1 James M. Scanlon *
WO1 Christopher Scherr
WO1 Gabriel A. Tatom *
WO1 Kevin S. Townson
WO1 Randy G. White
WO1 Michael O. Wilson *
WO1 Ronald F. Ziehmer

43 Officers, June 24

AH-64D Track
LT Daniel L. Ball *

OH-58D/R Track
WO1 Anthony F. Ewers - DG
LT David G. Krueger - DG
WO1 Kristopher M. Ahrens *
WO1 Edward J. Cope
WO1 Tanner A. Dane *
WO1 Kyle M. Keihn *
WO1 William E. Lavendier
CPT Thomas J. McCarthy
LT Jeffrey E. Miller *
LT Wesley J. Pritchett
LT Michael Putterill
WO1 Erik C. Schuster

UH-60 Track
CW2 Nathaniel E. Knutson * - DG
LT Gregory K. Lewis * - DG
WO1 Sean G. Beal - HG
WO1 Jose M. Cordero * - HG
LT Steven R. Sanford - HG
LT Christopher J. Wimsatt * - HG
LT Sarah M. Brisson *
WO1 Jaren W. Brooks
WO1 Bryant G. Cable
WO1 Nicholas J. Copenhaver
WO1 Peter J. Dean
LT Kevin D. Dowdey
WO1 Garrett W. Fuller
LT Melissa F. Fuller *
WO1 Timothy A. Kotunok *
WO1 Brandon M. Larson
WO1 Matthew P. McKenna *
LT Jonathan B. PayCheck
LT Cassandra Perkins
LT Brett A. Roettiger
WO1 Stephen J. Sambroack
LT Chad M. Shepard *
LT Matthew A. Skinner
LT Derek A. Stewart
LT Emma C. Stickney
LT Nathaniel H. Stickney
WO1 Arturo J. Terrasa *
WO1 Joseph A. Vigil
WO1 Brian T. Wade *
WO1 Troy S. Willis *

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

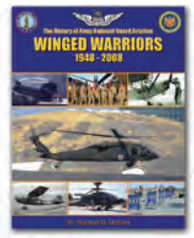
AAAA BOOK REVIEW

Winged Warriors

The History of Army National Guard Aviation, 1948-2008

By LTC (Ret.) Michael D. Doubler, Ph.D.

Reviewed by MG Raymond F. Rees, Oregon National Guard



Dr. Doubler's history of the Army National Guard aviation program is an excellent read, a valuable resource on the subject, and is profoundly appreciated. His experience as an Army National Guard Officer greatly contributes to his understanding of the challenges facing the program and Aviators during the early years.

All members of the Army National Guard and citizens of the United States can be extremely proud of the professional dedication and hard work Guard members have shown in building the program into a highly valued civil and military asset.

I would place Dr. Doubler's book on a recommended reading list for Guard members and the public alike. From cover to cover, Dr. Doubler has something to offer every reader, whether it's a historical account of how the Guard aviation program has achieved its highly regarded status or a remembrance of past colleagues.

The book highlights the relevance and critical role Army National Guard aviation serves here at home or overseas when our Nation calls.

Major General Raymond F. "Fred" Rees is presently serving as The Adjutant General for the State of Oregon. An Army Aviator, he is a former Director of the Army National Guard, Vice Chief and Acting Chief of the National Guard Bureau.

FALLEN HEROES

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

Operation Enduring Freedom

U.S. ARMY PHOTO

SSG Silk

SSG Brandon Mark Silk, 25, of Orono, ME, died June 21 of injuries sustained when the helicopter in which he was travelling made a hard landing near Gaza Ridge, Afghanistan.

He served with the 5th Battalion, 101st Aviation Regiment, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY as a UH-60 helicopter repairer.

Silk is survived by his wife, Kayce N. Silk and step-son, Brayden Browning of Clarksville, TN; and parents, Lynn and Mark Silk of Orono, ME.

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

New Order of St. Michael Recipients

Silver
CW5 Kenneth D. Roach, Ret.

Bronze
CW4 John Steventon, Ret.
CW3 Richard Filipone, Ret.
MAJ Thomas Schrader
MAJ Sherri Sharpe
CW3 Jeremie ZAbko
1SG Gloria Cain
CPT Nestor Echeverria
CW4 Gary Murphy
MAJ John Morris III
CSM John W. Brown
COL Dale A. Hall
CSM Robert H. Brickley
LTC Steven L. Shugart
CW4 Terry R. Houston
1SG Anthony K. Sigmund
CW4 Stephen W. Williams

New Chapter Officers

Thunder Mountain Chapter
Luis Zamudio, President
Cliff Letts, VP Membership
CW4 James Latson, VP Awards
Krista Terry, Treasurer

Winged Warriors Chapter
CPT Erica Huston, VP Membership
CW3 Shawn Fogarty, Treasurer

Idaho Snake River Chapter
1SG Bradley Gaskell, VP Enlisted Affairs
CPT Christian O'Leary, VP Activities

Soldier of the Month
PFC Keo J. Markwell
April 2010
Idaho Snake River Chapter

SSG Millicent Martinez
May 2010
Idaho Snake RIver Chapter

SPC Jerod J. Blake
May 2010
Jimmy Doolitte Chapter

SPC Christine L. May
June 2010
Old Tucson Chapter

NCO of the Quarter
SGT Britten C. Christians
3rd Quarter 2010
Savannah Chapter

New Lifetime Members

COL John S. Arnold, Ret.
MG James O. Barclay III
CW3 Shawn U. Fogarty Jr.
Ellis W. Golson
LTC Robert H. Haley, Ret.
LTC Rickie D. Hancock, Ret.
COL Leonard H. Jansen, Ret.
COL Garret P. Jensen
CW5 Thomas J. Magnan, Ret.
Robert G. Ohliger
Ann S. Stahl
Jerry L. Stahl

In Memoriam

LTC Bobby D. Harber, Ret.
LTC Walter S. Makuch
LTC Cloyd V. Taylor, Ret.

Order Of St. Michael and Our Lady Of Loreto Awards

Aviation Center Chapter

PHOTO BY TIA MORRIS

MAJ John A. Morris III, outgoing commander of Co. A, 1st Bn., 145th Avn. Regt., 1st Avn. Bde., Ft. Rucker, AL, is presented a Bronze Order of St. Michael by brigade commander, COL Kenneth J. Biland, right, and 1-145th commander, LTC Mikael R. Ash. Morris' company is responsible for the Aviation Captains Career Course, Aviation Warrant Officer Advanced Course, TACOPS Course and Aviation Maintenance Officers Course at Fort Rucker.

COURTESY PHOTO, AVN. CTR. CHAPTER

Mrs. Theresa McAllister, wife of CW5 (Ret.) Charles W. McAllister, is presented the Order of Our Lady of Loreto by COL Richard C. Stockhausen, Director of U.S. Army Aviation Personnel Proponency at Ft. Rucker, AL on the occasion of her husband's retirement ceremony on January 21, 2010. McAllister was recognized for more than 20 years of selfless service providing steadfast and unwavering support to the Army Aviation Family and community in both the Army National Guard and the Active Army. McAllister was also inducted into the Honorable Order of Anne Morrow Lindbergh.

Idaho Snake River Chapter

IDAHO SNAKE RIVER CHAPTER COURTESY PHOTO

CW4 Thomas A. Cook, a UH-60 pilot with Co. A, 1st Bn., 168th Avn. Regt., Idaho Army Nat'l Guard, is presented with the Bronze Order of St. Michael on the occasion of his retirement after 24 years of service. The award was presented by the State Army Aviation Officer and Idaho Snake River Chapter president, COL Michael J. Garshak (standing right), assisted by Cook's wife, Jill on March 13 during the chapter's first annual bowling tournament at Meridian Bowling Lanes, Meridian, ID. Cook will remain in Boise, ID with his wife and four children.

Iron Mike Chapter

PHOTO BY TIA MORRIS

LTC Richard B. Debany receives the Bronze Order of St. Michael on June 2 from LTC (P) Nicholas R. Snelson, Chief Planning and Operations Division, Special Operations Aviation, U.S. Army Special Operations Command (USASOC), Ft. Bragg, NC on the occasion of his permanent change of station. As Programs Division Chief within the USASOC Directorate of Special Operations Aviation, Debany made an outstanding, long-lasting impact on multiple Army Special Operations Aviation (ARSOA) acquisition and special access programs of record. He is moving to Mesa, AZ where he will work with the Apache/Longbow program.

Iron Mike Chapter

PHOTO BY TRISH HARRIS, USASOC PAO

The Bronze Order of St. Michael was presented to ***MAJ Peter B. Tingstrom*** on June 16 at Ft. Bragg, NC on the occasion of his permanent change of station. The presentation was made by COL Steven D. Mathias, Director, Special Operations Aviation, U.S. Army Special Operations Command (USASOC), Ft. Bragg, NC, and recognized Tingstrom's outstanding contributions to Army aviation while serving as the operations branch chief in the Special Operations Aviation Directorate of USASOC.

Mid-Atlantic Chapter

U.S. ARMY PHOTO BY KEVIN REMBACH

Jeffrey S. Curtis, right, receives a Bronze Order of St. Michael from Charlie Maraldo, U.S. Army Communications-Electronics Research, Development and Engineering Center (CERDEC), Flight Activity Director and Mid-Atlantic Chapter Vice President of Lakehurst activities. Curtis was recognized for his accomplishments as a Team Leader on RC-12 Test Bed and Guardrail projects during a June 10 ceremony at Hangar 5, Joint Base McGuire-Dix-Lakehurst, NJ. As a result of his efforts the test bed aircraft and his concept allow extremely fast reconfiguration of assets enabling timely development of new mission packages to keep pace with ever-changing threats.

Ragin' Cajun Chapter

PHOTO BY MAJ MATT WOLFE

On April 7, ***MAJ Craig J. Dupuy*** (second from right) and ***SFC Gregory P. Sinder,*** both with the Aviation Division, Joint Readiness Training Center (JRTC), Ft. Polk, LA, received the Bronze Order of St. Michael. The presentations were made by JRTC Senior Aviation Observer/Controller, LTC Cory A. Mendenhall, right, and CSM Shawn Jones, Senior Aviation Enlisted Observer/Controller. Dupuy was recognized for his work as the Senior CH-47 Trainer and Aviation Division Executive Officer, upon the occasion of his ETS and Sinder for his outstanding service as the Senior CH-47 Enlisted Trainer, Aviation Division, as he prepares to retire after 20 years of service. Dupuy will be joining the National Guard in Dallas, TX and Sinder has no current plans.

Savannah Chapter

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

COL Donald N. Galli (far left), commander of the 3rd Combat Aviation Brigade (CAB), Task Force Falcon and 3rd CAB CSM Richard D. Stidley, (far right), pose for a photo with (from left) Combined Joint Task Force 82 ***CSM Thomas R. Capel;*** CJTF-82 deputy commander for support, ***BG Clarence K. K. Chinn;*** CJTF-82 deputy commander, ***BG William K. Fuller;*** and CJTF-82 commander, ***MG Curtis M. Scaparrotti,*** after presenting the Bronze Order of Saint Michael, June 1 at Bagram Airfield, Afghanistan. This presentation was especially significant as it is one of the last times the award will be given to non-aviators because the AAAA policy has been changed to restrict the Order of St. Michael awards to aviation personnel only. The new "Knight of the Order of St. Michael" award will be used to recognize future support to Army aviation by non-aviation personnel.

Thunder Mountain Chapter

PHOTO BY DUANE AYERS, BLACK TOWER PRODUCTIONS, FT. HUACHUCA, AZ

MAJ Anthony E. Daniels receives the Bronze Order of St. Michael from Unmanned Aircraft Systems Training Battalion (UASTB) commander, LTC Patrick T. Sullivan in a ceremony on Ft. Huachuca, AZ June 7. Daniels was recognized for his outstanding accomplishments as the UASTB S-3 Officer in Charge (OIC) at Black Tower in Ft. Huachuca. He is departing to attend the Command and General Staff College (Intermediate Level Education (ILE)) at Ft. Leonard Wood, MO.

PHOTO BY MICHAEL GAUN, BLACK TOWER PRODUCTIONS, FT. HUACHUCA, AZ

COL (Ret.) Clifford E. Letts, right, site manager, General Dynamics Information Technology (GDIT), Co. C, Unmanned Aircraft Systems Training Battalion (UASTB), Black Tower, Ft. Huachuca, AZ is presented the Silver Order of St. Michael by LTC Patrick T. Sullivan, UASTB commander June 11 in Sierra Vista, AZ. Letts was recognized for nearly five decades of dedicated service to the Aviation Branch including his service as a senior project manager for the Gray Eagle Program, fielding the Army's most advanced UAS. His achievements as president of the Thunder Mountain Chapter of AAAA will have far-reaching impact on the support of Army Aviation Soldiers and families. He will continue as the GDIT Site Manager with Co. C, UASTB.

PHOTO BY LTC SGM LDR LEE MARSTON

CW5 Samuel J. Gugliotta, standardization instructor pilot advisor for the Ministry of Interior Air Interdiction Unit, Embedded Training Team, Combined Air Power Transition Force, NATO Training Mission/Combined Security Transition Command-Afghanistan is presented a bronze Order of St. Michael on the occasion of his PCS by the ETT commander, LTC Ronald L. Ells, in Kabul, Afghanistan June 28 in front of AIU crew members.

AAAA Chapter News

IDAHO SNAKE RIVER CHAPTER PHOTO

Idaho Snake River Chapter

On March 13, the Idaho Snake River Chapter held its First Annual Bowling Tournament at the Meridian Lanes Bowling Alley in Meridian, ID. Idaho Snake River Chapter families had a great time while supporting the Chapter's scholarship program. 90 people made up 22 teams with prizes for first, second, third and last places. The event raised enough money to provide two AAAA Scholarships: the MAJ Ed Freeman and Mr. Jesse Phelps Scholarships. Even the last place team looks like they had a great time. "Team S-4" each got a child's bowling set to practice with at home. From the left – CW4 Tim Roberts, SSG Millicent Martinez, SGT Arwen Laird, and 2LT Jennifer Arndell.

Legislative Report

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

NDAA Progressing

On May 28 the House passed H.R. 5136, the $567 billion National Defense Authorization Act for DoD and the national security programs for the Department of Energy. The bill also authorized $159 B to support the 2011 overseas contingency operations in Afghanistan and Iraq.

Rep. Bobby Bright (D-AL) advised that $74.625 million was provided for construction at Ft. Rucker in support of expanded Army aviation training for war operations which included $3.2 M for an Unmanned Aircraft Systems Center of Excellence (UASCOE).

The UASCOE will provide integration and coordination with Army, joint service, and other government entities to achieve the U.S. Army UAS strategy that includes concepts for current, emerging, and future UAS interoperability with all manned and unmanned systems.

The NDAA bill was received by the Senate for action on June 9.

Afghan War Reset

June culminated months of press nagging at the Afghan war surge strategy, the unexpected June 23 resignation of GEN Stanley McChrystal and the scheduling of Senate confirmation hearings for GEN David Petraeus as commander of the International Security Assistance Force-NATO, Afghanistan. The situation involves completing the deployment of over half of the 30,000 U.S. surge forces by Sep., staging of coalition counterinsurgency forces for the envelopment of Kandahar, the slower than expected consolidation in the Marja operation, Congressional concerns about the July 2011 surge withdrawal start and political adjustments in preparation for the U.S. Nov. 2010 elections.

Other problems include the withdrawal of Canadian and Dutch troops beginning this summer, possible British troop departures later and the failure of several hundred NATO trainers to arrive.

On June 13, President Hamid Karzai, in his remarks at Kandahar to a gathering of hundreds of tribal and religious leaders, gave his go-ahead for the major security crackdown in Kandahar, the birthplace of the Taliban, and assured the residents the operation was aimed at battling corruption and bad government as much as insurgents.

On June 24 Sec. Gates said that the Afghan surge has been more difficult and is going more slowly than the Pentagon had originally anticipated, but the appointment of GEN Petraeus as the new commander has allayed his concerns that a shakeup in Kabul would disrupt the War effort.

The confirmation hearing for Petraeus is expected to provide Congress and the administration an opportunity to accomplish a needed surge strategy and support reset.

"Déjà Vu All Over Again"

The transition to Iraqi control seemed to be progressing in mid-June as the Iraqi parliament was officially seated, the U.S. forces were reducing toward 50,000 by summer's end and as the Iraqi security forces were transitioning toward full control by the end of 2011. Unfortunately, in May the Senate Armed Services Committee cut half of the $2 B Obama administration's 2011 aid request needed to support the Iraqi security forces' transition according to the agreed plan.

This difficulty was increased by a Senate reduction of $300 M from this area in the 2010 $34 M overseas contingency operations (OCO) supplemental budget. This overall reduction appears to be a U.S. Senate reaction to the Iraqi parliament's decision, driven by international budget issues, to reduce the government-requested defense budget from $7.4 to $4.9B, leaving the U.S. with its previously agreed $4 B share.

This situation needs to be resolved before we begin distancing ourselves from a promised long term partnership with Iraq even before our troops are to transition control to the Iraqis at the end of 2011.

Supplemental Delayed

The $33.5 B war supplemental budget that Secretary of Defense Robert M. Gates requested be approved before Memorial Day is approved in the Senate but remains delayed in the House. Secretary Gates advised Senate appropriators that he is becoming increasingly concerned by the delay of the supplemental for the remainder of the fiscal year, explaining that the Navy's and the Marine Corps's OCO funds will begin to run out in July. He warned, "We begin to have to do stupid things if the supplemental isn't passed by the Fourth of July recess."

Arlington National Cemetery Corrections

On June 10 Secretary of the Army John McHugh announced sweeping changes in the management and oversight of Arlington National Cemetery (ANC) following a 6-month long probe by the Army's Inspector General (IG).

The IG found that the ANC employees who operated at an extraordinarily high tempo of 27 to 30 funerals a day and performed their jobs with dedication to a high professional standard were hampered by dysfunctional management, the lack of established policy and procedures and an overall unhealthy organizational climate.

Long-term systemic errors in an unsuccessfully modernized paper record system had allowed misidentification of as many as 211 graves and other unacceptable discrepancies.

Corrective measures include the reprimand and retirement of the ANC director, an on-going investigation of the deputy director, establishing an executive director position in charge of the Army National Cemeteries Program, the assigning of interim director for the ANC while searching for a new director, and the establishing of an Army National Cemeteries Advisory Commission co-chaired by former Senators Dole and Cleland.

6-Month Doc Fix Passed

On Friday, June 18, the Doc Fix bill was pulled from the deadlocked Senate's $118 B "tax extenders bill" that would have added approximately $60 B to the national deficit and passed by unanimous consent.

This bill prevents doctors from receiving a 21.2 percent cut in their fees for treating Medicare and TRICARE patients beginning in June 2010 and instead provides a 2.2 percent increase in Medicare reimbursements to doctors through Nov. The bill is important since it is hoped that the TRICARE doctors, whose fees are tied to the Medicare treatment fees, will keep and expand their number of TRICARE patients. After agreement by the House the bill is to go to the President for approval.

The drama will begin again in December when the 1997 law will require that the previous reimbursement cut be compounded and carried forward to increase the cut for 2011 to over 23 percent. The new annual situation will require either another incremental kick-down-the-road adjustment or a full $276 B 10-year fix.

Wide UAS Interest Pushing FAA

The successes of the limited Federal Aviation Administration-approved U.S. Unmanned Aircraft Systems operations on the border and in civil uses along with government battlefield operations have raised the demand for wider FAA approval.

Interested entities include the Departments of Homeland Security and Defense, the Texas Gov. Rick Perry with Sens. Kay Bailey Hutchinson (R-TX) and John Cornyn (R-TX) and Rep. Henry Cuellar (D-TX), and a number of civilian organizations.

Presently the Senate has approved a bill requiring the FAA to issue a plan in a year, while the House version extends the deadline until Sept. 30, 2013, but allows earlier FAA-approved safe flight.

FAA UAS Testing

The FAA is preparing, under an agreement with the New Jersey National Guard, to fly a ScanEagle in restricted airspace over the Warren Grove Gunnery Range to develop UAS air traffic management procedures.

NEW MEMBERS

Air Assault Chapter
SPC Francisco Alvarez
SFC Jeremie T Andrews
CW2 Jesse D Baise
CPT Miles A Baker
CW3 Nathan D. Barber
SPC Amber L Bonfiglio
CPT Anthony A. Booher
SP4 Dustin L. Bowers
CW2 Michael L. Brown
SSG Robert A Brunney
CW2 Bret S Buivis
SPC Mitchell W. Castleberry
SPC Jose A. Cruz
CW2 Adam C Elkins
CW3 Michael P Ganci
CW3 George D Gansel
CW2 Michael J. Gillam
SGT Daniel A Golden
CW3 Richard N. Grider
CW2 Adam D Hankemeien
SPC John I. Harris
CW3 Marcus H Hazel
CW3 Christopher Hellums
SPC Buddy D. Johnson
CW4 Kirk Jones
CW2 John O Korneer
CW2 Justin T Kurtz
SPC Jhamel D. Lankford
SPC Warren John Manalo
CW2 Edward A McCaskey
SPC Bradley M McGuirk
1LT Clifton R Palmore
CW2 Jesse A Powell
CW2 Jeremy D Quezen
SPC Matthew D. Riggle
1LT Jeffrey M. Rigney
CW3 Brian D. Roush
CW3 Robert S Slider
1LT David B Stamps
SGT Samuel C. Sturgill
1SG Steven D Thorman
SSG Jesse L. Wandling
1SG Todd G Weber
MAJ Scott D. Wilkinson
1LT Luke R. Wimmer
SFC Terrance M. Yates
Aloha Chapter
SGT Marc A. Scialdo
Aviation Center Chapter
WO1 Jason J. Anton
2LT Aaron R. Blachard
WO1 James P. Cobb-Adams
Ms. Kathy J. Crisp
CW4 David A Davis
WO1 Justin W. Dixon
2LT Brock J. Doll
2LT Robert M. Echols
WO1 Jared L. Espenschied
2LT Louis E. Fay
2LT Michael R. Fish
SGT Jimmy M. Fletchetr Jr.
WO1 Brent P. Freese
2LT Brian J. Gaudette
WO1 Corry M. Higbee
2LT Jeffrey T. Klobucar
WO1 Cory A. Krogmeier
WO1 Christopher M. Lee
2LT David J. Lilja
WO1 Brian C. McCormick
LTC Christopher L. Miller
2LT William F. Montgomery
WO1 David W. Moxley
1LT Matthew D. Moyer
2LT Steven F. Nickerson
2LT Ryan G. Nordstrom
1LT Caleb A. Payne
2LT Matthew W. Perry
2LT Daniel J. Piechocki
SFC Peter J. Ponvelle
2LT Daniel F. Rendleman
2LT Tyler M. Reynolds
LTC Ricardo M. Rivera, Ret.
2LT Bryce A. Roman
WO1 Edward A. Smith
MAJ Francesco D Spadolini
2LT Kevin M. Stewart
Lynne M. Vance
WO1 Michael J. Viola, III
WO1 Aaron M. Washburn
Big Red One Chapter
CPT John Q. Bolton
PFC Donnell Foster
SSG Mario O. Gonzalez
SGT Adam L. Jackson
SSG Daniel A. Lambarena Sr.
SSG Brian P. Laughlin
SSG Petra C. Le Roy
MAJ Steven S. Litvin
SPC Richard D. Mansford
PFC Sean R. McHone
SFC William D. Million
SGT Toby A. Reel
1LT Luke P. Rizzo
SSG Kevin Y. Veloz
Central Florida Chapter
MAJ Tim M. Blumer
MAJ William H. Clark, Ret.
Melanie A. Lewis
Edward W. Payne
Terri L. Smith
Mark E. St. Moritz
Colonial Virginia Chapter
Ernie F. Arciga
SGT Brett R. Bazaar
SSG James D. Beebe
SGT Lemuel Noel Cromwell
PVT Julia Garcia
SSG John K. Hutcherson
SGT Aldon Landers
SSG David P. Lougee
SSG Bradford L. McDonald
CSM Lloyd G. Morant
SGT Frank B. Reyes
Connecticut Chapter
Robert Cavallaro
COL Dennis W. Healy, Ret.
Thomas P. Prior
Corpus Christi Chapter
Guadalupe Eddie Flores
Embry Riddle Eagle Chapter
CDT Robert C. Fry
Mitchell S. Phelps
Greater Atlanta Chapter
2LT Matthew C. Alexander
LTC John M. Hinck
Griffin Chapter
CW4 Frank Barrale
CW4 Gordon J. Cimoli
CW3 Daniel P. Livingston
CW4 Keith A. Lynch
SGT Atsuyoshi S. Shiroma
SFC Raymond I. Siliang
High Desert Chapter
Jacob A. Sweet
Jessica M. Sweet
Idaho Snake River Chapter
PFC Keo J. Markwell
SGT Sabra K. Page
Iron Mike Chapter
CW4 Michael E. Knecht
Jack H. Dibrell/Alamo Chpt.
CSM Michael J. Garcia
CPT Denton M. Nerison
WO1 Jorge B. Reyes
Jimmy Doolittle Chapter
SPC Jerod J. Blake
Timothy D. Cook
PFC Justin C. Hughes
SGT Dennis M. Hutto
SFC Hubert D. Richmond
SGT Weston B. Strickland
MacArthur Chapter
SGT Dustin J. Hood
Magnolia Chapter
SPC Eric E. Barnett
SGT Russell J. Blaker
SGT Preston H. Blocker
SSG Christopher R. Cox
SGT Justin T. Cox
SSG James C. Dunauant
SGT Donny L. Kelly
SGT David Kimbrell
SGT William E. King
SGT Darrow L. Lutt
SSG Alexander Nazzario
SFC John E. Quigley
SPC James D. Riley
SGT Robert M. Spain
SSG Robert N. Stringer
SGT Wiliam M. Turner
SGT Joe H. Vinson
1SG Walter D. Westbrook
SGT John R. Williams
SGT Tony Wyatt
SGT Corey R. Young
Michigan Great Lakes Chpt.
MAJ Robert J. Haskin
Mid-Atlantic Chapter
CW5 Jeffrey T. Angle
Leroy Donald Braitin
PV2 Matthew W. Butz
CW4 Jonathan D. Case
PFC Clifford L. Connedy
Joseph A. Dubusky
LTC Adam R. Flasch
Frank B. Gervasi
Warren E. Hadaway
SGT Alain H. Hawley
SGT Maria C. Lumaro
1SG Paul J. McClain
Robert E. Morris
SPC Brady Nawezi
SSG Charles H. Peaker Sr.
SGT Chris J. Zdunowski
PFC Joseph A. Zopelis
Midnight Sun Chapter
SPC Andrew J. Mason
Morning Calm Chapter
CW3 Cheryl C. Brown
2LT Matthew S. Carpenter
1LT Michael C. Chase
SPC Christopher A. Hughes
CW2 Kenneth E. Lett
CW3 Lemuel S. Proffitt
SGT Brandon S. Vidal
Mount Rainier Chapter
WO1 Jeffery R. Ewell
MAJ John E. Tiedeman
North Country Chapter
SFC Shawn P. Davis
CW4 Morris M. Kemple
MAJ Brook G. Lee
Tiger R. Smith
North Star Chapter
Tom D. Heid
North Texas Chapter
PFC Courtney M. Carrillo
SSG Jesus A. Ceballos
Harrison J. Miller
SGT Abram A. Spillman
Northern Lights Chapter
SSG David K. Brown
SPC Fiona A. Joseph, Esq.
MSG Christopher F. Lane
SFC James M. West
SPC Caleb B. Wojciechowski
Old Tucson Chapter
SPC Christine L. May
SPC Rebecca K. Scott
Phantom Corps Chapter
Mrs. Josephine Morillo
2LT Alex R. Petrowski
Rhine Valley Chapter
WO1 Izell King, Jr.
SPC Kevin M. Klein
Rio Grande Chapter
CW3 John Conwell
Savannah Chapter
SGT Mark Abrahan
SGT Kenneth Afholderbach
CW4 Shannon Blitchington
SGT James Branch
MSG Mark Brock
SGT Mark A Capo
SGT Josias Charles
SSG Julio Collazo
SPC Paul Cooper, Jr.
SPC Scott Cressey
SGT Orlando Cruz
SPC Michael E Davidson
SPC Austin Deblyn
SGT Christopher Didway
SGT Shaun Dove
SPC Richard R Emmert
SPC Jacob Engelman
SPC Martin Evans
SPC Daniel Flinn
SPC Servando Garcia
CW4 Charles Gardner
SPC Aaron Lee Green
SPC Andrew Hayes
SPC Ian Hippeard
SPC Terrence Jacobs
SPC Dustin Johnston
SPC Corey King
CW4 Ervin T. Kovacs
SFC Aaron Lopez
SGT Christopher McNeil
CPT Joshua Mendoza
SPC Rafael Morales
SFC Nathan D. Mullins Sr.
1SG Patrick J. Olechny
SSG David Parkhurst
SSG Julian Philadelphia
SSG Aaron Potter
CW5 Kevin Purdum
SPC Jake Rondini
CW4 Stephen Ryznic
SPC Mark Shay
SGT Jordan Shinolt
SPC Spencer Sterling
CW2 Robert Stewart
SSG Blake Stock
SGT Joshua Stuart
SSG Mark Suto
CW2 Brian Tallent
SPC Noah Teresinski
SPC Bradley Weaver
SPC Brian Wilson
SGT John Sadler Young
Southern California Chapter
SGM Steven I. Shumaker
Donald A. Sprague
Tarheel Chapter
SSG William C. Byrd
Tennessee Valley Chapter
SPC David B. Ash
William K. Brower
SFC Stacey K. Cooley
Frederick B. Elam
SSG Francis A. Gingrich
SGT Rodney D. Kitchen
Ronald L. Larsen
Sue K. O'Brien
Amos L. Richardson
Sharon Spinks
SPC John O. Weinzel
Thunder Mountain Chapter
SPC Robert G. Kerstiens
Utah Chapter
Mr. James P. McCormick
Voodoo Chapter
SGT Jeremy J. Andrus
SGT Joseph M. Carron
SGT Jeffery E. Chelette
SPC Nick Cusimano
SGT Joel L. Fisher
SGT Timothy S. Gaspar
PFC Richard Z. George
SPC Lance C. Gibson
SPC Chris Michael Henningsen
SGT Eugene Jones
PFC Tanner J. Laborde
PFC Taylor A. Laiche
SPC Merlin J. Marmillion III
SPC Sarah J. May
SPC Ryan R. Salter
SPC Corey A. Sayer
SGT Patrick B. Strahan
SGT Jeric E. Yearin
SPC Amanda R. Yule
Washington-Potomac Chpt.
SGT John P. Brode
William E. Eggleston
CSM Colby R. Gillis
LTC Lee Medley
Susan Moe
LTC Connie L. Reeves, Ret.
WO1 Benjamin G. Vehslage
CW5 Milton L. Walker
Wright Brothers Chapter
CW2 James K. Lawson
Zia Chapter
SGT Albert J. Martinez Jr.
No Chapter Affiliation
PFC David Earl Adams
CW4 Douglas Adams
SPC James F. Adams
SFC Anthony Adkison
SFC Adin Agenbroad
SPC Miguel Elias Ajoy
PFC Larry Albert
1LT Robert Alfelder
SSG Kevin C Anderson
1LT Christa Andraschko
PFC Eric Z. Anslinger
SGT Henry Ariascalderon
PFC Thomas Ashcraft
SGT Abraham Avilescolon
CW2 Nicholas Tyson Bachert
SSG Jonathan Abraham Bailey
SPC Timothy F. Baker
SGT Michael A. Bales
LTC Gerald F. Ballman
PFC Kendrick Banks
SPC Robert P. Banks
SSG Aaron J Barke
SGT Gregg Allen Barnett Jr.
SPC Danny Bearley
CW4 Houston Behrens
SPC John Bengston
SFC Marcelino Benitez
PFC Travis Ryan Bennett
CPT Kirsten Bergman
Bret E. Bergohoefer
PFC Joshua Beverly
CW4 Kenneth Glenn Biddulph
CPT Nicholas B. Bingham
SGT Chad Bloomfield
PFC Cilena Blue
CW2 Dylan Blunt
SPC Matthew R. Bodiford
CW2 Joshua Edward Bolden

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NEW MEMBERS

Continued from page 59

LTC Christopher Bolles Sr. Ret.
CW2 Kevin Wayne Bollom
SPC Brian Bonney
PV2 Robert Boos
SPC Justin Boswell
CW2 Brian Joseph Bottolene
CW3 Shane Joseph Boucher
SPC Ryan S. Bradley
CW3 Clint Brisendine
CPT Ronald Brock
SPC Dustin Brooks
SFC Robert B. Browder
SPC Jason L. Brown
SGT Steven Bruckner
SGT Robert Joseph Brumfield
SPC Robert Bryan
SPC Curtis Lee Bryant
SGT Andrew Bull
SP4 Christopher Burke
CW3 Nicholas Burkett
CPT Kyle Ida Campbell
SGT Matthew Cardwell
SPC James Cargill
SPC Theresa Mary Carl
PFC Eric R Carter
SGT Erwin Casilum
SPC Jubal Castillo
SPC Alex Catlett
SSG Stanley Chatman Jr.
PFC Levi Chisolm
CPT Matthew Christensen
SPC William Christensen
CW3 Tobby Nathaniel Cobbs
SPC Yanelly Collazo
SPC Kenneth Colvin
SPC Derek Combs
SGT Brandon Cook
SPC Gary Cotner
PFC Matthew Crespin
PFC Christopher R. Croft
SGT Fe Esperanze Cruz
SFC Lawrence H. Cutting, Ret.
CPT Benjamin Daggett
SPC Benito Dannis
PFC Chelsea A. Davis
CW4 Scott Davis
SGT Troy Wade Dickson
James B. Dirker
PFC Kurtis Dively
SPC Joshua Dixon
CW2 Robert Christopher Dorr
SPC Mark Douglas
CW2 Travis Leon Duffy
SPC Blanca N Dyer
CPT Jordan Earley
CW2 Joval Floyd Eblen III
SGT Brian Christopher English
PFC Travis L. Eubank
SGT Michael Wayne Collins Ezell
PVT Robert Faircloth
SPC Joseph Fasano
CPT Garrett Fett
CW3 David Fields
SPC Gordon R. Fitzhugh
SSG Mark Flater
SGT Sharon Fogt
PFC Andrew Folsom
PV2 Nicholas Ford
SPC Brandon Forrester
PFC Erich Fouke
CW3 Morgan Fouliard
SGT Anthony Ray Fowler
SPC Alejandro Franquiz
CW3 John Frobenius
SFC Jeffery Gaines
SGT Charlies Benton Galloway
PFC Timothy Gallups
CW2 Taylor James Galvin
SPC Abisai Garcia
SPC Gaston Garcia Jr.
PV2 Ian L Gardner
PFC Estevan Garza
SGT Charles Gibson
CPT Efram Gibson
SGT Matthew Giersdorf
1LT Nathan Gilden
SPC Thomas Solomon Godbee III
George Gonzales
CW2 Daniel Gonzalez
SGT Sean Patrick Goodlavage
PFC Amber Goodman
SGT Steven Wayne Graham
SPC Matthew D Gregory
SPC Brenton J. Grierson
SSG Jamison Mitchell Groh
SPC Janet Denise Gulley
SGT Amber Lynn Hackett
SPC Christian Hagenlocher
SPC Cyrus Haines
SPC Michael James Hanson
SPC Ashlee Harris
SSG Manley M. Hatcher
CPT Robert M. Henderson, Ret.
SPC Evan Henley
SPC Glen Henry
SGT Shannon Hensley
CW3 Joshua Keith Hersh
COL Michael A. Hill, Ret.
SPC Keith Hobak
CW2 Kevin Matthew Hogue
PFC Erik H Holsing
SPC Gregg Anthony Homoki II
PFC Travis L Honeycutt
CW3 James Howe
SGT Stephen A. Hoyt
SPC Robert Logan Hunt
PFC Jacob Hurst
CW2 Damon James Hutton
SGT Monique Iman
1LT Donald Indermuehle
SPC Ryan Irvine
SPC Kashara A. Jackson
SPC Stacey M. Jackson
PFC Alexander Jameson-Lee
SGT Adam Charles Jellison
CW2 Josiah Adam John
SPC Bernard Johnson
SPC Kelli M Johnson
SPC Ronald Johnson
SPC Sean C. Johnson
MAJ Tracy Johnson
Gifford A. Jones
SPC Jonathan Kaatz
SPC Kyle R. Kauffman
PFC Ashley M. Kelley
SPC Firenza Kelley
SSG Patrick Kenderish
SGT Jason Allen Kennedy
SGT Joshua Walter Kepfer
SGT Michael Kluender
SPC Glen Knott
CW2 Daniel Trevor Koshinsky
PFC Kevin Kozlowski
SPC Monica Lamb
CPL Richard James Lamb
SFC Thomas Cleveland Lane
SPC Matthew Josef Laposa
SPC Kathy Noeli Laracuente
SGM Andrew Joseph Layton
PFC Joshua Allen Lee
SSG Terrell Lee
PFC Brandon Lenart
MAJ Mark Lent
1SG Mark E. Leonard
SPC Robert Lepage
PFC Wesley Wayde Little
SGT Clint Robert Littlefield
SPC Darren Lindsey Long
SGT Daryll Junior Loper
PFC Cristian Lopez
SSG Jesse Lucero
CW3 Christopher John Lund
SPC Debra-Kay Lyons-Harrigan
SGT Juan Maldonado Jr.
SSG Kevin Marshall
SPC Eric Martin
SPC Guadalupe Martin
CW2 Ross James Martin
SPC Bryon J. Martinez
1SG Raymundo Martinez
CW2 Brett Allen Mathews
SPC Tommielee Matthews
CW2 William Joseph McClain
CW2 Brian Jessie McCoy
PFC Joshua McDaniels
PV2 Ryan Keith McDonald
SPC Ryan P. McGuckin
CW2 Michael John McHugh
1SG Shawn McKay
SPC Thomas Ray McKay
WO1 Eric McKnight
SFC Matthew T McLeod
CPT Sara McNair
SSG Scott McRae
SGT Shane McRoberts
SGT Ronald Ray Melton
SGT Evan James Michaud
SSG Michael S. Miller
SGT Sean Miller
SPC Tamara D. Miller
PFC Myka M. Mitchell
PFC Shane Mix
SPC Lindsey Mobley
SGT Guillermo Munoz
SPC David Robert Neal
SPC Brandi Neece
SGT Theodore E. Nelson
PFC John T. Nichols
SGT Nathaniel G. Northrup
SGT Celeste Ochoa
SGT Victor Okane
SPC Charles O'Neal
CW2 Dylan Dwayne Ousky
SPC Julian Owens
SPC Adam Parra
SPC Brandon Scott Pate
SPC Roger Q Pate
SGT Bruce A. Patton
CW2 Bryce Gene Peery
SPC Micielle Burce Penaloza
SGT Thomas Perdue
CW4 Karl Perkins
SPC Jourdain Perrault
SPC Anthony Allen Perry Jr.
CPT Todd Alan Perry
SSG Taiwan Peterson
SPC Brandon Alan Petry
SGT Robert Pezzi
PFC Daniel Phelps
SGT Albert Pilarski
SPC Igor Pinto-Machado
SPC Anita M. Pizarro
CPT Richard Polen
SPC Charles Porter
PFC Monica Prewett
SFC Robert Price
SPC Zachary Provenzano
PFC Laquita Quinn
SPC Angel M Quinones
CW3 Steven J. Raab, Ret.
CW2 Clifford Allan Rakes
PFC Jhonatan Ramirez-Soto
SGT Carlos Ramos
SPC Stephanie Ramos
SPC Mathew J. Rando
SGT Daniel Randolph
PFC William Rangel
SGT Brandi Nicole Rapp
SSG Richard Ras
MSG Elwyn Razey
SPC Joseph Reeve
PFC Stephen Restine
PFC Natalie Rexrode
SPC Eric Edward Reynolds
SPC Kevin Andrew Rhodes
SPC Titus Richardson
SPC Joshua Rickard
SPC Jeremy N. Ricketts
SGT Brian Rief
PFC James Roache
PFC William G Roark
CW3 James K. Roberson, Ret.
Lawrence J. Roberts
SP4 Lisa B. Roberts
SPC Richard Braden Roberts

34th Annual Air Race Classic

ARMY AVIATION Magazine sponsored the Embry Riddle Aeronautical University's team (Daytona Campus) that competed in the recent Women's Air Race Classic on June 22-25th. Student ***Hannah Northern,*** from Forestville, CA, an Instrument rated Commercial Single Engine Pilot and Certified Flight Instructor, returned for her second Air Race Classic. She was accompanied by new racer ***Kimberly Ewing,*** from Easton, CT, also a Commercial Single Engine and Multi Engine Pilot with an Instrument rating and Private privileges in gliders. Kim is the daughter of *ARMY AVIATION* Magazine's Director of Design and Production, Anne Ewing. The two students flew a Cessna Skyhawk 172 in the air race that started in Fort Myers, FL and led them through nine states ending in Fredrick, MD, finishing in 29th place out of 51 teams. The race celebrated 100 years of licensed women pilots with its roots dating back to the 1929 Womens Air Derby. The Air Race Classic, Inc. is a nonprofit 501(C)(3) organization dedicated to encouraging and educating current and future women pilots, increasing public awareness of general aviation and demonstrating women's roles in aviation.

CONTRIBUTED PHOTO

Kimberly Ewing, left, and Hannah Northern were selected to represent Embry Riddle Aeronautical University (Daytona Campus) in the 2,483 nautical mile Air Race Classic which started in Fort Myers, FL and terminated in Fredrick, MD.

UPCOMING EVENTS

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
Nov 15-17 **AAAA Aircraft Survivability Equipment Symposium (ASE),** Nashville, TN

DECEMBER 2010

Dec 13-15 **AAAA Unmanned Aircraft Systems Symposium (UAS),** Arlington, VA

ARMY AVIATION ASSOCIATION OF AMERICA

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

UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

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USAWOA Membership Place "X" in appropriate box

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(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)

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

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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 Alberston will select a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.

25 Years Ago

JULY 1985

Million Hour Mark

Paul Schweizer, Vice President of Schweizer Aircraft, recently traveled to Ft. Rucker to commemorate a milestone. The Schweizer-made TH-55 Osage had topped the million flight hour mark as a primary trainer at Ft. Rucker. Photo shows Schweizer (L) presenting a plaque in honor of the achievement to MG Ellis D. Parker, CG of the Aviation Center. In addition, five civilian instructors who had piloted the Osage since 1973 were recognized: Harold Lanier, Harold Beauchesne, William Staubach, Lester Harlow and Fred Vernon.

Long-Range Mission

The fifth AH-64 Apache helicopter to arrive at Ft. Rucker, AL touched down after a non-stop flight of 842 miles from Lubbock, Texas. It marked the Army's first use of the extended-range fuel system. The system features four externally mounted fuel tanks, each with a capacity of 230 gallons. The extended-range fuel system provides the Apache with the capability to self-deploy from the United States to Europe. The route to the Continent is nearly identical to that used by the AAF Transport Command in World War II, featuring stops in Canada, Greenland, Iceland and the UK. Pilot for the mission was CW4 Robert Sullivan. His co-pilot was Apache program director, MG Charles F. Drenz.

Newest Army Astronaut

CPT Charles D. Gemer has been assigned to the NASA astronaut mission specialist force. CPT Gemer is the fourth Army Aviator attached to the space program. He joins COL Robert L. Stewart, LTC Sherwood Spring, and MAJ James Adamson. CPT Gemer is currently engaged in a rotary wing refresher training course at the Army Aviation Center. He will begin his NASA tour of duty in August.

50 Years Ago

JULY 1960

Distinguished Visitor

In June, the Army Aviation Center rolled out the red carpet for a distinguished visitor: Chief of the Defense Staff, United Kingdom, *Admiral of the Fleet, the Earl of Mountbattan of Burma.* Lord Mountbattan was feted to an impressive demonstration of marksmanship by CPT Anthony Carroll and CPT George H. Meyer. Piloting HU-1s, the Aviators fired perfect scores from a range of 2,000 meters with the SS-11 anti-tank missile. Lord Mountbattan concluded his tour with a flight aboard a machine gun-armed H-13 Sioux.

The First Aviation Battalion

The Army has announced the formation of the first Aviation battalion similar to a division-sized unit. The 82nd Avn. Co. has been enlarged and re-designated the 82nd Avn. Bn. The battalion is organized as part of the 82nd Abn. Div. LTC Robert B. Corey is the battalion's new commander. The battalion will feature three companies: Headquarters Co., Combat Aviation Co. and an Air Mobility Co. The battalion will field 60 observation and cargo aircraft. The battalion also will be able to accommodate the H-37 helicopter and Caribou troop carriers.

Space Capsule Recovered

Army Aviators assisted in the recovery of a high altitude instrument gondola recently sent aloft by the Air Force. The capsule parachuted earthward from an altitude of 96,000 feet, coming to rest in a forest not far from the Chickahominy River in Virginia. An Army H-21 hoisted the half ton capsule out of the trees with a 100 foot cable. The space vehicle was deposited at a nearby farm where recovery personnel from Langley Air Force Base took charge. The operation was conducted by the 65th Trans. Co. based out of Ft. Eustis. Manning the H-21 were CWO Joseph P. Holland, CPT Vernon R. Bienke, the helicopter company's operations officer and crew chief, SP4 Michael Jung. LTC David E. Condo, Command Aviation Officer, flew an Army H-23 in support.

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 2012 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2011.

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

Major General Ronald K. Andreson (Retired)

Army Aviation Hall of Fame 2007 Induction

Retired MG Ronald K. "Andy" Andreson, a master Army aviator, shaped the future modernization of Army aviation through dedicated application of visionary leadership and management skills.

His two tours in Vietnam included command of the 162nd Assault Helicopter Company and numerous awards and decorations.

Subsequently, he commanded the 13th Combat Avn. Bn. and later served as deputy brigade commander for Logistics of the 6th Cavalry Brigade (Air Combat).

This operational experience set a solid foundation for future distinguished service, including key acquisition management positions in the Advanced Attack Helicopter Program Office and at Headquarters, Department of the Army.

His most senior assignments included program manager of the UH-60 Black Hawk and RAH-66 Comanche helicopter programs; and deputy commanding general for Research and Development with the Aviation Systems Command.

His superb leadership resulted in the near flawless fielding of the Black Hawk.

Influenced by his outstanding performance, Congress approved the Black Hawk for award of the first multi-year procurement contract for any DoD program, saving the Army more than $100 million.

Subsequently, he led the highly successful transition of the Comanche through concept exploration into the development phase.

His selection as the best program manager in the Army and later recognition with the Secretary of Defense Superior Management Award provide clear evidence of his distinctive leadership and management skills.

His service as a program manager on major aviation systems for eleven years is significantly longer than any other PM in the history of the Defense Department.

He stands alone as the acquisition manager who had the greatest positive, profound and enduring impact on Army aviation modernization to this date.

His sustained selfless dedication and exemplary performance of duty resulted in the award of the Distinguished Service Medal.

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