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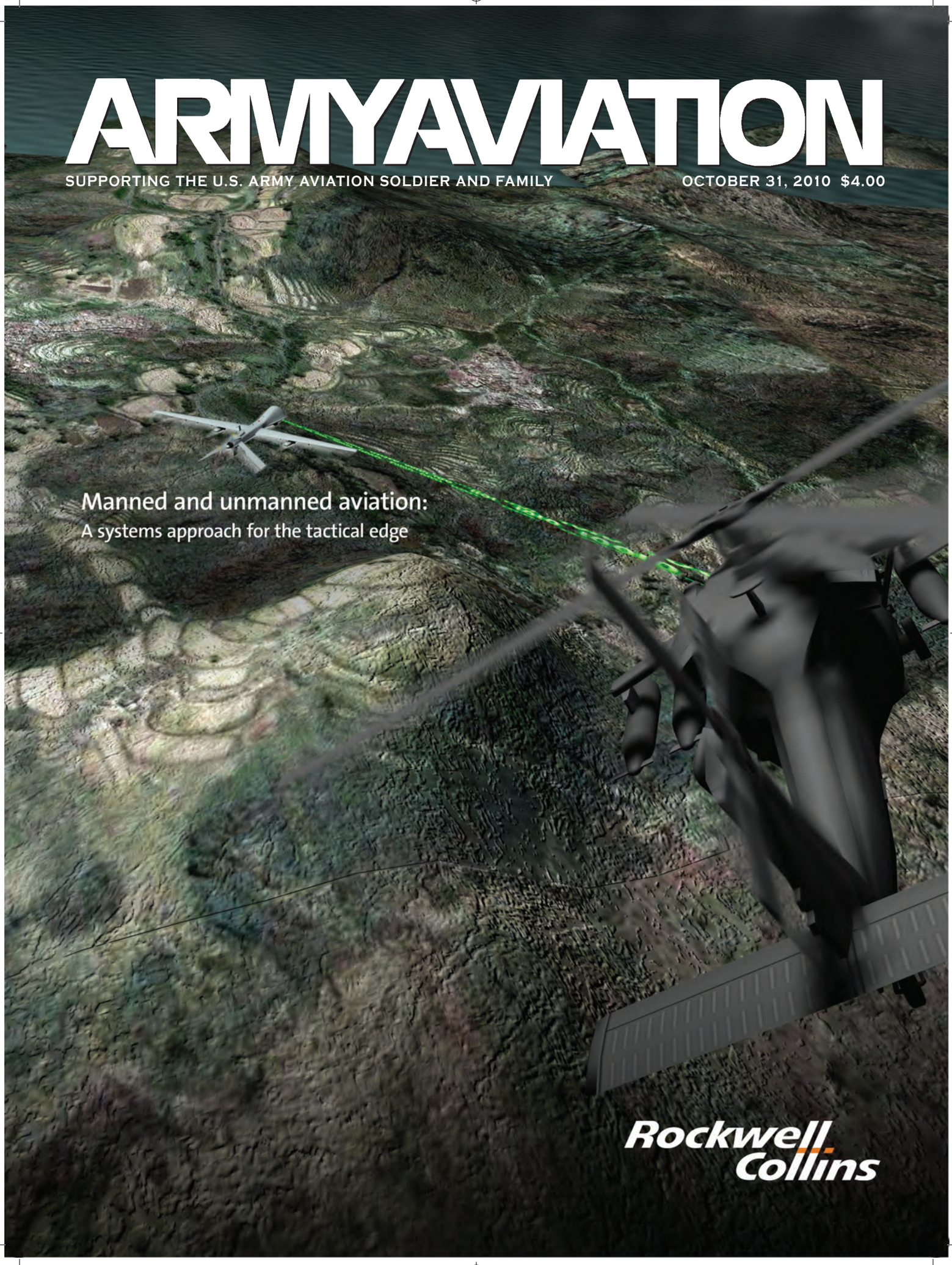

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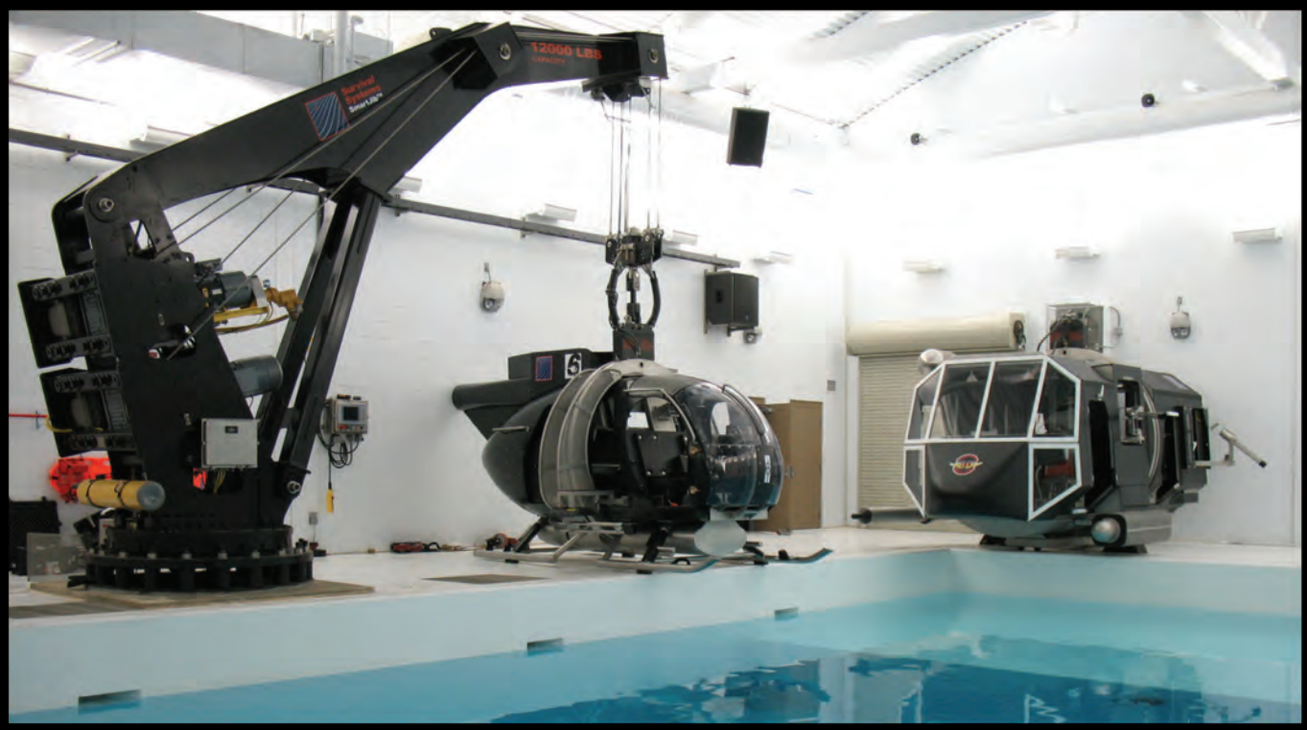

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Publisher
William R. Harris Jr.

Editor
CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Contributing Editor
Mark Albertson

Family Readiness Editor
Judy Konitzer

Director of Design & Production
Anne H. Ewing

Advertising Director
Robert C. Lachowski
bob@quad-a.org

Circulation Department
Deb Cavallaro
Debbie Coley
Erika Isolda
Elisabeth Mansson
Corey Stokes

Web Address
www.quad-a.org

Editorial Address
755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870
General e-mail:
aaaa@quad-a.org

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Briefings ...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Deadline for Retroactive Stop Loss Special Pay Extended

The deadline for eligible service members, veterans and their beneficiaries to apply for Retroactive Stop Loss Special Pay (RSLSP) has been extended to Dec. 3, 2010. The original deadline for claims was Oct. 21, 2010. To apply, or for more information on RSLSP, including submission requirements, go to *https://www.stoplosspay.army.mil*.

Former VCSA Visits 3rd CAB

ARMY PHOTO BY SGT MONICA K. SMITH, 3RD CAB

GEN (Ret.) Jack Keane (left), former Army vice chief of staff, met with COL Donald R. Galli, commander, 3rd Combat Aviation Brigade, Task Force Falcon, and other TF leaders, Sept. 3, at Bagram Airfield, Afghanistan. Keane, who is also the chairman of the AAAA Senior Executive Associates, was in Afghanistan on a fact-finding visit.

Cody Gives Wounded Warriors A View From the Cockpit

PHOTO BY MATTHEW O'HAREN, THE SENTINEL

SGT Jared Lemon, left, of Anchorage, Alaska, and a wounded warrior of the 82nd Airborne Division, listens as former Army vice chief of staff, GEN (Ret.) Dick Cody, of Washington, D.C., explains the controls of the Army OH-6 helicopter. Lemon was with a group of wounded soldiers from Walter Reed Army Medical Center who were hosted for a day of convalescence leave by Carlisle Airport, Carlisle, PA on Aug. 28, 2010. Cody provided helicopter and fixed wing airplane rides for the wounded warriors using his personal aircraft and is hoping to make this a repeating event a few times every year.

38th CAB Flag Presentation To Indy Colts

ARMY PHOTO BY SSG. JEFF LOWRY

Indiana National Guard Soldiers with the 38th Combat Aviation Brigade pose for a picture with Indianapolis Colts president Bill Polian and owner Jim Irsay prior to the Colts-New York Giants football game in Indianapolis, Sept. 19, 2010. The 38th CAB returned from a year long mobilization in support of Operation Iraqi Freedom in June and presented the team with a shadow box and other memorabilia for their support during the unit's deployment. Pictured from right: COL David C. Wood, brigade commander; brigade command sergeant major, CSM John A. Watson; Irsay; MSG Eric Anderson; SGT Beth Goreuc; SFC Derik Auterson; and Polian.

Improved Shadow IE Makes First Combat Flight

ARMY PHOTO BY SPC KIMBERLY K. MENZIES

Soldiers from Co. B, Task Force Currahee, 101st Airborne Division (Air Assault) launched the new experimental Shadow 200 increased endurance (IE) unmanned aircraft on its first official Task Force Currahee mission Sept. 8 over Paktika Province, Afghanistan. The Shadow 200 IE has several redesigned features enabling increased endurance, a laser designator and a communications relay radio system.

Continuing the Momentum

By BG Rod Wolfe, Ret.

Last month I had the great pleasure of attending the farewell banquet for MG Jim and Alice Myles. The program commenced with remarks from GEN Ann Dunwoody followed by the presentation of the "Order of Saint Michael – Gold" to Jim, and to Alice the "Our Lady of Loreto." The respect and appreciation expressed throughout the evening by friends, past and present, members of the military, local communities and industry was a great tribute to both Jim and Alice.

The following morning, I attended General Myles' Retirement Ceremony which was preceded by the change of command with MG Jim Rogers.

While in Huntsville, Bill Harris, our Executive Director, and I had office calls with MG Rogers and CSM Ricky Yates, the AMCOM Command Sergeant Major. Bill and I were exceedingly impressed and energized following the office calls.

I have no doubt that the Army made a great selection in choosing General Rogers to command AMCOM.

Our office call with CSM Ricky Yates was informative as we received some great ideas on AAAA support initiatives for our enlisted ranks.

Bill and I appreciate the time spent with both men and the valuable insights that will undoubtedly help AAAA support Army aviation soldiers.

Early in October, but after the submission of this article, Bill Harris and I will meet with our new Branch Chief, BG Tony Crutchfield, to obtain his perspective on how AAAA can better fulfill our mission.

AAPI PHOTO

Branch Chief BG Tony Crutchfield met with AAAA National President BG Rod Wolfe and AAAA Executive Director, Bill Harris in October to review upcoming AAAA events and get feedback on how AAAA can better serve the Army Aviation Community.

We plan to review and discuss a number of areas such as: AAAA programs, to include scholarships and awards, support for the Army Aviation Hall of Fame, and AAAA professional events like our convention and symposia.

Tony has informed us that his theme for the 2011 Convention will be: "Full Spectrum Aviation: Resilient and Adaptive for the Future Security Environment."

It is time to fasten your seatbelts… AAAA's busy season is upon us with three back to back fall symposia – the Luther G. Jones Summit, Aircraft Survivability, and Unmanned Aircraft Systems. These three symposia have been well received over the years as a means to have direct interchange between the users and various PMs.

I have gained great insights from these symposia and I personally look forward to each of them.

AAAA leadership continues our pledge to totally support our senior aviation leaders and you as we all work together to meet our mission: "Support the U.S. Army Aviation Soldier and Family."

My door is always open!

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

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I certify that the statements made by me in this statement and dated October 1, 2010 are correct and complete. William R. Harris Jr., Publisher

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Sharing The Vision

By BG Anthony G. Crutchfield

As I settle into the Branch Chief mission, I thought this would be a great venue to reach out and help you understand where I see the branch going and my thoughts on what it will take to keep us moving in a positive direction.

Your Aviation Branch enjoys a tremendous reputation around the world. That reputation is earned daily by the efforts of every single Aviation Soldier, Civilian and supporter regardless of location.

I am honored to be chosen as your Branch Chief at a time when Army Aviation is seen as the combat power multiplier of choice by our Army's ground maneuver commanders. It is my intent that we maintain that status and continue to improve in those areas where we know we can do better.

My brief time in the job has shown me that we have the right people in the right places making the hard decisions facing us today.

First and foremost, I want to use this space to thank MG Jim Barclay for putting the Branch in the position it is in and for assisting me in the transition process. It was clearly his vision and personal efforts which became the driving force for our many accomplishments over the past two years. I find the state of the branch in very good condition and the processes he established will carry us forward in a complex and ever changing environment.

Commitment & Intent

My personal commitment is to take what we have today and provide the leadership required to maintain our resolve as we support continuous combat operations and prepare for the future.

My intent for the branch can be laid out in a few simple words;

"Nothing is more important than how we train and sustain the flow of ***highly qualified Aviation professionals to rapidly meet the demands of commanders worldwide.***

Trained by strong leaders to operate across the full spectrum of conflict, these aviation professionals are mentally, spiritually, and physically tough and are ***unsurpassed in their commitment.***

We must ensure all our efforts are synchronized with ARFORGEN and our process must be ***impossible for any other organization to duplicate."***

Eight Imperatives

To achieve these goals, I have laid out eight imperatives that will help guide. They are in no particular order and are all equal in their importance. I have already shared these with our team here at the Aviation Center.

- Must work as a **Team**
- Must be **rapid** and **responsive**
- Must keep **"Cost Culture"** in mind
- Must develop the **correct Aviation Force** (Capabilities Integration and Force Modernization)
- Must **professionally develop** the Aviation Force (Soldiers AND Civilians)
- Must enhance the **strong relationships that exist with local, regional and national communities**
- Must eliminate the current **Aviation training backlog**
- Must significantly **reduce Aviation accidents**

End State

A healthy Aviation Branch, postured for full-spectrum operations, in defense of our national interests and our Nation. I believe these imperatives are critical to our future success. I need each of you to take them and use them in accomplishing your daily mission.

Finally, this is what you can expect from me – open communication with the field; I solicit your opinions so that I can incorporate them into the business of leading the Branch and I am committed to providing the best trained "Aviation Professional" possible to make you all successful.

FORT RUCKER PAO COURTESY PHOTO

BG Anthony G. Crutchfield (right), receives the colors and responsibility of the U.S. Army Aviation Center of Excellence from LTG Robert L. Caslen, Jr., U.S. Army Combined Arms Center commander during the change of command ceremony at Ft. Rucker, AL on Aug. 19, 2010.

The proven success of the Aviation Enterprise illustrates that we are synchronized in our efforts. I know we will continue to do that and along the way I expect to learn as much from you as you will from me. I pledge to make every effort to get out and see the entire branch in as short a time as possible.

In closing, thank you for doing your part in making Army Aviation the preeminent Warfighting capability it is today.

Above the Best!

❖❖

BG Anthony G. Crutchfield is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.

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Building On The Legacy

By CW5 Michael L. Reese

COURTESY PHOTO U.S. ARMY WARRANT OFFICER CAREER COLLEGE

Students at the Warrant Officer Senior Staff Course (WOSSC) attend classes at Swartworth Hall, Ft. Rucker, AL.

On August 19, 2010 I was honored to be selected as the fifth Chief Warrant Officer of the Aviation Branch. I am eager to, as my charter describes, represent warrant officers and serve as principal advisor to the Aviation Branch Chief in all aviation warrant officer matters.

The charter that will guide me through this assignment is nearly identical to the charter that guided the first Warrant Officer of the Branch, CW5 (Ret.) Steve Knowles; and I will strive to serve the branch as honorably as he did.

During the first month of this job I have received briefings and made office calls throughout the United States Army Aviation Center of Excellence, the Pentagon, and the United States Army Aviation Logistics School, in part, to assist me in determining the biggest issues facing the Aviation Warrant Officer.

Mentorship

A common theme during conversations with senior warrant officers is mentorship. Mentoring junior officers is not a science and is difficult to quantify the status of your program.

I would suggest that success is defined on the promotion rates in your formation and the professional developmental goaled programs in your unit.

A good mentoring program should utilize the warrant officer developmental model from WO1 thru CW5.

The three pillars that are used to develop an officer and are instrumental in the model are; training (Special Qualification Identifier-SQI), experience, and education (Professional Military Education-PME).

All three are required to create the well rounded senior Warrant Officer capable of performing at higher levels of responsibilities.

Experience

Experience is gained through operational assignments when deployed and in garrison. The majority of our warrant officer population possesses a level of combat experience that few other Army generations have had; this experience will pay huge dividends in the future. The cost of this high level of experience has come at the expense of PME.

Over 1,000 of our CW3 and CW4s who should have attended the Warrant Officer Advanced Course have not. Factors contributing to these numbers are: high op-tempo, de-linking of PME with rank, and high promotion rates.

The difficulty to attend schools during limited dwell time and the de-linking of PME/rank (designed to make attending schools more flexible) supported by extremely high promotion rates have created a sense that education is not important.

Education – A Key Discriminator

Education is essential for the development of our officers and it is essential that our senior warrant officers mentor this theme.

Our officer corps cannot rely solely on experience to provide the developmental skills required of a future CW4 or CW5.

Education in the form of PME and training in the form of SQIs are round out traits necessary for a senior officer. The product of further education and training is honing developmental skills and another benefit is increased promotion potential.

Although not a requirement to attend the Advanced Course or Staff Course for promotion to CW3 and CW4, it is a discriminator.

Most of our officers competing for promotion have multiple combat tours and possess comparable files; with selection rates on a downward trend, it is advisable to complete PME and earn an SQI in accordance with the career model.

The intent of a mentorship program is to ensure those who follow us don't make the same mistakes we did and ensuring our branch is in capable hands when we move on.

During the next few months I look forward to visiting all of the combat aviation brigades and work with and listen to all of you.

❖❖

CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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The Hard vs. Hardy Leader

By CSM Tod L. Glidewell and CSM James H. Thomson Jr.

This month the 1st Infantry Division, Combat Aviation Brigade CSM, CSM Jim Thomson, is going to share some thoughts and ideas about leadership and resiliency training in an effort to reduce combat suicide. Again I appreciate CSM Thomson stepping up to share his thoughts and welcome the opinion of our Soldiers on issues facing our Aviation Force.

CSM Glidewell

There are few professions as demanding and stressful as that of a Soldier, especially in today's Army. Soldiers and their Families continue to face the challenges and sacrifices that come with eight straight years of war.

This is especially true for our Aviation units experiencing an average of months deployed-to-dwell ratio of 1:1 with the dwell periods often filled with reset and training events maintaining an elevated operational tempo.

Most would agree that the stresses associated with multiple deployments and lengthy separations from loved ones are taking a toll on our formations.

CAB PAO COURTESY PHOTO

UH-60M aircrew from 3rd Bn., 1st Avn. Regt., Cbt. Avn. Bde., 1st Inf. Div., pose for a photo at Camp Taji, Iraq following a mission. (From left) CW2 Titus E. Sanders, CSM James H. Thomson, Jr., COL Frank M. Muth, 1st Cbt. Avn. Bde. CSM and commander, and SGT Calvin Bennett.

CAB PAO COURTESY PHOTO

Soldiers from the 601st Aviation Support Battalion, Cbt. Avn. Bde., 1st Inf. Div. perform maintenance on a UH-60 at Camp Taji, Iraq.

We are seeing a marked increase in divorces, alcohol and substance abuse, and a rate of one in nine medical discharges from the Army attributed to mental disorders.

Most alarming is the ever increasing rate of suicides in recent years with 32 Soldiers taking their own lives in the month of June 2010.

While the Army has responded with several first class programs, initiatives and resources to assist our Soldiers and Families in dealing with these tough times, there is clearly a need to build resiliency within our ranks to help prevent such stress related problems before they occur.

But how do we build something as intangible as resilience in our Soldiers and our organizations? In what ways can a young squad leader train the ability of his or her team to grow and thrive in the face of challenges and bounce back from adversity?

I'm not sure that there is one simple answer to these questions; however, I do think that leadership can play a key role in fostering a positive and resilient unit with Soldiers better equipped to handle the stresses of today's Army.

Types of Leaders

Historically we've tended to look at leaders and lump them into one of two categories, the hard leader or the soft leader.

While this type of pigeonholing is not doctrinal, nor is it by any means fair, the hard leader has often been looked upon with reverence as the type of leader one would aspire to be.

The soft leader is seen as dispassionate, indifferent, indecisive, unfocused and readily accepting of failure.

These are certainly not traits sought after or cultivated in those we put out in front of our formations.

The hard leader, however, is seen as passionate, demanding and standards

based with a reputation for getting the job done. Unfortunately, with these traits comes the perception that such a leader is resistant to feedback, unmoving, negative and focused on failure.

Though perceptions are not always reality, they do have second and third order effects that could very well hinder growth in our Soldiers.

Perhaps a third type of leadership is called for if our goal is to better influence resiliency in the ranks.

Consider The Hardy Leader

A hardy person is one who lives a vigorous and proactive life; has a sense of meaning and purpose and believes in his or her own ability to influence things. The hardy leader is likewise passionate, demanding and standards based and again considered to be reliable when it comes to getting the job done.

The difference between a hard and hardy leader occurs with the approach he or she takes to leading and developing their teams. Additionally, the hardy leader seeks feedback and is open to ideas, is compassionate, positive and acknowledges failures while looking for ways to improve in the future.

The second and third order effects from these hardy leadership traits will help to build confidence, trust and resiliency in our Soldiers.

Take SGT Steele for example; as a maintenance team leader he has been given a task by the production control office and 72 hours to accomplish it.

SGT Steele assembles his team and assigns tasks telling the group that he wants the job done in 48 hours. He challenges them to work hard and adhere to established standards.

When one of his motivated young Soldiers suggests a more efficient way to accomplish the mission, SGT Steele dismisses him explaining that while he is in charge, they will do it his way.

Later when another young trooper asks the team leader if he can leave for two hours to attend his son's first football game, SGT Steele denies his request pointing out that they are behind schedule.

In the end, the team completes the mission in 60 hours much to the disappointment of SGT Steele. He scolds them for not accomplishing the mission in time and charges them with getting it right next time, if there is a next time.

A Different Approach

Given the same scenario, SGT Wright gathers the team to brief them on the mission. Explaining the 72 hour timeline, he sets a goal of 48 hours and asks the members if they think that is achievable.

When the motivated young Soldier makes his suggestion to improve efficiency, SGT Wright agrees to it, making only a slight adjustment.

Later when the young trooper requests to leave for two hours, SGT Wright allows him to attend his son's game knowing that there will be many more maintenance tasks coming from PC in the future, but never will there be another first football game.

In the end, the team completes the inspection in 60 hours.

SGT Wright gathers the group. Praising their hard work he explains that while he is pleased that the mission was accomplished ahead of the timeline established by PC, he acknowledges that they fell short of their team goal and seeks input on how they can do better the next time.

In this illustration, that of a hardy leader, SGT Wright achieves the same outcome while also building a sense of importance and belonging among the team while setting an example for dealing with shortcomings in a positive manner.

Shifting the Paradigm

As leaders we instinctively look to fix problems and today we are clearly facing some of the toughest problems our Army has seen in many years.

Sound, engaged leadership has always been, and will continue to be, the cornerstone of how we handle adversity. If our goal is to build resiliency within our units and Soldiers then perhaps now is the time to shift from being hard leaders and strive to become hardy leaders.

The better we communicate with our Soldiers and their families, the more trust we will build within our teams, and by adopting hardy leadership practices we will over time develop resilient Soldiers and units capable of fighting through adversity and facing challenges with a positive, confident and winning spirit.

If you have a great story I would ask you to send it in to Quad A or to me at the Aviation Center so I can share with others.

Above the Best

Glidewell

❖❖

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.

CSM James H. Thomson, Jr. is command sergeant major of the Combat Aviation Brigade, 1st Infantry Division at Fort Riley, KS currently deployed to Camp Taji, Iraq.

ASK THE BRANCH CSM

Q: *While visiting the "Great Place" as Fort Hood is affectionately called, I was asked several questions on Aviation Ground Support Equipment (AGSE) by the Soldiers of the 1st Air Cavalry Brigade.*

CSM: Though I could answer many of the questions, I soon found myself as the guy with some questions and then contacting the AGSE PM office in Huntsville, AL.

The staff of the PM office, commonly referred to as the "Crewchief's PM," promptly answered many of them and even this old Command Sergeant Major learned "what's new" in the AGSE world.

One item that I believe to surely be a hit with our maintainers and probably the best thing to hit the street in years is the AGSE Help Ticket Desk.

The Help Ticket Desk was designed to allow the user to ask questions relating to AGSE and provide answers that many times took weeks and several phone calls to resolve.

Users must have an AKO account to assess.

Here is the URL link that is sure to be saved in the favorites of every tool room guy/gal and PC NCO throughout our force.

https://agse.peoavn.army.mil/tmtrack/tmtrack.dll?AnonymousSubmitPage&projectid=199

CSM G

Rediscovering The Lost Art

By BG William T. Wolf

As I look out across our Army, I continue to be amazed at the superb job our Soldiers are doing each and every day. Those who make up our total force—not only our leaders and Soldiers, but also the Families and Civilians who support them—are all great Americans who represent the best our nation has to offer.

One thing that strikes me most about our Soldiers today, especially the younger generation, is how willingly they accept the responsibilities of modern military service.

Nearly every year since fiscal 2005, more than 100,000 new Soldiers have entered our force at an average enlistment age of 20 to 21 years old. This means we have an immense number of junior leaders in our current ranks, a trend that will continue for the foreseeable future.

And, as our force structure evolves into the ARFORGEN model, these young leaders will become more important than ever in keeping all our Soldiers safe and in the fight.

There's no doubt our junior leaders are doing great things, especially in our combat theaters. Their resolve and hard work have helped sustain an unprecedented pace of continuous deployments amid constant conflict, and their leadership has provided both continuity and reassurance for the Soldiers in their charge.

Making A Difference At Home

As significant as combat operations are, however, we cannot forget the importance of what happens at home station, where the majority of our fatal accidents are occurring.

It's not that our young leaders don't want to make a difference at home. Rather, the necessities of war have made garrison leadership a "lost art" for junior leaders because they haven't had a lot of experience at home station.

But to tackle accidental losses and other issues facing our force today, we have to get back to the "left of boom" at home—where safety truly begins.

And to do that, we have to help our young leaders understand their responsibilities beyond the battlefield and what leading from the front means, both on and off-duty.

Getting To Know Your Soldiers

The most important steps junior leaders can take in leading at home seem easy enough: taking the time to sit down with their Soldiers and Families and getting to know them on a personal level. Through this one-on-one interaction, leaders can identify high-risk Soldiers and develop intervention plans tailored to the individual's unique needs and interests.

And to really have an impact on Soldier decisions during off-duty hours, junior leaders must pay attention to the little things that matter.

Even a short welfare call to check in on a troubled Soldier can have an impact on his or her decisions.

It's all about knowing how Soldiers think, what they think and reinforcing the safety message around the clock, every day, in theater and at home, on and off duty.

Mentoring Is Key

Our young leaders can't be effective without the help of experienced and senior leaders, however. They need mentorship and guidance to successfully mentor and guide their own Soldiers.

There's no doubt our Army is busier than ever, but we simply have to find the time to grow our junior leaders into the well-rounded, professional leadership cadre needed for the conflicts of both today and tomorrow.

When it comes to accidents and the vital role all leaders play in risk management, no one stands alone.

SHUTTERSTOCK COURTESY PHOTO

Interactive Tools

There are some great products out there to help leaders and Soldiers at all levels in the fight against preventable accidents and high-risk behavior, including those found in the "Cornerstone" section of the USACR /Safety Center website (*https://safety.army.mil*).

The three corners—Soldier, Leader and Family—each feature interactive media products such as Soldier risk assessments, safety training information and links to other tools designed to keep the total force aware and safe.

One new tool available for our single Soldiers is the BOSS Safety Factor kit, just launched in September. Please take a look and let us know what you think; your feedback is always welcome and helps us provide you the information you need.

We're embarking on a new fiscal year this month, and there's no better time to renew your commitment to safety and the needs of the junior leaders and Soldiers in your command.

Each of you is doing fantastic work every day for our Soldiers, Families and Civilians, and I'm confident this year will be another great year for our Army. Thank you!

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.

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Redesigning the Warrant Officer Advance Course for the 151A Aviation Maintenance Officer Technician

By CW5 Jimmie H. Evans Jr. and CW4 Earl K. Joy II

In this month's update from your aviation maintenance school house, I've asked CW5 Jimmie Evans and CW4 Earl Joy to talk to upcoming changes in the Warrant Officer Advanced Course to accommodate aviation maintenance officer technicians. COL Reeves.

The current Warrant Officer Program was created on 12 April 1960 through Department of the Army (DA) Circular 611-7 which recognized the need for specialized officers solidified by technical and tactical training. A Warrant Officer Career Program was developed in 1966 to attract high quality personnel which included incentives such as increased pay, promotions, process of utilization and education.

In 1973, the current three-level Warrant Officer Education System was enacted to include entry, advanced, and senior career level training.

Originally Designed By/For Flying Warrants

The Aviation Warrant Officer Advanced Course (AWOAC) curriculum was developed based on input and analysis provided solely by pilot-type or flying warrant officers.

It does not cover the needs of the 151A, commonly referred to as the "Aviation Walking Warrant."

Currently, the major concentration of the AWOAC curriculum is on pilot-type duties and responsibilities; however, the concerns and responsibilities of a flying warrant officer are drastically different than those of an aviation walking warrant.

At the present time, the AWOAC curriculum, while informative and applicable to aviator-type warrant officer tasks, does not focus on those subjects needed for a mid-career level 151A's duties and responsibilities.

USAALS COURTESY PHOTO

Students interact during a classroom session at USAALS, Ft. Eustis, VA.

Thus, the 151A AWOAC students spend the majority of their time in the classroom studying pilot-related flight training tasks, tactical aviator tasks, and operator-related concepts instead of the tasks and maintenance concepts that will be expected of them by their commanders.

Input From The Field

Over the years there have been numerous efforts made to change this inadvertent mistake. With that in mind and the support of our senior leadership, a survey was sent out earlier this year to all 151As, both active and retired, requesting input on potential changes to the current AWOAC for 151A walking warrants.

The school received over 100 responses all in favor of completely redesigning the AWOAC and creating a new 151A specific Warrant Officer Advanced Course (WOAC). These findings are indicative of the need for the development of a 151A WOAC because of increasing demands created since September 11, 2001.

Redesign Directed

Direct action to redesign the AWOAC curriculum was then mandated by the commander of the U.S. Army Aviation Center of Excellence (USAACE), Fort Rucker, AL.

Guidance was given to address each of the seven MOS tracks currently attending the AWOAC at Ft. Rucker to ensure they are viable, proficient and meet the leadership and management skill requirements for today's Army.

The 151A, Aviation Walking Warrant Officer, is one of the seven MOS-based courses to be created and added to the Aviation Warrant Officer Professional Military Education System.

New courses are based on officer specialties such as instructor pilot

(IP), maintenance test pilot (MTP), aviation safety officer (ASO), tactical operations (TACOPS), air traffic and airspace management technician (MOS 150A), and tactical unmanned aircraft systems (150U).

Each MOS from the current AWOAC course that qualifies will consist of the following: a collection of online learning tasks to be completed through Distance Learning prior to attending training at the U.S. Army Aviation Logistics School (USAALS) or USAACE; specialty training (tracking for Aviators); and four weeks of assignment level development, leadership management, and training more specific to that MOS.

Content Defined

A 151A Critical Task Selection Board was completed by the Department of Training Development (DOTD), USAACE, Ft. Rucker, and the Warrant Officer Training Division (WOTD) at USAALS.

Board members represented a variety of 151A positions throughout the Active Army, National Guard, Special Operations, and Training and Doctrine Command. Currently, the 151A uses past experiences, networking skills and enthusiasm to provide the best possible mission support at the senior Chief Warrant Officer 2 (CW2) and junior CW3 levels.

By establishing a 151A specific WOAC, commanders will be provided with mid-career level 151As that will receive the following training to prepare them to be a major maintenance asset:

- Conduct brigade aviation maintenance operations
- Manage aviation resource management standards
- Conduct support operations
- Perform contracting officer representative duties in aviation maintenance organization
- Apply Lean Six Sigma concepts in an aviation organization
- Employ joint doctrinal capabilities in an aviation organization
- Direct a company, staff section or similar-sized aviation maintenance organization
- Employ critical thinking skills
- Communicate effectively as an aviation maintenance unit or staff leader
- Apply the variables of the contemporary operational environment

The Next Steps

The WOTD is currently conducting a task analysis of the new 151A WOAC critical tasks. Once the curriculum is completely reviewed, the new material will be presented to three consecutive 151A WOAC classes and then re-evaluated for final task analysis.

Adjustments will be made to the course material which will constitute the final 151A WOAC to be used to educate senior CW2 and junior CW3 level 151As.

The first 151A specific WOAC is projected to commence in June of FY11 at USAALS, Ft. Eustis, VA.

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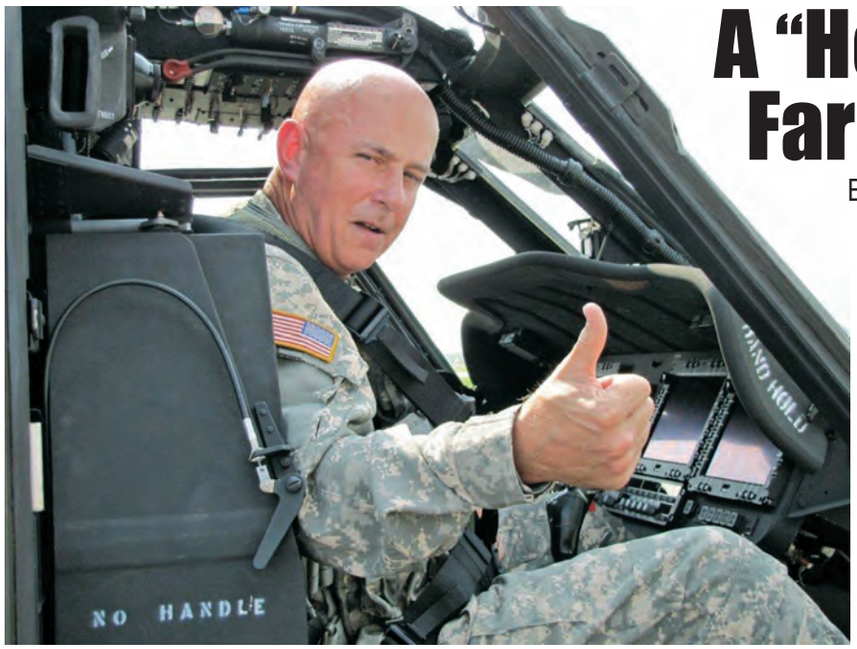
COL Terence W. Reeves is the commander of the U.S. Army Aviation Logistics School (USAALS), Fort Eustis, VA.

CW5 Jimmie Evans is the Chief Warrant Officer of the U.S. Army Aviation Logistics School and CW4 Earl Joy is an instructor in the Warrant Officer Training Division, Department of Aviation Trades Training, USAALS, both at Fort Eustis, VA.

A "Horseman's" Farewell

By MG James R. Myles



AMCOM PAO COURTESY PHOTO

As I prepare for the AMCOM change of command at Redstone Arsenal, a few insights, observations, and challenges are provided.

It's been a fast ride: three years of many and varied challenges. Constant through it all has been the community's focus on the needs of our Soldiers executing the Nation's tough business in Afghanistan and Iraq.

The entire Aviation community has forged a record of extraordinary accomplishment that we can all take pride in.

Teamwork

The thought that sticks out the most in my mind is Teamwork. It has been great, between all members of the community: USAACE, FORSCOM & DA staffs, PEO AVN and the PMs, and industry.

It has to be, or we would not be able to achieve what in retrospect looks to be almost impossible: aggressive equipment modernization, outstanding equipment readiness despite a punishing OPTEMPO, complex equipment redistributions between units in theater and in CONUS, RESET of the fleets, rebuilds of crashed aircraft…and the list goes on.

Needless to say, this must continue. I know you'll all do this – Our War Fighters are depending on you! My sincere thanks to all for working together – consistently – to deliver quality products and services to our War Fighters.

There are always acquisition horror stories in the news, but there haven't been any about shoddy products or poor quality work being done in support of our Aviation forces. This is a great achievement that has gone largely unnoticed … but that in itself speaks volumes about this community's focus on results rather than acclaim, and its commitment to excellence.

AMCOM PAO COURTESY PHOTO

"Everything we do must focus on making the Soldiers' tasks easier."

MG Jim Myles, CG, AMCOM

Our Soldiers fly and fight with the best and most reliable aviation hardware there is, thanks to your dedication and outstanding performance. Keep it up!

You all have sustained the same flexibility and agility you demonstrated in the early years since Sept 11, 2001. In those dark days, our Nation executed a deployment to one of the most remote and hostile regions of the world, a feat many "experts" considered to be beyond our capabilities.

We've since executed the Iraq deployment, two surges, in-theater redistribution of forces and equipment, and now we're executing a massive drawdown operation.

In the midst of all that, we responded continuously to the actions waged by our nimble, thinking, motivated enemies – resulting in safer, more capable aircraft and better trained and equipped aviation Soldiers.

Government employees, Soldiers, & contractors – All are absolutely necessary to respond to these wartime requirements – and I am confident that you'll continue to meet the challenge.

Immediate Needs

What are the immediate needs facing our Aviation community? First and foremost we need to maintain the teamwork to assure ARFORGEN remains successful. We need to maintain focus and commitment to Reset, to delivering spares and enhancements on time, to operating within budget constraints, and to responding to war fighters' unforeseen needs.

All of these efforts lead to higher mission capable rates, which translates into mission success. It also means that, while we'll continue to work on detailed plans, we must accept that life in wartime means a life of adjusting the plan to account for new realities.

For the future, there are lots of challenges for the entire community.

Future Challenges

Keeping the momentum going on institutionalizing Condition Based Maintenance, and exploiting this technology to the fullest, is a "must do".

Keeping up with the rapidly expanding capabilities resident in Unmanned Aviation Systems, and integrating these across the entire DOTMLPF spectrum, will also require the best efforts of our entire community.

Perhaps the biggest challenge will be converting the requirements for the

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next generation of vertical lift aircraft and UAS from concept to reality. That won't happen overnight, but it has to happen, and I know our community will rise to this challenge as well.

As always, fiscal responsibility will be essential. We'll have to get the most bang for the buck that we can, as the funding spigot is going to be turned down. You've done a great job in this area over the course of the war, and we all must collectively work together to ensure that we spend our dollars wisely.

To our industry partners: Give us candid advice on best practices, Lean initiatives, and better contracting procedures – anything that can help improve the efficiency of our enterprise. We need your involvement to ensure continued success in this area.

To our Government employees: Maintain your dedication to excellence in acquisition & sustainment!

What you have accomplished over the past nine years – and prior to that – is remarkable. Our aviation and missile systems are the envy of the world, as evidenced by the volume of foreign military sales we're seeing.

Our friends and allies want our equipment, and our enemies fear it – facts you can be proud of. Keep up the great work – Insist on excellence in your unique mission areas – and keep on delivering the world class equipment and sustainment we are accustomed to having. America's sons & daughters are counting on you!

All of us in leadership positions are thankful to AAAA for your support of our Soldiers and their families. You are the envy of other branches!

To The Soldiers

Last and certainly not least, to our Aviation & Missile Soldiers: Continue to excel and live the Army values. The things you do, every day, are simply amazing.

Your heroism on the battlefield, your ability to deliver mission support seamlessly under incredibly difficult conditions, your resourcefulness and flexibility in transferring equipment, accomplishing demanding training tasks, and in executing any mission - have continually inspired me and pushed us all to go that extra mile.

I don't think anyone, especially me, can do justice to your achievements in words. I want you to know it's been the honor of my life to have supported the most honorable and capable Soldiers I have ever served with.

May God bless each of you and your families.

❖❖

MG Jim Myles is the immediate past commander of U.S. Army Aviation and Missile Command (AMCOM), Redstone Arsenal, AL. He retired after 36 years of service and resides with his wife, Alice, in Huntsville, AL.

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SPECIAL FOCUS

AIRCRAFT SURVIVABILITY UPDATE

Army Aircraft Survivability Equipment Today and Tomorrow

By COL John R. Leaphart

COURTESY PHOTO PMASE

It's been a busy year for the Army's Aircraft Survivability Equipment Office; Common Missile Warning System (CMWS) and Advanced Threat Infra Red Countermeasures (ATIRCM) fieldings have continued saving lives in both Iraq and Afghanistan.The Common Infra Red Counter-measure (CIRCM) system continues to move towards Milestone A and selection of prototype systems.

The AVR-2B Laser Warning System has been deployed to Afghanistan on the UH-60M and has begun fielding on the UH-60 A/Ls. The APR39CV1/4, the upgrade to the APR39A, was awarded a multiyear production contract.

The need for hostile fire detection has been recognized and both a Quick Reaction Capability and a Program of Record are being initiated. Figure 1 shows the high level timeline for these capabilities.

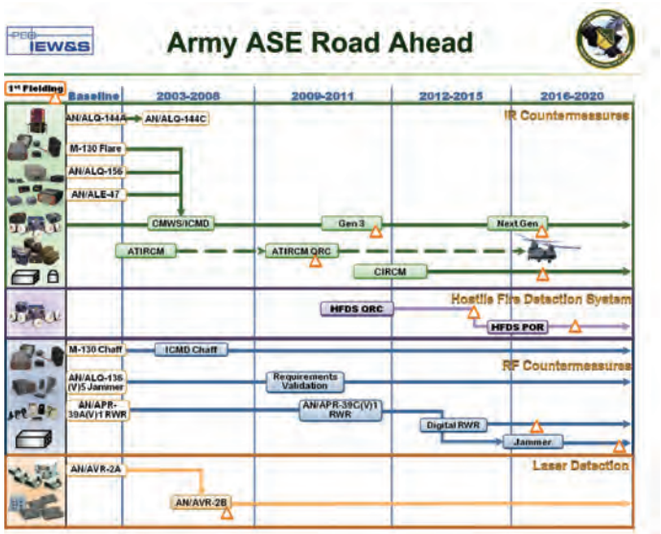

Figure 1. Army Aircraft Survivability Equipment Road Ahead

Current Efforts

As has been the case for the past several years, the effort to defeat IR missiles has been our main effort.

Since the CMWS Full Rate Production decision, over 2,000 aircraft have been equipped. As a result of an operational need statement (ONS), the OH-58D is being equipped with CMWS for the first time.

CMWS is also in the final validation of a major hardware upgrade, the 3rd generation Electronic Control Unit (ECU). Plans call for all CMWS systems to be upgraded once this ECP is approved.

ATIRCM has been fielded on the CH-47D and will be fielded on the CH-47F in the next year. On the CH-47D, ATIRCM has flown over 17,000 hrs and has proven effective and sustainable. To meet multi-service requirements and reduce weight and cost, the Army has initiated the CIRCM program. This is the replacement system for ATIRCM.

It will enter Technology Demonstration Phase in 2011 and will focus on making laser-based IR countermeasures systems lighter, smaller and more powerful in order to defeat the next generation of missiles.

The other survivability systems have not been neglected. The AVR-2B continues to be fielded, with over 425 having been delivered. Apaches and Blackhawks are flying them today, with the newest additions being the UH-60A/Ls which had their Modification Work Order (MWO) approved last month.

We are also working with the OH-58D to upgrade their AVR-2A's as part of their service life extension program. We are now under contract with Northrop Grumman to buy upgraded processors for the APR-39. This new configuration, the APR-39CV1/4, will replace the older" A" models on selected aircraft.

Hostile fire efforts are focusing on a QRC being fielded in

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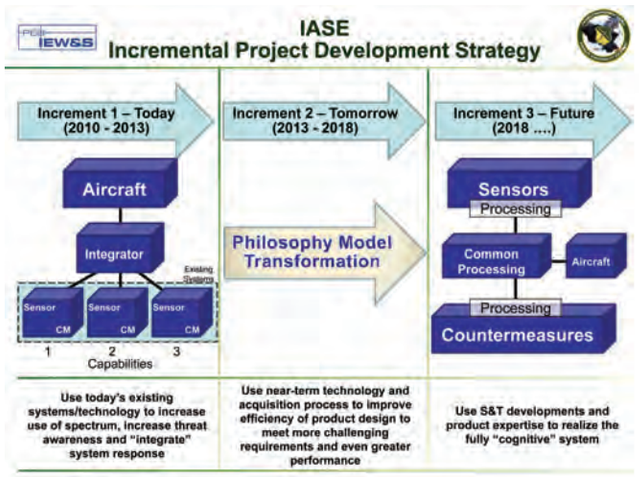

Figure 2. IASE Incremental Project Development Strategy

FY2012 that will deliver crew notification of the location of small arms fire. The HFDS program of record will focus on identifying the source and type of hostile fire and providing countermeasure solutions.

Developing An Integrated Capability

Over the next few years, these survivability capabilities will be brought together into an overarching strategy called Integrated Aircraft Survivability Equipment (IASE).

The objectives of this strategy are to leverage the technologies we use to obtain a more complete understanding of the threats against the aircraft and use the best combinations of countermeasure to defeat those threats.

Additional requirements are to drive down cost by eliminating the need for new systems to defeat new threats and reduce size, weight and power by combining existing hardware.

IASE is not something that we will implement in a single generation of systems. It will take several increments to reach the objectives.

Figure 2 shows the current thinking of a three increment approach, but the ever changing environment may require four increments or even drive us to two increments as threats, funding and mission needs change.

Changing For The Future

To cope with these changes, the program is changing also. Since 23 June 2010, ASE is again managed by a board selected Project Manager. We are standing up a product office to manage Hostile Fire.

The Project Office is reorganizing to support multiple products and the over arching strategy. Part of that strategy is to gain efficiencies through common processes so that we can support new programs and improved capabilities without large increases in funding.

While we have accomplished much over the past few years, there is still an evolving threat and the imperative to insure that our aircraft are equipped to fight the next fight and survive.

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COL John R. Leaphart is the Project Manager, Aircraft Survivability Equipment, Huntsville, AL.

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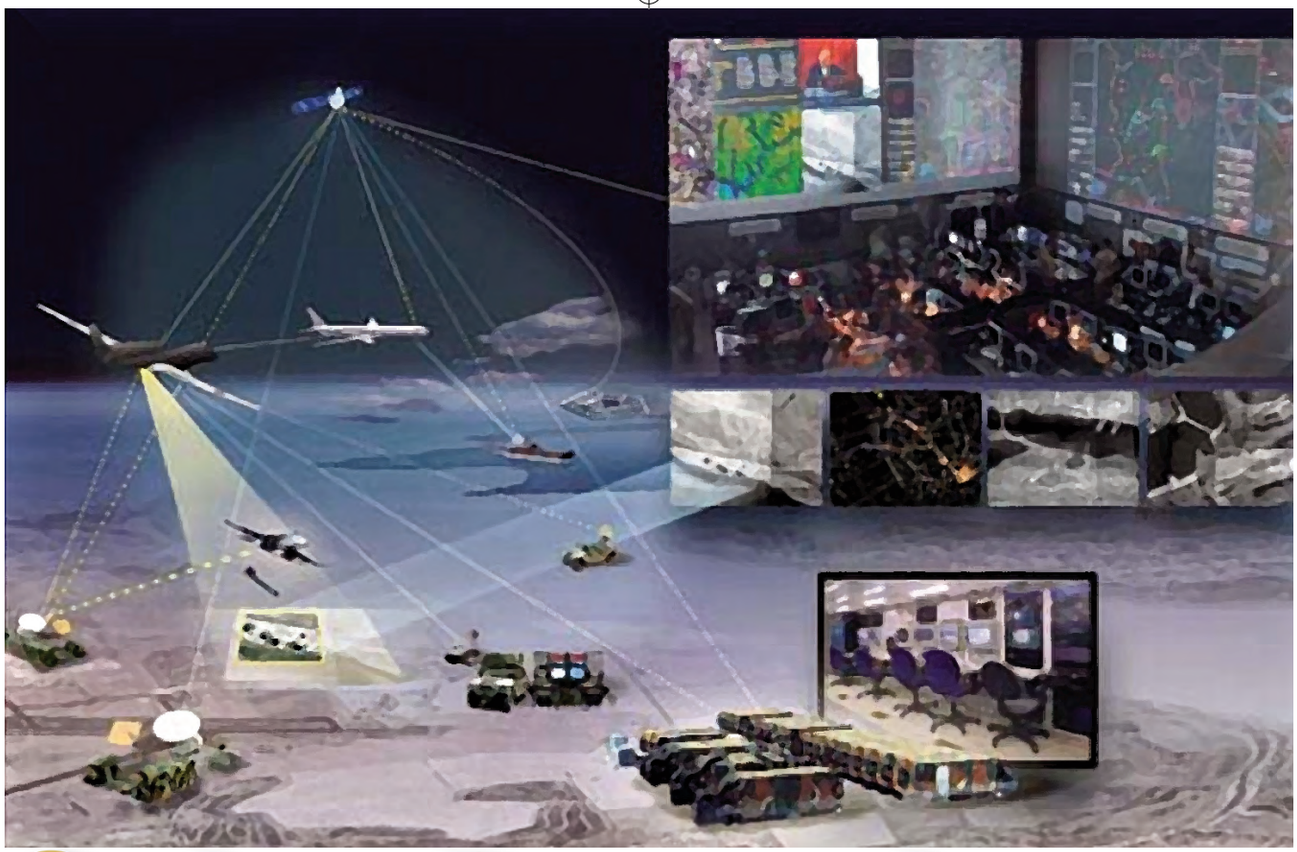

Going Beyond Aircraft Survivability Equipment:

The Aircraft Survivability & EW/DCGS - Enterprise

By Mr. Isidore Venetos and Mr. Scott Hayward

SPECIAL FOCUS

AIRCRAFT SURVIVABILITY UPDATE

Army Aviation's Critical Role In Operation Enduring Freedom (OEF)

Today's Army's rotary wing platforms are taking on an even more critical role in the Afghanistan operations where road infrastructure, harsh terrain and large areas of operation mandate that the combatant commander rely on the combat aviation brigades (CAB) for many of the warfighter's ground infrastructure requirements.

The criticality of Aviation in the current theater of operations makes them a high priority target in an environment where mountainous regions pose a huge obstacle to meeting the mission requirements.

Valleys become corridors, forward operational bases become convergence points, terrain elevation becomes aircraft ceiling limitations, line of site becomes a communication limitation, and rough terrain with many nooks and crannies becomes a nightmare for situational awareness.

Aircraft tactics, techniques and procedures (TTPs) are impacted by the environmental conditions found in Afghanistan and as a result the enemy is able to observe and determine specific patterns.

The end result of the observations is that the enemy can make predictions on where our air platforms will be, can determine our tactics and they can even use small arms fire and even rocket propelled grenades (RPGs) to damage our aircraft.

Predictability Increases Vulnerability

The predictability of the rotary wing platforms leads to an increased vulnerability that is especially prevalent in the Afghan theater. Predictability translates into a shorter time line against traditional advanced threats such as man-portable air-defense systems (MANPADS) as well as less sophisticated threats which include small arms fire and even rocket propelled grenades.

Hence, we face a need for Aircraft Survivability Equipment (ASE) that can detect a variety of threats, identify the type of threat, and respond with the appropriate counter measures (CM) in a very short time frame.

The requirements for meeting the short timelines will stress the current ASE suites to their limits.

The best way to counter these threats is with an improved methodol-

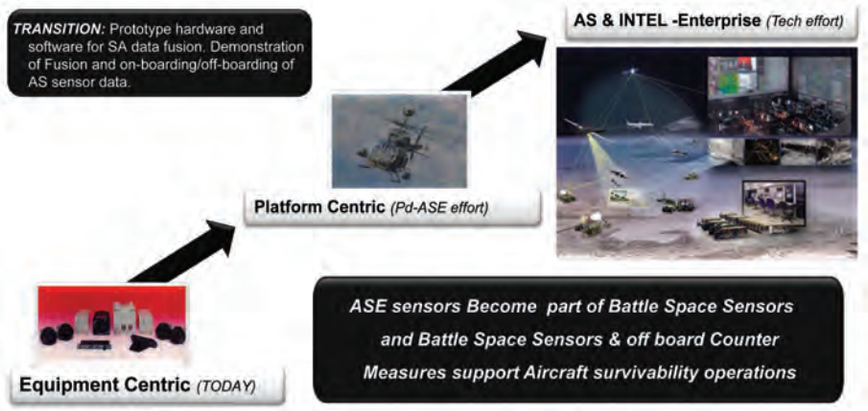

Figure 1. The Army's S&T progression to the AS-Enterprise Vision.

ness that expands beyond just one airborne platform to a situational awareness that includes many other sensors that are not just ASE sensors.

Countermeasures responses can also be improved with the improved situational awareness which would focus on real time tactical operations.

New tactics techniques and procedures (TTPs) or more sophisticated CMs could be developed that are optimized by a better understanding of the real-time tactical operations.

The resulting improvement would be more effective kinetic responses, lasers, chaff and flares against the variety of threats.

The CM responses on board can be optimized by responding to the actual electronic warfare (EW) signatures that are being received by multiple sources. CM attacks can also be coordinated with multi-platform attacks and with platforms not dedicated solely to aircraft protection.

Benefits Of An Enterprise Centric Approach

The short timelines, prevalence, and portable nature of the described aircraft threats lead us to a change in the paradigm of aircraft survivability.

Figure 1 illustrates the progression towards a new vision of improving situational awareness (SA) for aircraft protection and the benefits of moving toward an enterprise-centric vision for aircraft force protection. The U.S. Army's research and development labs are exploring this new paradigm with a new non-Army Technology Objective (ATO) called Battlefield Integrated Aircraft Survivability (BIAS). The BIAS program is being managed by the Intelligence Information Warfare Directorate (I2WD), Fort Monmouth, NJ.

The vision is that existing ASE sensors become one of many sensors on the battlefield. The result will exponentially improve the overall battle space situational awareness and in turn will improve our aircraft survivability.

The first column in table 1 lists the fundamental functional components of ASE. The table highlights the improvement of moving from an equipment centric perspective to an enterprise centric perspective.

Improvement In Responding To Short Timelines

The implementation of Aircraft Survivability EW / Distributed Common Ground Surveillance (DCGS) enterprise architecture improves situational awareness by overcoming some of the issues of the short timelines associated with the prevalent threats found in OEF.

Detection of threats by a multitude of ASE and/or ISR sensors is improved not only by the increase in the number of sensors but also by the fact that different parts of the EW spectrum are exploited and correlated.

Also, the sensors that are not solely dedicated to an ASE mission are utilized for force protection, including functional elements for predication of hostile events.

The probability of detection prior to an engagement depends on the type of threat, but if intelligence, surveillance, reconnaissance (ISR) sensors are detecting threats prior to the mission with RF, IR, and visible sensors this information can improve the response to short response threats.

The AS & EW/DCGS - Enterprise architecture allows the operational commander and the aviators to engage or avoid threats in ways that are not possible today.

are not possible today.

The first key element to the AS & EW/DCGS - Enterprise architecture is establishing an operational network amongst airborne and ground elements to exchange messages; and the second key element is dynamic mission planning where other airborne and ground platforms are capable of responding to the real time operational environment.

An obvious example of this networked aircraft survivability approach is that if an aircraft is engaged in hostile fire and another aircraft is approaching the same area, the second aircraft will already have the appropriate situational awareness to handle the threat even before they enter the engagement area.

Another advantage is that threat avoidance becomes part of the real-time environment. If a threat has been spotted by other platforms, spot reports can be generated to alert others to not fly in a particular area or flight plan. The dynamic mission planning aspects would provide a new level of force protection that does not exist today

AS-Enterprise is evaluating the possibility of leveraging the existing Blue Force Tracker (BFT) program's networking capabilities for synchronization, maneuver, and fire through shared situational awareness (SA).

BFT could prove to be invaluable in the aircraft survivability paradigm when applied to this AS-EW/DCGS architecture.

Another primary value attained by leveraging BFT structures into the AS & EW/DCGS - Enterprise usage would be the automatic Blue SA and Red Hazard SA which can be disseminated both vertically and horizontally throughout the battle space.

The BFT structure could also provide real-time spot reports to the aviators in support of the dynamic environment that they are encountering.

The real-time access to disparate platforms makes the BFT dissemination structure along with the Tactical Airspace Integration System (TAIS) a very valuable part of the AS & EW/DCGS – Enterprise architecture.

Working With The Intelligence Community

The Intelligence Community has been focused on providing the commander actionable intelligence by establishing a common operating picture (COP)

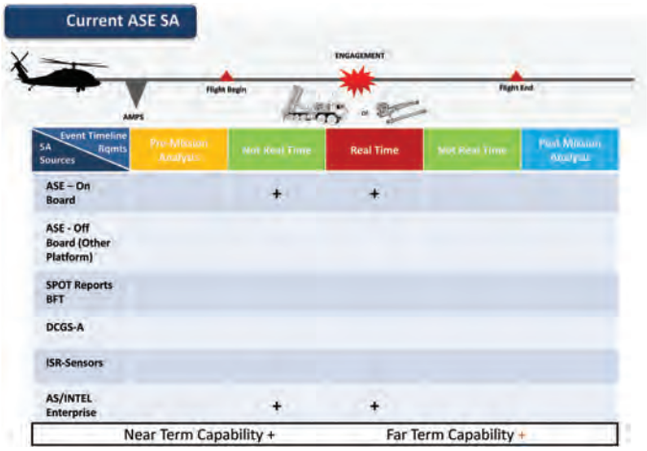

Figure 2. Aircraft hostile engagement against SA sources (Today)

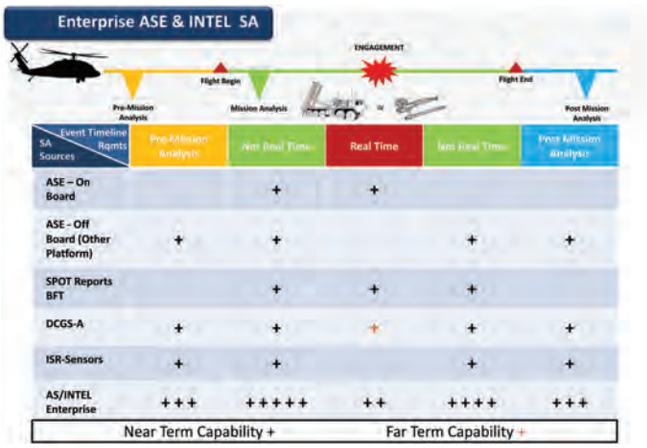

Figure 3. Aircraft hostile engagement against SA sources (Future)

The Army's Intelligence is typically analyzed and distributed by the Distributed Common Ground Surveillance (DCGS) system. Intelligence, surveillance, and reconnaissance (ISR) sensors throughout the battle space can be tasked and controlled from DCGS to also enable persistent surveillance capabilities.

The Intel community indirectly supports the force protection mission of airborne platforms with spot reports and debriefing summaries.

The BIAS program will specifically look at how existing Intel capabilities can potentially reorder information flow and ISR tasking to support the protection of airborne systems.

The most significant issue is providing real-time data from DCGS.

Today's reality is that the DCGS system will not support real-time data requirements for force protection of aviation platforms.

However, pre-mission planning and post-mission planning can significantly be improved to support airborne operations with a real-time solution eventually being developed to support the force protection of airborne assets.

The Intel community can transform the meaning of pre-mission planning where today ASE loads for aviators are programmed into load sets containing mission data to represent the most likely threats to be encountered, tomorrow we can provide the dynamic updates based on the operational status of the AOI.

Figure 2 and Figure 3 represent the transition to an improved situational awareness. Threats could be avoided with recommended flight routes, or threats can be engaged with the appropriate response using air and ground assets if necessary.

The Intel data could be as simple as providing data on a low priority threat indicating a spotter with communications on a mountaintop to a more complicated scenario where an EW asset is assigned to prevent the spotter from communicating with a group that intended to put fire on incoming airborne platforms.

The DCGS is also evolving to a cloud computing architecture that will support real-time dynamic operations with servicing data.

Conclusion

The transformational capability of the AS-enterprise will combine pre-mission analysis, real-time decision processing and post-mission processing to provide an integrated operational and Intel situational awareness for airborne platform protection.

The result will be a solid knowledge base of which threats our adversaries plan on using, an early warning knowledge base of what an airborne platform will encounter and finally a planned countermeasure response once we encounter the threats.

The countermeasures may be synchronized with other battlespace assets to provide an optimized detection, classification, location, and countermeasure response.

The problem of threats with associated shorttime lines will be alleviated with improved situational improvement not only for the pilot but also for the entire battlespace.

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Mr. Isidore Venetos is the Chief Scientist and Mr. Scott Hayward a project manager with the Electronic Warfare Air/Ground Survivability Division of the Intelligence and Information Warfare Directorate, Communications-Electronics Research, Development and Engineering Center, Fort Monmouth, NJ.

	Equipment Centric (Today systems)	Platform centric (PM effort)	Enterprise centric (S&T effort)
EW spectrum exploitation	One spectrum oriented	Multi-spectrum correlation	Multitude of battlefield sensors & Intel data
Field of view	Restricted to one platform sensor aperture	Multiple apertures on one platform	Sensor networks of a multitude of apertures on many platforms
Processing/analysis	Subject to one sensor's processing :onboard platform	Cross-sensor processing: onboard platform	Situational Awareness/Full Data Fusion: onboard and off board including analysts
Situational Awareness	Alert/Warning based approach	Multi-warning based approach	Battle space awareness & Collection
Correlation	Focused on platform sensor only	Focused on platform	Improved Survivability and SA (Utilize dropped data from current ASE sensors)
Countermeasures	CM limited to platform	CM limited to platform	CM includes platform & EW Battle space management
Data exchange	Internal to sensor	Platform bus architecture to multiple sensors	Platform bus architecture and off-board data links

Table 1: Progression from a Sensor/Equipment centric perspective to an enterprise centric effort.

SPECIAL FOCUS

AIRCRAFT SURVIVABILITY UPDATE

Staying in the Fight

Mr. Joe St. John, ARAT-SC (USAACE), discusses the ASE suite on the OH-58D Kiowa Warrior with members of 6-17th CAV at Fort Wainwright, AK, 01 SEP 10.

PHOTO BY JAMES HOLLAND

Rapid Software Reprogramming of Aircraft Survivability Equipment

By Mr. John Sensing, Mr. Nelson Capan, Mr. Greg Wilcox, and Mr. James Holland

"I owe my life to the aircraft survivability gear on-board our aircraft." The Software Engineering Center Army Reprogramming and Analysis Team Program Office (ARAT), Communications-Electronics Life Cycle Management Command (CECOM) has heard this and similar quotes often in many different venues.

The primary mission of ARAT is to provide timely post production software support (PPSS) to aircraft survivability equipment (ASE) and electronic warfare (EW) ground systems in an ever-changing aviation threat environment.

Current Operations

The ARAT program office has continued to grow by improving their current capabilities as well as expanding their support as additional systems come onboard.

Several major improvements over the past year include the revision of AR 525-15: Software Reprogramming Policy for Electronic Warfare and Target Sensing Systems; improvements with the ARAT Survivability Software Loader (ARATSSL) used to reprogram ASE; and finally, ARAT continues the process to transition the AN/AAR-57 Common Missile Warning System (CMWS) from the original equipment manufacturer (OEM) to organic U.S. Government (USG) sustainment.

The ARAT's primary emphasis is operational support of fielded force protection systems (FPS).

The ARAT provides aviation Tactical Operations (TACOPS) Officers and Electronic Warfare Officers (EWOs) with up-to-date mission software data and information needed to operate and maximize the software capabilities of their FPS.

ARAT communications with Warfighters takes place daily via the Secret Internet Protocol Router Network (SIPRNet). The ARAT Operations Center (ARAT-OC) operates the Army Warfighter Survivability Software Support Portal (AWSSSP) on the SIPRNet.

The AWSSSP can be accessed worldwide to pass information, provide reach-back, and download mission data. ARAT serves over 5,000 TACOPS officers and EWOs using these portals.

The AWSSSP hosts multiple ASE related forums, providing an easy to use method to request information across the TACOPS/EWO community.

In one recent example, an intercept of a radar threat system was reported by an Army aviator in Afghanistan at a location where no radar threat system was known to be operating.

The ARAT-OC directed the reported observations to the ARAT-Threat Analysis (ARAT-TA), which determined that the signal was a friendly foreign system being detected by the aircraft AN/APR-39A(V)4 Radar Signal Detection Set (RSDS). Confirmation of this information was rapidly provided to aircrews on what indications to expect when operating near that radar.

This capability provided reduced fratricide prevention potential and provided combat aircrews with better situational awareness. The AN/APR-39 series (RSDS) remains a major focus of the ARAT effort.

The ARAT has been working with Project Manager ASE (PM ASE) and the Intelligence and Information Warfare Directorate (I2WD) of the Communications-Electronics Research, Development and Engineering Center (CERDEC) to extend the lifespan of this system. Improvements include enhanced software programming capabilities for the new AN/APR-39C(V)1 and AN/APR-39C/D(V)2 processors, and development of the first USG organic updates – the Operational Flight Program (OFP). The ARAT will be the lead in the software sustainment of these RSDS OFPs.

Re-hosting and rewriting the AN/APR-39 RSDS family software code base has demonstrated improved radar warning performance, allowing better processing of complex and multiple emitter signal environments.

This year, the ARAT has re-assumed operational control of the signals intelligence flagging operation at the ARAT-Flagging Office located at Lackland Air Force Base, TX and the ARAT-Threat Analysis element located at Eglin AFB, FL.

Bringing signals flagging and threat analysis under the SEC ARAT-PO reduces the time from signal detection to the release of mission

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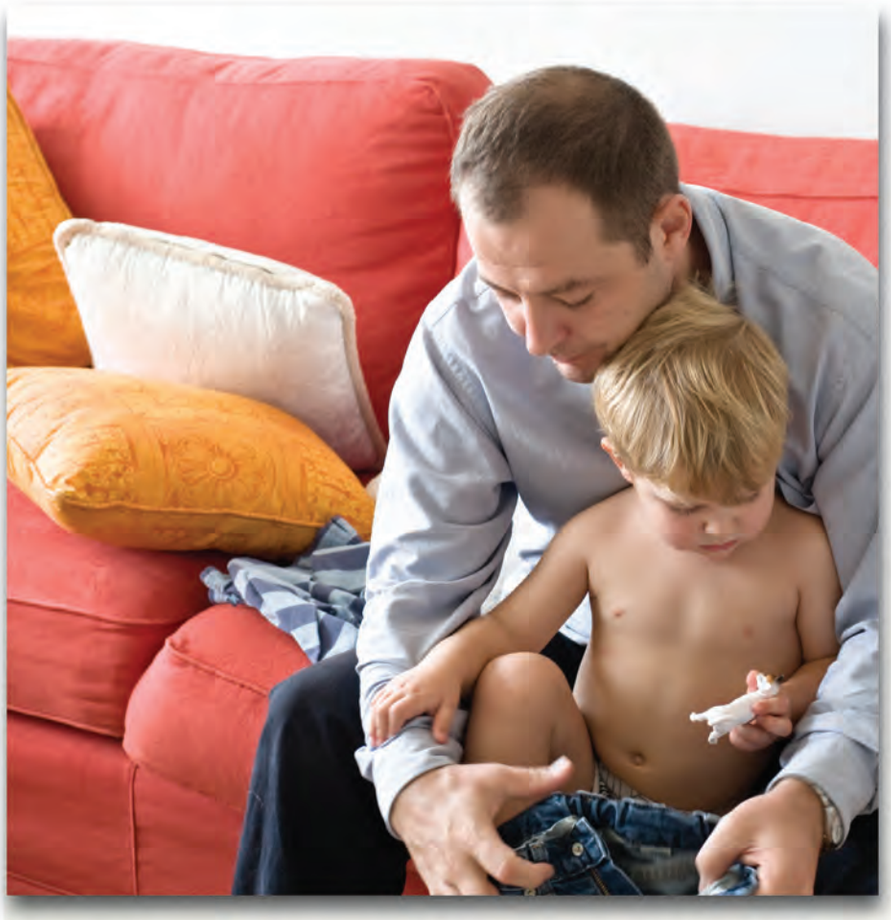

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ARAT Survivability Software Loader (ARATSSL) - v1.5.5

software updates, in support of active military operations.

The ARAT has diligently continued to upgrade the ARAT Survivability Software Loader (ARATSSL) by incorporating the reprogramming capabilities for 3 additional ASE systems (AN/AVR-2B(V), AN/APR-39A/B/C(V)2 and AN/APR-48A). This brings the reprogramming capability of the ARATSSL to five systems (AN/APR-39A(V)1/4 and AN/AAR-57(V) CMWS).

This additional capability aligns with ARAT's vision to make the ARATSSL a universal software program for reprogramming all ASE. This model is both cost effective and flexible by allowing downloadable software updates with the ability to order cables ala carte.

Existing ARAT users will be notified when this newer version of the ARATSSL software and hardware will be available.

Lessons Learned

Future ASE hardware and software must include Government owned data rights before entering into Low Rate Initial Production (LRIP) of any future ASE system.

Government owned data rights are essential to allow for life-cycle support of ASE systems that may be in service for two decades or longer.

The ARAT is working with Program Managers to establish Post Production Software Sustainment (PPSS) for a wide range of systems.

ARAT Survivability Software Loader (ARATSSL) Software View

Key to future support will be a combination of Government operated facilities and oversight of PPSS conducted at contractor facilities.

The ARAT is working to move future ASE procurement OFP and mission data set (MDS) software to open systems architectures (OSA).

OSA offers significant advantages for integration and processing times essential for time critical tasks such as integrated missile warning and countermeasures.

What's Ahead?

The ARAT has been working with aircraft PMs and PM ASE to assume a larger role in the support of ASE Electro-Optical-Infrared (EO-IR) sensors and countermeasures. Continued installation of CMWS and the future acquisition of the Common Infrared Countermeasures System (CIRCM) for Army Aviation platforms require rapid software updates to both sensors and countermeasures to adapt to an evolving threat environment.

ARAT has been directed to establish PPSS capabilities for current and emerging EO-IR systems. The development efforts include the sensor side for improved threat warning as well as improved countermeasures.

The ARAT works closely with PM ASE, Armament Research, Development, and Engineering Center (ARDEC) at Picatinny Arsenal; Product Manager, Infrared Counter-Measures (PM IRCM), and with other services to insure that ARAT-supported aircraft keep ahead of the threats posed by all weapons.

The ARAT established a Huntsville Support Cell (ARAT-SC HSV) to provide better coordination and integration with Army Aviation platforms.

The ARAT-SC HSV is participating in working groups to provide ARAT assistance in the continued development and procurement of integrated ASE (IASE) and Hostile Fire Detection Systems (HFDS), in addition to supporting fielded ASE.

IASE is essential to surviving in future conflicts, providing simultaneous and cooperative radar, missile, and ground fire detection and countermeasure responses.

The ARAT is working closely with PM-IRCM; Assistant Project Manager, Laser Counter-Measures (APM LCM), and the Assistant Project Manager, Radio Frequency Counter-Measures (APM RFCM) and the I2WD. It is not possible to go into detail in this short article on how ARAT accomplishes all the functions described above, however, the CECOM SEC ARAT-PO is moving forward to create a Force Protection Software Sustainment Support Center of Excellence to take advantage of expertise of others and share knowledge and costs where possible.

Conclusion

The SEC ARAT-PO continues to improve the capabilities of survivability and target sensing systems. These improvements have increased system reliability and reduced the time required to field and install mission critical software.

Partnerships with other organizations within the Army, other Services, academic and research centers, and original equipment manufacturers are producing timely and effective support for U.S. Forces and our allies.

The SEC ARAT focus remains on the Warfighter, while providing a core Army efficient capability to rapidly support mission critical software changes for increased survivability.

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Mr. John Sensing is the Executive Officer and Mr. Nelson Capan is the Liaison Officer of the Software Engineering Center Army Reprogramming and Analysis Team Program Office at the Communications-Electronics Life Cycle Management Command, Aberdeen Proving Ground, MD; and Mr. Greg Wilcox and Mr. James Holland are support contractors with SRI International. All can be contacted at http://www.arat.army.mil.

SPECIAL FOCUS

AIRCRAFT MAINTENANCE UPDATE

Fleet Management

A Sustained Strategy to Reduce Maintainer Burden

By CW5 Arthur J. Gribensk

COURTESY PHOTO, PEO AVIATION

Downloading data from the Modernized Signal Processing Unit (MSPU) on an Apache.

PEO-AVN has implemented a new Fleet Management (FM) strategy for all aviation platforms. FM is a proactive strategy that enhances platform visibility by gathering and analyzing data with the goal of reducing maintenance burden on the Soldier.

The Project Managers (PMs) are the trail bosses of this strategy and own the tools necessary to conduct effective FM. FM will now be a core function within each Project PMs organization.

The goals of FM are:

- Reduce soldier burden
- Increase availability and reduce mission aborts
- Identify and reduce maintenance and reliability drivers
- Monitor aircraft health and identify trends
- Maintain fleet configuration and inventory management
- Improve logistics synchronization and predictability
- Accurately determine man-hour requirements
- Monitor and understand fleet operational tempo (OPTEMPO)
- Respond to field-identified issues
- Control or reduce total ownership life cycle

We will discuss some of the ongoing initiatives to achieve these goals in this article.

COURTESY PHOTO, PEO AVIATION

Reliability Improvement through Failure Identification and Reporting program (RIMFIRE) inspectors perform over the shoulder tear down analysis at the depot during the overhaul process, recording critical failure information.

RCM, CBM and Fleet Management

An important tool for FM is the Reliability Centered Maintenance (RCM) analysis process. RCM is a process that identifies the optimal failure management strategy for a system.

Using this and other analytical tools, FM identifies maintenance, reliability, and cost drivers and sets in motion a continuous improvement process to reduce these drivers by implementing change.

All aircraft or systems maintenance programs are primarily built upon condition monitoring, i.e. periodic inspections or functional tests to identify impending failures.

Digital Source Collectors (DSCs) and Health Usage Monitoring Systems (HUMS) are being installed on all Army rotary wing aircraft. Although an important new tool, Condition Based Maintenance (CBM) will not totally replace but rather enhance this condition monitoring process and automate that process where appropriate and effective.

For CBM to be most effective, it must be part of a robust RCM process that periodically reassesses failure modes and drivers and their impact on readiness, cost, or burden on our maintainers. FM and the RCM process will identify candidates for CBM and recommend which option is the best and most cost effective.

The decision to install a particular sensor must be subject to an initial and subsequent RCM analysis.

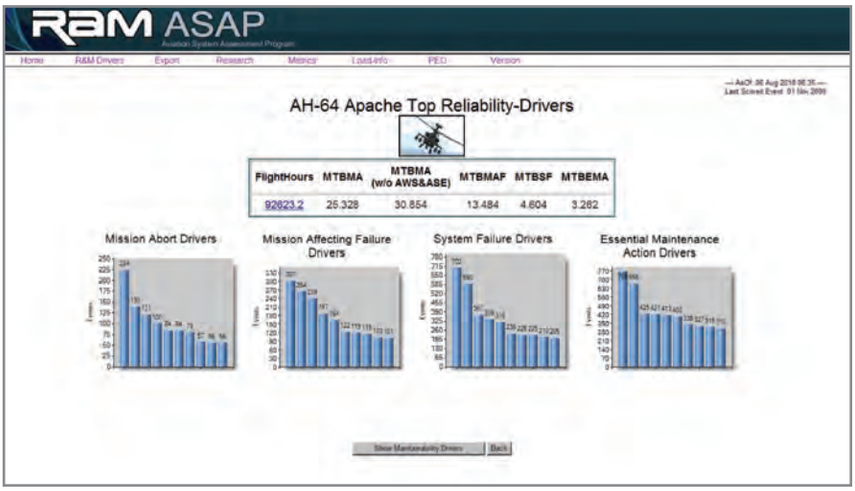
On and At Platform Data Defined

"On platform" data are all system, sensor, and performance data available via existing integrated data busses or the use of "strap on" systems. This capability was resident in some aircraft prior to CBM.

The AH-64D Apache Longbow, for example, was equipped with the Maintenance Data Recorder (MDR) in its design. The vibration data sensors, in the form of accelerometers, were added later using the Modernized Signal Processing Unit (MSPU). Modernized aircraft such as the UH-60M and CH-47F will have integrated bussed data incorporated into their system design.

Whether these systems were already present or were developed and strapped on later, they all provide "on platform" data gathering.

"At platform" data includes the maintenance processes, activities, and



Sample Aviation System Assessment Program (ASAP), Reliability, Availability and Maintainability (RAM) screen; assisting the PMs to understand drivers affecting their fleet.

recorded events that are resident on the aircraft logbook computers.

In the past, maintenance activities were recorded on forms and stored in file cabinets in quality control, production control, and tech supply for airworthiness and maintenance management and discarded every six months.

Enabled by the Army's emphasis on increasing the use of CBM concepts and the installation of HUMS and DSCs, the collection and movement of these data are increasing from the flight line. The ongoing fleet-wide fielding of Joint Technical Data Integration (JTDI) technology is facilitating this data flow.

Platform and System Visibility

A main goal of FM is to gain visibility and to begin to understand what our maintainers must overcome to launch and recover aircraft.

The PMs do a good job responding to issues that come to their attention, but have had limited ability or institutional mechanisms to see fleet trends.

The field traditionally communicates issues via Product Quality Deficiency Reports, (PQDRs), DA Form 2028s, user conferences, "911" calls into the PMs, unit visits, demand analysis, etc. All are reactive and limited in nature.

The present mechanism we use in the form of a monthly readiness report, offers very limited visibility of real issues, events, and failures being experienced by our maintainers. It does not track mission aborts, mission effective failures, precautionary landings, etc.

For effective FM, these events must be recorded, tracked, and correlated with their causes. But how will this be accomplished?

Task Based Maintenance

Analyzing data is an arduous and man-hour intensive process. Task Based Maintenance (TBM) is a concept that will automate much of this process. TBM is the integration of our Interactive Electronic Technical Manuals (IETMs) maintenance recording systems.

TBM will make the conduct of maintenance easier by integrating resources available to the maintainer and presenting instructions in an interactive checklist format.

It will also enable the PMs to improve maintenance processes used on aircraft. It is a holistic approach to optimizing maintenance execution.

PEO Aviation's implementation of TBM is under development.

The Platform Maintenance Application (PMA) will provide digital logbook functionality while integrating various maintenance software applications, Ground Station Software (GSS), IETMs, Maintenance Test Flight Calculator (MTFC), and other software used on each platform. The PMA will aid in FM and reducing soldier burden.

So What Is Soldier Burden?

How do we define and measure "burden?" For our aviation maintainers, it can be defined as the total number of events our soldiers are required to accomplish. "Events" are all the scheduled, unscheduled, preventative maintenance, and other supportive tasks performed by the maintainer.

There are three basic ways to reduce burden:

1. Reduce the total number of these events.
2. Reduce the frequency of a single event.
3. Reduce the cost of an event.

Only after identifying and analyzing the causes of these events can we reduce them. The challenge lies in having clear visibility and understanding of these events while seeking to improve the processes that facilitate burden reduction.

There is a perception that since aircraft are executing such high OPTEMPO at acceptable readiness rates, there is no room for improvement. This perception is created due to the resources available to support the current war fight.

We have more stock on hand and with greater depth than ever before.

We are provided additional civilian contractor maintenance support manhours. These circumstances have helped to create a false sense of reliability and the perception that there is no need to analyze and optimize our current maintenance procedures.

We may also be masking the root cause of reliability drivers, failure modes, and inefficiencies in our maintenance. Some root causes are not realized because of the repair and replacement process during RESET.

With dwindling resources and the inevitable draw down, we will lose the reach back, dollars, and manhours we are enjoying.

Root Cause Analysis and Fleet Management

Our Engineering Directorate's (ED), Reliability, Availability and Maintainability (RAM) engineers are now analyzing data using their Aviation Systems Assessment Program (ASAP).

ASAP will identify reliability, maintenance man-hour, mission effective failures, mission aborts, and cost drivers enabling us to better understand what maintenance is being conducted, why, and the cost.

All aircraft or systems maintenance programs are primarily built upon condition monitoring, i.e. periodic inspections or functional tests to identify impending failures.

This method used the Failure Mode Effects and Criticality Analysis (FMECA) process during the initial development of the aircraft. This process identified the functions, func-

tional failures, failure modes, and failure effects estimated at the time.

Based upon this FMECA process, periodic inspection programs were put in place to remediate estimated failure modes and effects. Temperature, pressure, and vibration sensors were installed for early warning of impending failure.

Components that are tracked as Time Change or Retirement Change (TC or RC) were based upon assumed usage rates driving fatigue life expectations. Our scheduled maintenance inspections and events are based upon condition monitoring and preventive maintenance practices to manage these failure modes. Once established, these strategies are rarely revisited unless some significant event triggers a new FMECA.

Catastrophic failure, mounting Quality Deficiency Reports (QDRs), dwindling stockage levels in the wholesale system, and drastic, detrimental effects on operational readiness were all the traditional indicators that trigger a re-evaluation.

A more proactive approach is necessary to implement FM.

The DEPOT Process and Improving Time on Wing

The depot overhaul process and the data gathered there are critical components of FM. To understand the complete life cycle of a component, one must understand the autopsy of that component. Until recently, there was no institutional process to gather critical failure data at the depot.

Some failure data was recorded providing some understanding of failure and wear. However, this critical data was not transmitted to the PMs for further RCM analysis to identify reliability issues.

The Reliability Improvement through Failure Identification and Reporting program (RIMFIRE) will aid in this process. The RIMFIRE process performs over the shoulder tear down analysis at the depot during the overhaul process and records critical failure information.

Originally instituted for engines, it now includes dynamic, rotating components. This data is currently being integrated into the ASAP process to give the PMs a more complete picture of the components' life and reliability issues.

To increase the time on wing (TOW), we must understand the root causes of our component removals and their removal rates. Not until these rates are known and the root causes identified can we then address them.

There are three possible actions that can be taken to keep components on the wing.

1. Adjust or improve the procedure (task, tools, etc).
2. Adjust or improve the removal criteria or the understanding of the criteria.
3. Remediate or eliminate the failure mode (product improvements) ECPs, etc.

80%-90% of all time-tracked components never reach their published TBO thresholds.

We are finding that the FMECA used to establish those times are not the failure modes driving removals. Once removed, these components are inducted into the depot overhaul process where the failure mode data are lost.

Subcomponents are replaced, and the component is repaired and put back into the wholesale supply system for issue. Valuable data is lost in this process, including the No Evidence of Failure (NEOF) rates of components.

RIMFIRE captures this information, and with this knowledge, the PMs can better optimize diagnostic procedures or criteria to reduce those NEOFs and increase the TOW of components, further reducing soldier burden and life cycle costs.

Summary

PEO Aviation's implementation of an effective FM program, in coordination with our partners, the Aviation and Missile Life Cycle Management Command (AMCOM), Aviation and Missile Research, Development and Engineering Command (AMRDEC), and other industries will maximize efficiencies and synchronize efforts.

FM will also enable the PMs to increase the effectiveness, maintainability, supportability, and cost effectiveness of their programs.

At its core, fleet management's primary goal is to proactively reduce the burden of our aviation maintenance personnel.

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CW5 Art Gribensk is the Aviation Maintenance Officer for PEO Aviation and is an AH-64D Longbow Maintenance Test Pilot. He recently served as the Brigade Aviation Maintenance Officer for the 3d Infantry Division and is a Life member of AAAA.

SPECIAL FOCUS

AIRCRAFT MAINTENANCE

Another UH-60L Black Hawk departs Corpus Christ Army Depot to its unit. CCAD has recapitalized more than 140 Black Hawk since 2003.

PHOTOS BY ED MICKLEY, CCAD PUBLIC AFF AIRS

Battle Weary 'Hawks Require Depot R & R

By COL Christopher B. Carlile and Mr. Ed Mickley

CW2 Jay Falkenburg, co-pilot, pre-flights the first production UH-60L Black Hawk to roll out of the Corpus Christi Army Depot. The helicopter returned to Co. A, 3-238th Combat Aviation Support Battalion, Delaware National Guard.

The U.S. Army swears by it, the Navy hunts from it and Air Force rescues airmen with it. The stalwart H-60 Hawk is a utility helicopter that's been performing critical missions for the U.S. for 30 years, and doing it well.

Ask any Warfighter evacuated to safety, waiting on mail from home, or expecting a replacement, they'll offer pages of testimony. Like many veterans, the Hawk is a tad grizzled, a little war-weary and deserving of a bit of rest and recuperatio

Black Hawks, the primary platform used by Army commanders to deliver arms, troops and supplies at a moment's notice, have contributed approximately 2.4 million flight hours since 2003.

Since then, that needed R & R has taken place at the Corpus Christi Army Depot situated 180 miles south of Houston on Texas' Gulf Coast.

Recapitalizing

For the past 7 years UH-60A model Black Hawks have been recapitalized. And last year, the first UH-60A to L model upgrade/recapitalization rolled out of CCAD and into the hands of Soldiers.

Recapitalization, or "recap," is part of the Army's effort to reduce platform sustainment costs and contain the expense of replacing aging helicopters.

Maintenance, repair, and overhaul at CCAD generate an asset for Army Aviation that is equal to or better than a new one.

Center for DoD RW MRO

As the Center for Industrial and Technical Expertise, CCAD is the Dept. of Defense's choice for rotary-wing maintenance repair and overhaul. UH-60, CH-47, OH-58 and AH-64D helicopters, trucked or transported from around the world, arrive crash or battle-damaged, ready for recap or in need of major repair and maintenance.

For the past fifty years, the depot has breathed new life into war birds from each military branch and even some U.S. allies. Quite a few 60s have enjoyed time at this coastal hot spot for helicopter rejuvenation.

Unprecedented, the upgrade increases the Black Hawks' mission lift, range and load capacity necessary to support our Warfighters at a time when air support is critical. The high operational tempo and conditions require beefed-up Hawks.

Beginning the Process

The process starts when a UH-60A Black Hawk arrives via truck or air.

The inducted helicopter makes its way to pre-shop analysis to determine what is required to get it airborne again. Each aircraft has a unique set of issues to be resolved.

Two stages of analysis occur; one before disassembly and the second, after. Both allow technicians an in-depth look at the components and airframe to determine key repair pathways.

Each aircraft structure, engine, rotor blade or hydraulic component travels a route through evaluation and examination then into a process where highly skilled artisans breathe new life into it.

The depot manages thousands of production processes in its 2.2 million square feet of industrial space.

Controlling Workflow And Costs

Nine directorates control workflow from induction through production, quality and flight test to ensure the aircraft achieves the level of readiness required for combat.

With an eye toward the future and high quality, low cost output for DoD, our Warfighters and ultimately the taxpayer, depot plans include capital investment in state-of-the-art equipment to keep the depot on the cutting edge while reducing labor rates and overhead.

The depot consistently evaluates

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PHOTOS BY ED MICKLEY, CCAD PUBLIC AFFAIRS

A Corpus Christi Army Depot electronics technician verifies the integrity of the Black Hawk wiring during the assembly process.

three centers of gravity; people, tools and facilities, incorporating training, techniques and procedures for cutting cost, improving quality and investing in the workforce.

Cutting Edge Tools and Facilities

Recently, the depot broke ground on the first phase of a ten-year upgrade project, with the first phase being a new Dynamic Components Rebuild Facility that will house fully configurable state-of-the-art engine and transmission test cells.

The adaptability of each cell provides flexible capability to meet production demands determined by Warfighter requirements.

An Avure Fluid Cell press, one of four in the northern hemisphere, reduces turn-around time (and cost) for sheet metal and structural component manufacturing.

What once took 12 to 14 hours of forming and annealing amid several attempts, now takes eight minutes to produce a high quality product.

Other unique-to-the-depot time-saving critical pieces of equipment are airframe laser alignment fixtures.

UH-60L artisans replace the nose section of the helicopter during recap at the Corpus Christi Army Depot. The new section is being attached to helicopter.

Devices that align entire UH-60, AH-64 and OH-58 airframes are not found anywhere else.

In-house engineers designed the fixtures that use laser beam measurement and analysis to determine out of tolerance stations along an airframe.

Technicians then apply corrective forces or structural pieces to straighten the frame.

The End Result

After spending an average 250 days in the shop, the better-than-new UH-60s are packed with stronger engines, beefed-up structures and new dynamic components.

The added power and lift enhance range, MEDEVAC operations, sling load missions, and troop transport especially in the high, hot operating environment found in Afghanistan.

The revitalization improves reliability and maintainability and adds more than ten years of useful service life.

To date, the depot's returned 140 ready-for-action Black Hawks and more than a few Pave Hawks to the fight at a fraction of the cost for a new helicopter.

What veteran wouldn't prefer a new body and stronger muscles to better serve his battle-buddy? The now relaxed, restored and beefier veteran is anxious to return to duty.

After a few flight test hours, a new crew arrives to guide the valiant warrior back to the front lines where, once again, it delivers.

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COL Christopher B. Carlile is the commander of Corpus Christi Army Depot, TX and Mr. Ed Mickley is the public affairs officer.

The Rolls-Royce M250 engine team has achieved a track record of unmatched combat reliability and a proven commitment of support for Army Aviation. In partnership with the U.S. Army, we have enabled the Kiowa Warrior to achieve the highest Army Aviation Operation Tempo, while exceeding mission readiness and availability requirements in over 600,000 hours of in-theatre operation. This achievement has been recognized by receipt of the 2009 Kiowa Warrior Supplier Excellence Award. The M250 engine remains the smallest, lightest, most mission fuel efficient engine for the aircraft. The Rolls-Royce M250 team is delivering unrivalled support, reliability and mission critical capability to the fight.

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Fighting Corrosion:
The 160th SOAR (A) Endeavors for a Corrosion Center of Excellence

By COL John W. Thompson and CPT Timothy L. Morgan

PHOTO BY CWI ROBIN VOZAR, 160TH SOAR(A)

Typical advanced stages of corrosion on equipment like this cog.

In physics, you don't have to go around making trouble for yourself - nature does it for you.

~Frank Wilczek, theoretical physicist and Nobel Laureate

The 160th Special Operations Aviation Regiment (Airborne) recognized that the techniques currently used to combat corrosion were not sufficient to optimize aircraft parts protection. Additionally, defeating corrosion is a critical aspect in maximizing flying hour funding in resource constrained environments.

The Regiment's corrosion control program is centered on limiting the millions of dollars in equipment loss incurred annually both CONUS and OCONUS.

The Department of Defense agrees. In its July 2009 report, DoD Annual Cost of Corrosion, it estimated that corrosion costs the military services over $22 billion annually.

Currently, numerous technologies exist in the civilian sector designed to battle corrosion.

As such, the 160th SOAR (A), partnered with United States Army Aviation and Missile Command (AMCOM), is dedicated to applying best business practices across all unit facilities and aircraft.

The end state is a "Center of Excellence" that AMCOM can foster across the Army and DoD services.

The Insidious Enemy

The employment of Army helicopters is exciting. Thoughts of prosecuting targets, and defeating the enemy in austere places around the world while promoting freedom and liberty for the downtrodden always elicits a strong response from pilots and crews.

However, discussing corrosion – the premature loss of parts – does not bring out the same level of excitement. It is not a kinetic weapon but it carries the price tag of one annually.

Corrosion is an insidious and pervasive enemy, and it silently debilitates a unit's combat effectiveness.

While depleting units of valuable parts and equipment, it also requires significant manpower and resources to overcome its effects.

Further, the consequences of corrosion are usually discovered in deployed environments under high operational tempo with little margin for failure and little to no backup assets.

Opening a supposedly "environmentally protected container" only to find a high-cost component submerged in water or unusable due to corrosion directly affects limited resources and stresses supply chains. More importantly, it can and does impact lives.

Shifting The Paradigm

In today's funding constrained environment, units can no longer avoid the effects of corrosion by maintaining excess amounts of parts and equipment.

Units must implement efficient

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PHOTO BY CW4 ROBIN VOZAR, 160TH SOAR(A)

This is an example of breathable, weather resistant, short term covers employed in order to reduce the effects of the environment on Little Birds during mission set.

supply chain management processes along with proactive corrosion protection processes and systems to protect those parts and equipment once located in the warehouses and technical supply areas.

At the Regiment, our Soldiers understand it is their duty to battle and defeat this enemy just as it is their duty to battle and defeat our enemies on the battlefield. The Regiment, in conjunction with AMCOM, has established a blueprint for the holistic implementation of a Corrosion Control Center of Excellence.

This vision requires a major shift in supply processes, technology applications, Soldier training and education, and perhaps most importantly, the creation and implementation of a comprehensive corrosion program that ties these elements together.

The Milestones

As the organization embarks on this mission, Soldiers are faced with the overwhelming task of designing a phased methodology that creates clear processes and ensures success.

Holistic corrosion control and prevention was quickly identified as one of the most significant and difficult tasks facing the Regiment.

Purchasing technology, dehumidifying parts storage areas, and properly packaging and inspecting equipment are the easy fixes.

Establishing a program that clearly outlines organizational structures, roles, and lifecycle management procedures is the major challenge.

In recognizing this challenge, the Regiment first developed a cogent framework for corrosion control thereby avoiding the sense of urgency to jump in haphazardly with solutions that, while potentially effective, might in the long-term be cost prohibitive, unsustainable and affect the unit's ability to move toward the ultimate goal.

Three major milestones must be accomplished:

1. Identify the proper command and control channels for the program.
2. Create and implement an effective Standard Operating Procedure (SOP).
3. Maintain continuous command emphasis mandating buy-in from each Regiment Soldier.

Choosing The Right Technology

Once an organizational structure and program architecture are in place, the technologies needed to fully address corrosion are readily available.

The 160th SOAR(A) implemented an aircraft protective cover pilot program using an innovative fabric specifically designed and manufactured to protect critical assets from the elements.

The form and fit for the covers were designed with the input of the Regiment and tested for 12 months in both CONUS and OCONUS environments.

During the pilot program, the cover vendor upgraded and replaced many of the covers as they discovered new ways to improve fit and function for the Regiment's rotary wing aircraft, armament, and ground support equipment.

In the end, the program was so successful in protecting equipment from corrosion, sand, pollution, ultraviolet rays, and heat that the covers are now used for all of the Regiment's rotary wing assets.

The outcome is durable, Soldier friendly, state of the art protective covers that deliver on the promise of true corrosion and environmental protection.

Cool – Dry – Clean

3rd Bn., 160th SOAR (A), located at Hunter Army Airfield, GA, implemented a dehumidification program to reduce component losses due to corrosion and heat.

Storage for on-hand mission critical aircraft components (specifically for MH-47 and MH-60 aircraft) and other inventory items vital to the 160th mission readiness, is estimated at $15 to $20 million.

The estimated loss of parts to corrosion had been conservatively projected to be $2 to $3 million annually, or approximately 15 percent of the inventory. These losses are a subset of the issue affecting the Regiment as a

An MH-47G transmission can that, in lieu of having environmentally controlled or covered areas, is covered by a cutting edge material provided by one of the unit's industry partners.

whole and have direct impacts on safety and readiness.

The solution: install an environmental conditioning system that controls the humidity level to prevent corrosion, temperature to eliminate heat damage to electronics, and filter the air to eliminate airborne contaminants. Our mantra is "Cool, Dry, Clean." The system is also the most energy efficient equipment available.

Since its installation, no newly stored parts have been lost due to corrosion. A cost savings of $2 million is recouped annually, and the return on investment was achieved within two months after installation.

The successes in corrosion management and prevention seen by the Regiment can be repeated and implemented by other organizations. As the program continues to evolve from a pilot program to full implementation, mission readiness will be improved, costs will be reduced, and manpower will be allocated more efficiently.

When looked at across all of DoD, the benefits of a broad based and well engineered corrosion control program are significant cost avoidance and logistic efficiencies that allow assets to be redirected to more critical areas across the battlefield.

Meeting the Challenges

As we move forward in establishing the Corrosion Center of Excellence, rolling out a well thought out program is critical. Based on our success with the cover pilot program and the dehumidification program at Hunter Army Airfield, we believe we are on the right track to address corrosion in a holistic fashion.

These programs have significantly improved the readiness of critical aviation assets and parts readiness; this readiness improvement validates the effort. Regiment assets will continue to benefit from these technologies in the future.

Our challenges regarding the punishing effects of corrosion are difficult. However, the benefits to our warfighting mission, the fiduciary responsibility to properly maintain our equipment, and the mandate to be good stewards of the government's money require us to be successful.

By establishing a comprehensive corrosion control program, seeking out the most current technological advances, and providing appropriate command emphasis, we are on our way to becoming the Corrosion Control Center of Excellence.

PHOTOS BY: CW4 ROBIN VOZAR, 160TH SOAR(A)

A high speed dynamic helicopter component that has been damaged beyond repair by humidity and environmental conditions.

COL John W. Thompson is the commander of the 160th Special Operations Aviation Regiment (Airborne) and CPT Timothy L. Morgan is the regimental aviation maintenance officer, both located at Fort Campbell, KY.

PTSD And Flight Status

By Dr. (MAJ) Nicole Powell-Dunford

Q: I've heard several different stories about how long I am grounded if I am treated with medications for PTSD. What is the actual rule? I hesitate to go in for treatment because flying is one of the only things that makes me feel good right now and I don't want to be grounded just to get treatment when I've mostly been able to get through things alone.

FS: Every case is unique, so there is no hard and fast rule about grounding.

Two important things that your flight surgeon considers are the diagnosis – how much it interferes with your ability to concentrate and focus – and any side effects of medication that you are prescribed.

When Quality Sleep Is An Issue

For many types of conditions – from depression to anxiety problems like PTSD, there is a problem with getting the quality of sleep that is needed in order to be alert and focused at work the next day.

For this reason, individuals are sometimes prescribed a medication to take for a few days to a few weeks at a time that restores normal sleep patterns.

Although these medications are very effective, they remain in the body for a long time and seriously decrease your ability to concentrate; for this reason sleep agents used for depression, anxiety and PTSD are never compatible with flight.

Another group of medications, the SSRIs (serotonin re-uptake inhibitors), are usually safe, well tolerated and have only minor side effects.

They work to improve mood and sleep by boosting levels of beneficial chemicals that the body naturally produces. These medications may take weeks to act however and may have side effects that develop only after they have been taken for some time.

For this reason, SSRIs are normally grounding for 4 months, with the potential to return in a supervised pilot status after 3 months.

For other crew members who experience significant improvement and tolerate an SSRI very well, a supervised return to duties may be considered even earlier on a case by case basis.

Your flight surgeon will coordinate medical testing to ensure that the medication does not affect your ability to concentrate or perform detailed tasks in a timely fashion. In some cases, an SSRI needs to be switched to a different SSRI if the original one causes problems with attention and focus.

Early Treatment

It is important to realize that many therapies other than medications are available to treat PTSD and depression, especially when treatment is sought earlier rather than later.

Once sleep problems have become strongly established and work/family relationships are highly strained, the problem becomes more difficult to fix.

Crew members with mild symptoms who respond well to cognitive and/or behavioral therapy may be able to continue flight duties without needing to be grounded.

No crew member should be offered medication alone – other therapies such as group or individual counseling can improve how quickly symptoms resolve. Too many crew members suffer in silence, potentially putting fellow crew members at risk, because of misunderstandings about PTSD and depression treatment.

Fatal mishaps have occurred in the civilian sector as a result of undeclared use of mental health medications.

Talk with your flight surgeon today if you suspect a problem, instead of waiting or seeking outside treatment alone.

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, AL.

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Giving Voice to our Smallest Aviation Elements

By CW5 Mark W. Grapin

On the heels of the National Boy Scout Jamboree in Virginia this summer, my oldest son Eric and I spent a week camping with his Webelos Cub Scout pack.

Armed with a fresh bottle of Advil, and not even a single bar for a cell phone signal, our collective lives narrowed in focus to who could remember a skit for the campfire and who could remember whether you put the bb in the chamber and then cock, or whether you cock the rifle, then put the bb in the chamber.

The parts of the arrow and the bow we managed to name as a team consensus effort and every one of us who dog-paddled the entire length of the swim course in the lake were cheered louder, the longer it took.

All week long, the Pack 675 flag was carried and waved by three Cub Scouts – a small detachment of their Den, the smallest element in Scouting hierarchy. Eric and his two fellow Webelos clamored for the attention of the camp counselors when shouting "Good morning!" at reveille and relished the attention afforded them when their small element arrived to navigate the monkey bridge.

The week flew by and you can imagine my surprise in having never reached for that bottle of Advil. And moments after arriving at the first Waffle House on the civilization side of the Goshen Pass, my cell phone blinked to life and dutifully reported I had 1.2 bazillion voicemails and text messages waiting.

Lost In A Sea Of Aviation Structure

Charged with a fresh top-off of hash browns and fuel, and all the while motoring the span of the Shenandoah Valley and across I-66 toward our Northern Virginia home, I couldn't help but draw the mental correlations to how each of our flight detachments in Army Aviation must feel in a sea of aviation battalions and brigades.

Many of our flight detachments are seven-soldier elements, quietly and efficiently executing their missions around the globe.

There's only so much cargo you can squeeze into the aluminum tube of a C-12 or a C-26 – even with the cargo door cranked open. And the C-23 flight engineers and crew chiefs perform daily – sometimes hourly – miracles in their accurate and timely loading of their cargo holds.

The monthly or annual tabulation of the cargo delivered by these collective detachments is dwarfed by the single disgorgement of a C-17 Globemaster III; yet our brethren in blue never seem to come close to matching the on-time and on-target delivery execution of those wearing the Army prop-and-wings brass on their collars.

Finite rotary-wing resources, and ever-escalating needs within each State or Territory, demand a constant adjustment of which aircraft are on which tarmac – down to the tail number. Compound this with a score of hot-spots that require this level of timely lift response, in and over real estate that God likely has travel brochures for in the bottom of His computer bag, and the management of Army Aviation resources changes by the moment.

The slivering of our aviation organizational structure down to the detachment level seems to get our job done, but often comes at the cost of drawing thin the communication string that connects the soup cans perched at the ears of our leadership.

What aircraft do we need for our missions?

What tactics, techniques and procedures have been emplaced to compensate for systemic shortcomings in our equipment provided?

The AAAA National Awards program has been expanded over the years to specifically include recognition of excellence in service to Army Aviation regardless of organizational size or component. See the AAAA InfoFile and website www.quad-a.org for more information and forms.

What services do we need short-stopped by a smart Maintenance contractor? What tools and software do we need? "Do we have any MREs stashed in the back, Chief?" "Who's got the credit card, and do we have to provide our own Prist at the next stop?"

In an aviation battalion or brigade, we're awash in majors and colonels to provide for our needs – great and small. But many of our detachments are commanded by CW3s, 4s, and 5s; or lieutenants or junior captains, for whom readiness level progression and promotion to Pilot-in-Command are often the bogeymen in their wire that consume every neuron.

Adding Heft To That String Between The Soup Cans

One member at a time, our collective aviation voice grows.

Our Association serves as a huge conduit for funneling the concerns of each of our members, and ensuring the closest connectivity between our senior-most Army leaders and those who tip the ailerons, band the cargo,

coax a radio to life on a back-shop bench, or staunch the bleeding at 125 knots and wheels-clear-of-trees.

It's hard not to pay attention to a division commander, and each of their senior leadership counterparts who wear clusters, eagles or stars.

But our smallest elements furthest from the flagpole seem to weather the most austerity with the slimmest chance of having their needs articulated – let alone heard.

The sole mission of our Association is to serve the needs of these heroes and their families.

Whether that voice is found in any one of the several professional forums, symposiums and conferences hosted by AAAA each year or through a dialogue on our website or posted in this magazine, the voice of each member is given a forum with which to level the playing field in the articulation of the needs of even our smallest aviation elements to the soup cans at the ears of those who design, procure, and manage each of our hardware, software, and live-ware resources.

Recognition Of Excellence In Our Smallest Army Aviation Elements

Eric was given his very first Cub Scout knife that week at his Webelos camp in Goshen, and even earned his Whittling Chip – a significant event in the life of a young Scout.

All three members of their pack reveled in the individual attention of the various camp counselors who encouraged them as they heel-to-toe navigated the monkey bridge and successfully holed the target with each brilliant silver bb on a beautiful Appalachian morning. The correlation to the preparation and presentation of our smallest organizational elements – whether for a detachment of Scouts or a detachment of Army Aviation – is profound and relevant.

We must seek the counsel of those serving Army Aviation in its smallest organizational elements on how better they may fulfill their missions, and endeavor to represent these perspectives to those who are in a position to integrate these successes, needs and challenges into the larger planning sets for an entire Branch.

Correspondingly, and to reflect this perpetual commitment, our national awards program has been expanded in recent years to include specific categories to recognize excellence in service to Army Aviation, regardless of organizational size or component.

AAAA is our professional forum, and every member of our Association matters.

Next month, we'll check on the status of the soup cans and string, and I'll report on continuing progress made with our membership committee and sub-committees, and how these committees are contributing to our chapter and national goals in shaping our way ahead for the coming year.

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
mark.grapin@quad-a.org

A Trio of Program Updates

By Judy Konitzer

DoD to Resume Restructured Military Spouse Career Program

The Department of Defense announced the resumption of a restructured military spouse career advancement account program (MyCAA) beginning October 25, 2010 at 8a.m. EDT. The program will be available to spouses of service members in the pay grades of E-1 through E-5, W-1and W-2, and 0-1and 0-2.

"The changes reflect a return to the original intent of the program which is to help military spouses with the greatest need successfully enter, navigate and advance in portable careers," said Clifford Stanley, Under Secretary of Defense for Personnel and Readiness.

Eligible spouses will receive a total of $4,000 in DoD funded financial aid, with an annual cap of $2,000 per fiscal year; funding must be used within a three-year time period from the start date of the first class; and must be used to obtain an associates' degree, licensure or certification.

A waiver may be granted when fees for licensure or certification require an up-front fee greater than $2,000 and up to the total maximum assistance of $4,000.

PHOTO BY KELLEY BRESKO FOR OPERATION GIVE A HUG

Abby, Annie and Casey hugging their "Daddy Dolls" from *Operation Give A Hug* while their dad was deployed to Iraq with the 82nd Abn. Div., Fort Bragg, N.C. in 2008.

"The MyCAA program popularity grew beyond our expectations and became too expensive to continue. Therefore, we are returning to the original intent of the program in a way that is attainable and fiscally responsible for the Defense Department," said Stanley.

Under the long-term program guidelines, career counselors will continue to work with all military spouses to help develop career and education goals and plans, and assist them in identifying and accessing available federal education benefits toward these goals.

More information can be found on the MyCAA Web site: *http://www.education4military.com/military-spouse-career-advancement-accounts.asp.*

Sesame Street Workshop Survey

The Center for the Study of Traumatic Stress at the Uniformed Services University for the Health Sciences in Bethesda, MD is partnering with Sesame Street Workshop and other collaborators to include (TAPS) Tragedy Assistance Program for Survivors (see Army Aviation Magazine July 2010) in an important research study.

The project is designed to better understand the impact of parental death on children of both military and civilian families, and to evaluate the usefulness of a new Sesame Workshop DVD program entitled "When Families Grieve" designed to help children deal with such losses.

If you choose to participate, you will complete an online questionnaire and report on how you and your child have been coping since your family's loss and comment on what helps and what does not in moving your lives forward.

You will be mailed a Sesame Workshop DVD (either "When Families Grieve" or an alternate "Let's Get Ready: Planning Together for Emergencies") and associated materials and you will be asked to evaluate them. All participants will receive "When Families Grieve" at the completion of the study. Participation in this study is voluntary, and you may refuse to participate or discontinue at any time. You do not have to answer questions that make you feel uncomfortable.

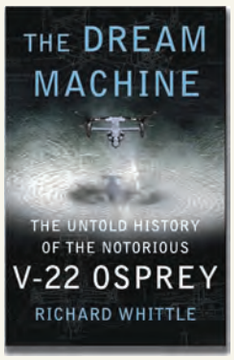
If you are currently receiving services related to your loss from any of the partner organizations, you may continue to do so. It is hoped that you will share what you

A A A A A BOOK REVIEW

"The Dream Machine" *The Untold History of the Notorious V-22 Osprey*

By Richard Whittle

Reviewed by MG (Ret.) Carl H. McNair Jr.



Fresh from Simon & Schuster, a terrific new book by an indefatigable author, Richard Whittle, Pentagon Press Correspondent for *The Dallas Morning News* for twenty-two years an on-the-scene, on-the-record reporter. Whittle chronicles the development of the V-22, the first fully operational tilt rotor aircraft in history, rightly titled "The Dream Machine" by those who have flown it. Yet in earning such distinction, it was much maligned and threatened almost to extinction, often called "death-trap," "widow-maker" and other names not suitable for print. In their September 26, 2007 issue, Time magazine even titled their story on this amazing aircraft, "Flying Shame," as the first operational squadron of the aircraft was deploying to earn their battle stars and scars in Iraq.

At varying stages over the 26 year period from initial development to deployment, multiple attempts were made by top officials to "kill" the program; thus the Osprey might have been more properly named the "Phoenix," the mythical bird that rose from its own ashes, rather than a bird of prey. Steeped in history and technological savvy, this book follows the early Bell tilt-rotor technology from the XV-3 Air Force contract in 1951 and the NASA/Army XV-15 program in 1972 to design of the JVX in 1981 with a subsequent U.S. Marine Corps developmental contract.

With the support of the Secretary of the Navy, Marine Corps Commandant, and a dedicated, almost passionate, industry marketing team, a clear, comprehensive and convincing strategy was laid out for OSD and the Congress.

The "J for Joint" also brought initial support from the Army, Air Force and even the commercial sector, which eroded over time, greatly reducing the other service requirements. Additionally, a formidable force took the field across the aerospace industry including committed Congressional delegations from the home states of the prime contractors, Bell and Boeing. Development was begun, followed by horrific "twists and turns," all described in great detail by the author; dates, names and places – almost to the level of a "whodunit?" The trove of research sources in unprecedented number with detail seldom found in a work of this nature marks this as a "Who's Who and How to Manual in Defense Acquisition." They range from the SecDef, top acquisition executives, service chiefs and four star generals down to mechanics and test pilots commenting on every phase of development and deliberation; the good and the bad, the why and by whom, no holds barred, not to mention the other government agencies and key decision makers of Congress.

This is a story that needed to be told and told well, chapter and verse, a testimony to U.S. technology complemented by committed service members and industry partners to place a needed system in the hands of a unique and essential fighting element of the U.S. national defense team. By mid 2009, the USMC had deployed three squadrons in harm's way and flown over 8000 hours without mishap.

History has well documented the failures of developmental weapons systems, however, "The Dream Machine" describes a 21st Century success story of the Defense Acquisition System, albeit frayed around the edges, and often more costly in resources, time and even sacrifice, to achieve our essential objectives.

This book is an absolute "must read" for those in the research, development and acquisition business, the defense industry and the analytical community. We have all heard of and experienced our own "horror stories;" highly publicized case studies for the Defense Acquisition University, the senior service colleges and management schools at all levels, but "The Dream Machine" is a winner and should be read and remembered for those who can "Dream And Do."

MG (Ret.) Carl H. McNair Jr. is a former Chief, Army Aviation Branch, Century Club Member (among the first 100 pilots to fly the XV-15 Tilt Rotor) and former AAAA National President.

have learned so that resources can be developed to help families such as yours. To participate, please visit the research website *www.cstssesamesurvey.org*.

Operation Give a Hug

What could be more stressful to a young child than having a parent or parents deployed to a war zone for an indeterminate period? When 3 year old Maddie Agustin's daddy was deployed to Qatar in 2003, her mother, Susan, placed pictures of her husband in a "Huggee Miss You" doll. Maddie would gaze at the doll, play with it, and sometimes chew on it. When her daddy returned he was not a stranger to her.

Upon subsequent deployments, the doll went everywhere with her and when her daddy would call Maddie would have all sorts of things to tell him about what "daddy doll" and she were doing and how busy they were.

Seeing how important the doll was to her daughter, and with the encouragement of other parents and preschool teachers, Susan began distributing dolls through a home based business. In 2004 she created a not-for-profit organization and worked on fund raising so that all military children who needed them could have dolls.

The overall, totally volunteer program is sponsored by The Kiwanis Club of Greater Tacoma Foundation, Tacoma, Washington, and is a 501(c)(3) with all funds raised going directly to providing dolls to children. Donations are gratefully accepted and are fully tax deductible.

In 2008, *Operation Give a Hug* collaborated with the Department of the Army Child, Youth and School Services and Operation Military Kid. To date over 250,000 dolls have been distributed, and 120,000 more have been requested.

Each doll affords the child a place to display a photo of their deployed parent, thus giving them a tangible way to relate and hug their parent until they can do it for real. For young children who are not always able to verbalize their emotions, this can prove to be especially comforting.

The dolls are Army-specific with Army Combat Uniform (ACU) fabric, the photo-sleeve face and a hang tag that lists tips and resources to help parents help their children cope with deployments.

They are provided to children who have a parent deployed with the Army (Active, Guard and Reserve), through their Family Readiness Groups, family program coordinators, casualty assistance officers, school counselors, and pediatric psychologists.

If you or your FRG know of a child or children whose parents are deployed and could use this special doll to help ease the pain of separation, visit *www.operationgiveahug.org* or call Susan Augustin at 253-691-9391. In this way you can bring joy and maybe some comfort to a little one.

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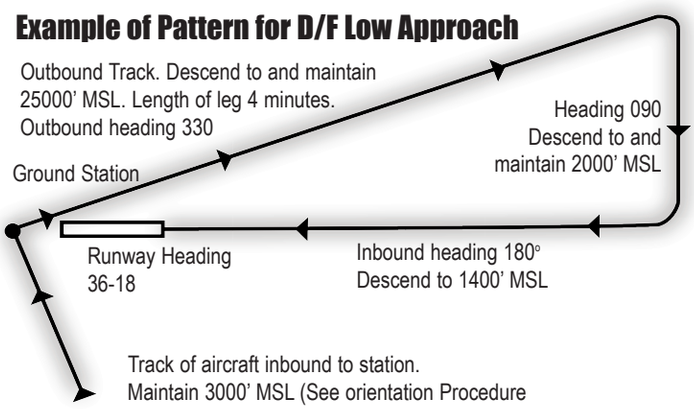
Judy Konitzer is the family readiness editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

FROM THE ARCHIVES
Article from the October 1960 issue of ARMY AVIATION Magazine.

Lost and Found



By LT. COL. Morris G. Rawlings,
Headquarters, V Corps, Seventh Army

There is a period of awareness—a time during which you know something is wrong but are not yet certain as to what. Your cockpit reactions become more positive, as though strong, certain movements were the antidote for nagging doubts. The terrain below you is unfriendly—no roads, rivers, nor railroad tracks.

The short hairs on the back of your neck begin to rise and your collar is noticeably tight. Your heart begins to pump more rapidly and your lungs feel crowded by your ribs. Your eyes roam the cockpit and your hands begin dozens of abortive movements not dictated by your conscious mind. You recheck the clock, the compass, and the map. Nothing is as it should be—*or is it?*

What time should it be?

What was that computed course?

Is this the right map?

You fight down the sense of panic and return, in your mind, to your last known position. You may hide it from your passengers and disguise it to yourself. You may deny it forever afterward, but, brother, the fact remains—*You're lost!*

Only two Army aviators, during the past seventeen years, have insisted to me that they have never been lost. One is a pathological liar. The other has more time in the top of a loop than most of us have in the air. I bow to their superior abilities, but wish to make three assumptions:

- *Everyone who flies will, sooner or later, become disoriented.*
- *The longer the period of disorientation, the less capable he will be of reorienting himself.*
- *When disorientation is total, assistance must come from outside the cockpit.*

The first two may well be accepted as facts; the last may require some exposition. All flying is conducted under one of two weather conditions; those which permit reference to terrain features, or those which utilize aircraft instruments and electronic devices to chart a course. An aviator may become lost in either case, but the odds are heavily stacked against total disorientation on an instrument flight. For this there are three major reasons: (1) fewer flights, (2) more preparation, and (3) more aids.

Actual instrument flight represents but a small fraction of the flight hours performed by Army aviators. Sim-ulated instrument flight, by regulation, accounts for less than one quarter of total training time.

A healthy over-estimate would determine that not more than 25% of all flying is accomplished without reference to the terrain. Such flights demand, and receive, the type of pre-planning which all flying deserves. They are performed in aircraft well-equipped with receiving devices to catch and interpret the various navigational aids from low-frequency homers to a competent copilot.

The other 75% is done in the H-13/L-19 type equipment by pilots who use an aeronautical chart or tactical map for plotting their course and an FM radio to announce their arrival. This VFR aviator, by far the most airborne, is generally the poorest equipped to navigate.

That statement is *not* intended as an indictment of an individual, his training, or his equipment. *All are the best available*. The individual lacks only experience and judgment; the training seeks only standardization; and the equipment awaits further modification or replacement.

Consider . . . The aviator who has gained both experience and judgment is now the one who assigns flights. He assigns routine VFR work to the young man on his way up. By the time an aviator has learned the simple rules of navigation, he is not only instrument-rated and dual-qualified, but is probably married, a devoted father, and is too important to be gone from the office!

Again, look at our proponent. His assignment, this moonlit night, is to transport a passenger from Grafenwohr to Hanau and remain overnight. His chariot, an L-19, is equipped with an ARC-44 radio, all components of which are in working order. Just prior to takeoff, he is reminded by *Operations* that he must fly several miles out of his way to avoid range firing. *Operations* also suggests a route other than direct in order to take advantage of Wurzburg homer and definitely avoid the border.

Airborne at last, he flies due south for a period and then heads west. A large city under his left wing should be Nurnburg, *might be Erlangen*, but, either one is all right since they're close together. This mistake will lead to others and the flight will not go according to plan. Since he has no alternate plan, one must be formed from that available to him in the cockpit.

He will remember that 121.5 is an emergency frequency, but whether to use "*Pan*," "*Security*," or "*Mayday*" will never cross his mind. That a lost aircraft can get help by flying triangles will stick in his memory, but whether he should turn right or left will be a mystery. Besides, he is by no means ready to declare an emergency and have everyone laugh at him so long as he has fuel in a flyable aircraft.

Ever try to fly a manual loop to a 30 second beacon?

It is difficult when on course and in full control. It is next to impossible when disoriented and apprehensive. The ARC-44 has a homing device which is very accurate, but it certainly requires a signal upon which to home. It also requires concentration to determine the signals being heard.

Unless Lady Luck enters the picture by showing a river or

WHEN YOU'RE THE TARGET, YOU NEED TO KNOW.

On today's complex battlefield, what you don't know can kill you. Laser aided weapon systems permeate the battlespace sending an invisible indicator you are being targeted.

Goodrich Laser Warning Sensors help to safeguard crews on military aircraft worldwide. Alerts are activated by our AN/AVR-2B(V) system precisely when you're targeted by lethal threats like Laser Range Finders, Laser Designators and Laser Beam Rider missiles.

Goodrich Laser Warning Systems provide you and your crew with a new level of situational awareness and precious extra seconds. Seconds needed...to detect hostile threats...to maneuver out of harms way...to SURVIVE.

right attitude/right approach/right alongside

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GOODRICH

the autobahn, our friend is lost. When he finally admits it and gets on 121.5, he will call "*Mayday*" so loudly and so often as to make it almost impossible to answer him.

Now is the time for all good parties to come to the aid of man! He must be answered and quickly. He must *not* be advised to home on any given frequency, or contact a surveillance radar. He should *not* be asked to do anything other than fly his aircraft in a direction which you have assured him will bring he and his aircraft to a safe landing. You can do so even though you do not have D/F equipment, radars, omni equipment, or the other exotic items which will some day become available to all.

D/F Procedure

1. *Ground equipment*: One L-19 with ARC-44 installation.
2. *Personnel*: One pilot familiar with procedure. (With proper training, an EM could do the job.)
3. *Steps prior to starting D/F procedure*:

a. Aircraft desiring steer to station contacts airfield by any available method of communication, requesting steer. He will be instructed to standby, and monitor a specific FM frequency.
b. Control plane (*L-19 with ARC-44*) taxies out onto airfield area, clear of obstructions.
c. Control plane turns VHF and FM sets on. Tunes to preselected frequency.
d. Control plane sets directional gyro to RECIPROCAL of compass heading of aircraft.
4. *D/F procedure*:

a. Control plan contacts aircraft in flight on preselected FM frequency or on VHF.
b. Control plane advises aircraft in flight to transmit on FM for 30 seconds for steer.
c. Control plane activates homing device and turns right or left as required until homing on aircraft in flight.
d. Upon completion of transmission for steer, the control plane gives the aircraft the heading shown on the *directional gyro* as a steer to the station. (DG is on reciprocal of control plane's compass heading).
e. Continue step (d) periodically until aircraft is in visual contact.

Let-down and Low-approach Procedures

1. *Preliminary preparation*: the same as D/F procedures.
2. *Orientation procedure*:

a. Control Plane contacts aircraft in flight on preselected FM frequency or on VHF.
b. Control plane advises aircraft in flight to set transmitter to FM and monitor VHF receiver.
c. Control plane transmits on VHF and monitors FM. Two way communication check made. Repeat until communications are solid. Advise aircraft in flight to maintain specific altitude (minimum altitude for area).
d. Control plane advises aircraft in flight to depress his mike button until further notice.
e. Control plane activates homing device and turns right or left until homing on aircraft in flight. Transmits on VHF to aircraft in flight, giving heading shown on directional gyro, as a steer to station (D/G is set on reciprocal of control plane's compass heading).
f. Control plane repeats step (e), giving continuous heading corrections until aircraft is "over the station." Aircraft in flight performs continuous FM transmission during all times. If aircraft in flight desires to communicate to ground station, he can momentarily discontinue his transmission for homing by releasing his mike button. This interrupts the signal received by the control plane, notifying the control plane that the aircraft desires to communicate.

He then switches his control from "homing" to "communications" to receive voice communications. Upon completion, he reactivates homing device and continues as indicated in step (e). "Over the station" indication is a rapid and radical shift of tearing thru 180° of arc. Direct passage over the station (an unlikely event) is indicated by a momentary loss of signal by the receiving control plane.
3. *Let down procedure*.

a. When "over the station" indication is received, control plane instructs aircraft in flight to turn to desired out bound heading.
b. Control plane continues to "home" on aircraft in flight throughout turn to outbound heading. Rapid changes of bearing toward desired outbound heading "prove" the over station position. After this proof is obtained, descent to outbound minimum altitude, if applicable, is given to aircraft in flight by aircraft on ground.
c. Control plane turns to desired outbound compass heading. If a "right of station" or "turn left" signal (D—..) is heard, the aircraft in flight is to the left of desired outbound track, and corrections to the right (increase in compass heading) will bring the aircraft back to desired track.

Conversely, if a "left of course" or "turn right" signal (U..—) is heard, the aircraft in flight is to the right of desired outbound track. Corrections to the left (decrease in compass heading) will bring the aircraft back to desired outbound track.
d. Upon completion of desired outbound time (depending upon local pattern), control aircraft gives instructions to turn to new desired heading and desired changes of altitude. (Local experience indicates that this leg should be a "base" leg, 90° to desired inbound heading.)
e. Control aircraft turns to heading 10° from the reciprocal of the inbound track (left or right, depending on the side of the inbound track the preceding turn was made. Object is to lead the turn). Upon receiving on-course signal, control plane directs turn to desired inbound heading, and any desired changes in altitude.
f. Control plane turns until GYRO reads desired inbound heading. Upon completion of turn, aircraft in flight should be approximately on course. If a "right of course" or "turn left" signal (D—..) is heard, the aircraft in flight is to the right of its desired inbound track. A correction to the left (decrease of compass heading) will return the aircraft to track.

Conversely, if a "left of course" or "turn right" signal (U..—) is heard, the aircraft is to the left of its desired inbound track and a correction to the right (increase of compass heading) will return the aircraft to the desired track. Initial corrections should be fairly large (20°) and subsequent corrections correspondingly smaller.
g. Continue giving corrections to aircraft in flight until he is contact or over the station at minimum altitude, at which time, missed approach procedure will be performed.

This system is not presented as something new. It was successfully demonstrated by the *10th Aviation Company* in 1957. Such a system is not intended as a supplement to nor a replacement for radar equipment. It's this way. . . . *An ARC-44 in an aircraft is worth more than a radar in production.*

❖❖

LT. COL. Morris G. Rawlings, Head-quarters, V Corps, Seventh Army.

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.*

Camber to Build MUM Apache Trainer

Camber's Modeling, Simulation and Training Division in Huntsville, AL was awarded a one-year $1.4M contract on Sept. 4 to build a manned-unmanned training system for PM Apache. The desktop trainer, named the Manned-Unmanned Trainer (MUMT), will be delivered as a software application on the proven Application Training Aid (ATA). ATAs are already in service with several AH-64D battalions to train other aircraft systems. Funded by PM Apache, the MUMT application will maximize game-like virtual training scenarios to teach Apache pilots how to use proven techniques and procedures for integrating with various UAS on the battlefield.

VT Group Acquires Evergreen Unmanned Systems

VT Group announced Sept. 28, 2010 that it has acquired the Evergreen Unmanned Systems business unit, part of Evergreen International Aviation Inc. Evergreen Unmanned Systems is a leading provider of support for Unmanned Aircraft Systems (UAS). VT Group currently supports Army aviation missions through maintenance, training, logistics and high-level program analysis. For the past 12 years, the company has delivered support services to the Army Aviation and Missile Life Cycle Management Command (AMCOM) including AH-64, UH-60, OH-58 and CH-47 platforms. The acquisition will enable VT Group to extend its aviation support capabilities in fixed- and rotary-wing aircraft and missile systems to the rapidly-growing UAS platforms.

L-3 WESCAM EO/IR Sensors to Support the U.S Army's LEMV

PHOTOS COURTESY L-3 WESCAM

L-3 WESCAM announced on Sept. 2, 2010 that it has received an order from Quantum Research International Inc. to supply the vital imaging and targeting sensors required for the Long Endurance Multi-Intelligence Vehicle (LEMV) to be used by the United States Army Space and Missile Defense Command/Army Forces Strategic Command (SMDC/ARSTRAT). Deliveries of two MX™-15HDi and two MX™-20D EO/IR turrets will begin in 2010 and be completed by January 2011. The LEMV platform will be equipped with four WESCAM turrets at one time. This advanced configuration will enable both general surveillance and precise targeting missions on four separate geographical locations simultaneously from a sustained altitude of 20,000 feet mean sea level. Each turret will be fully equipped with 1080p imaging cameras and will have multiple HD feeds streaming from the cameras within each turret. The turrets' high-definition imaging capability will uncover key intelligence by generating bolder colors, greater contrasts, increased image sharpness and more pixels on target.

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

ER/MP Contract Awarded to General Atomics

General Atomics Aeronautical Systems, Poway, CA, was awarded on Sept. 7 a $7,229,228 cost-plus-fixed-fee contract that is a modification to contract W58RGZ-09-C-0153 for the extended range/multi-purpose quick reaction capability contractor logistics support replenishment sustainment spares.Estimated completion date is June 6, 2012, with work to be performed at Poway, CA.

Sikorsky Awarded UH-60M Parts Contract

Sikorsky Aircraft Corp., Stratford, CT, was awarded a $9,421,225 firm-fixed-price contract for long lead parts for the UH-60M aircraft with an estimated completion date of Dec. 31, 2011. Work is to be performed at Stratford, CT.

KW Engine Contract Awarded to Rolls Royce

Rolls Royce Corp., Indianapolis, IN, was awarded on Sept. 15 a $19,187,689 firm-fixed-price contract for 40 gas turbine engines M250/C30R/3 for the OH-58D Kiowa safety enhancement program with an estimated completion date of Dec. 31, 2012. Work is to be performed at Indianapolis, IN.

AATD ISR Contract Awarded to Boeing

The Boeing Company., Mesa, AZ, was awarded on Sept. 22, 2010 a $14,250,000 cost plus fixed fee contract. This contract is for tactical intelligence, surveillance, and reconnaissance collection, processing, exploitation and dissemination capability standup and demonstration. Work is to be performed in Philadelphia, PA, (70 percent), Denver, CO, (11 percent), Middletown, DE, (7 percent), Grand Rapid, MI, (7 percent), and Kansas City, MO, (5 percent) with an estimated completion date of Apr. 30, 2011.

EADS Awarded ARNG S&S MEP LUH Contract

EADS North America Defense, Arlington, VA, was awarded on Sept. 23 a $67,163,000 firm-fixed-price contract. This modification is for the procurement of 16 security and support (S&S) mission equipment package (MEP) retrofit and 202 S&S MEP retrofit production cut-in for the S&S battalion MEP's Army's light utility helicopter contract for the Army National Guard. Work is to be performed in Columbus, MS, with an estimated completion date of Aug. 31, 2012.

UH-60 Servo Overhaul Contract Awarded to Texas Aerospace

Texas Aerospace Services Ltd., LLP, Abilene, TX, was awarded on Sept. 22 a $12,016,795 firm-fixed-price contract. This is a five-year maintenance and overhaul indefinite-delivery/indefinite-quantity contract for the overhaul of the UH-60 servo, yaw trim. Delivery Order 0001 will be awarded simultaneously with the basic for a total dollar value of $1,137,950. Work is to be performed in Abilene, TX, with an estimated completion date of Sept. 30, 2015.

AAI To Add Shadow ACEII Boxes

AAI, Corp., Hunt Valley, MD, was awarded on Sept. 23 a $8,525,662 cost-plus-fixed-fee contract. This effort is to modify contract to add ACEII boxes as over-and-above work to the contract, to increase funds and exercise options for three reset units under the Shadow tactical unmanned aircraft system performance based logistics contract. Work is to be performed in Hunt Valley, MD, with an estimated completion date of Oct. 31, 2010.

Romeo Production Contract Awarded to Hellfire

Hellfire Systems, LLC, Orlando, FL, was awarded on Sept. 8 a $20,073,228 firm-fixed-price contract to transition the new air-to-ground missile AGM-114R Hellfire II Romeo missile into the current Hellfire II missile production line. Estimated completion date is Sept. 30, 2013, with work to be performed at Orlando, FL.

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POTM
PEOPLE ON THE MOVE

TRANSFER OF REPSONSIBILITY

Hill Takes Over Responsibility in Afghanistan

PHOTO BY U.S. ARMY STAFF SGT. LORIE JEWELL

CSM Marvin L. Hill accepts the NATO flag from GEN David H. Petraeus, NATO International Security Assistance Force commander, during a Change of Responsibility ceremony Sep. 1, 2010 in Kabul, Afghanistan. Hill takes over as the ISAF and U.S. Forces-Afghanistan (USFOR-A) command sergeant major from CSM Michael T. Hall, who stepped down as the command's top enlisted Soldier after 13 months in the post. Hill, who most recently served as the CENTCOM command sergeant major, is a former Eagle 7 (CSM of the 101st Abn. Div. (AASLT)) and his arrival reunites the former Screaming Eagle command team with Petraeus.

U.S. ARMY PHOTO 159TH CAB PAO

Thom Joins 159th

159th Combat Aviation Brigade commander COL Kenneth T. Royar (right) passes the sword to incoming 159th CAB command sergeant major Eric C. Thom (left) during a change of responsibility ceremony Aug. 5 at Freedom Fighter's Gym, Ft. Campbell, KY. The former 7th Sqdn., 17th Cav. Regt. command sergeant major, Thom replaced outgoing brigade CSM John L. Chandler, whose next assignment is at Fort Rucker, AL.

DEPLOYMENTS

4th CAB Soldiers Receive Combat Patch

ARMY PHOTO BY AIR FORCE STAFF SGT. MEGAN P. LYON

The 'Iron Eagles' brigade stands at attention Sept. 11, 2010 in Camp Marmal as brigade CSM Donald Rose prepares to place the 4th Infantry Division combat patch on COL Daniel Williams' right shoulder. The Soldiers of the 4th Cbt. Avn. Bde., 4th Infantry Division honored the memory of the brave men and women who died in the 9/11 attacks and recognized their own status as combat veterans by placing the 'Ivy Division' patches on their right sleeves.

Gunslingers Redeploy

U.S. ARMY PHOTO BY CAPT. DANIEL MCGURK

LTC Vincent Torza (left), commander, and CSM Ronald Rainge, uncase the colors of the 2nd Bn., 159th Avn. Regt. (Attack/Reconnaissance), 12th Combat Aviation Brigade, during a ceremony held Sept. 16 at Storck Barracks, Illesheim, Germany. The unit returned to Germany in August following concurrent missions in Operation Iraqi Freedom and Operation Enduring Freedom. The ceremony marks the official completion of the unit's combat operations and the resumption of their European mission.

MEDEVAC To Deploy

PHOTO BY PFC MICHAEL SYNER, 10TH CBT. AVN. BDE

1SG Brian Peplinski and MAJ Michael McFadden case the colors of their unit, Co. C, 3rd Bn., 10th Cbt. Avn. Bde., as a part of their deployment ceremony held at Fort Drum, NY on Aug. 5, 2010. The company, a medical evacuation unit, will be deploying in the fall of 2010 in support of Operation Enduring Freedom.

AWARDS

Female Crew Chief Awarded Purple Heart

ARMY PHOTO BY STAFF SGT. SADIE BLEISTEIN

SPC Patricia Fowler, Co. B, Task Force Shadow UH-60 Black Hawk helicopter crew chief, is awarded a Purple Heart by COL William K. Gayler, 101st Cbt. Avn. Bde. commander, for wounds received in action while deployed in support of Operation Enduring Freedom in an Aug. 5 ceremony at Kandahar Airfield, Afghanistan. Fowler was a crew member on a chase helicopter for a medical evacuation mission, when her aircraft came under enemy fire while flying over Helmand province on May 6. Five rounds impacted her aircraft, with one round ricocheting off the window frame striking her helmet. She sustained trauma to the head from the bullet's impact and from shrapnel to her shoulder. Fowler said she did not know what hit her until they landed and evaluated the situation. When she removed her helmet there was an entry and exit hole made by the bullet. Fowler has served in the Army since April 2008.

POTM
PEOPLE ON THE MOVE

TF Falcon Soldiers receive Broken Wing Award

ARMY PHOTO BY SGT CANDICE PEPPLE, 3RD CAB

(From left) LTC Thomas J. von Eschenbach, commander of Task Force Lighthorse, 3rd Cbt. Avn. Bde., TF Falcon, COL Donald N. Galli, commander of the 3rd CAB, TF Falcon, CPT Patrick DuBois, and CW2 Jacob Crause, both pilots with Troop C, TF Lighthorse, CSM Richard D. Stidley, 3rd CAB, and CSM Richard Lemke, TF Lighthorse, pose for a photo after DuBois and Crause received the Broken Wing Award from Galli, during an awards ceremony, Sept. 15, at Forward Operating Base Fenty, Afghanistan., Task Force Lighthorse, 3rd Combat Aviation Brigade, Task Force Falcon) On the morning of Jan. 19, Crause and DuBois were piloting a Kiowa Warrior departing from Jalalabad Airfield. While maneuvering to provide cover for the lead aircraft, their aircraft lost hydraulic pressure. Crause began executing emergency procedures, regaining stable level flight in a wider valley. Together, with Dubois controlling the rate of descent and Crause controlling the direction of movement, the pilots maneuvered the aircraft, landed and shut down without further incident.

Beyard Awarded State's Highest Military Award

PHOTO BY SGT THADDEUS HARRINGTON, MDARNG PAO

Thomas Beyard, command sergeant major of the 29th Cbt. Avn. Bde., Maryland Army National Guard, was presented the State of Maryland Distinguished Service Cross, Maryland's highest military award, on June 13, 2010 by COL David Carey, 29th CAB Commander, in front of his unit at the National Guard Armory at Aberdeen Proving Ground - Edgewood Area, Maryland. CSM Beyard received the award for service beyond the call of normal duty over 28 years of military service and was appointed to his current position on Aug. 1, 2008. In addition to his military service, CSM Beyard is employed as Director of Planning, Zoning and Development for the City of Westminster, MD.

TF Shadow Wins Super Soldier Award

PHOTO BY SPC TRACY WEEDEN

SGT Jeffrey D. Elinburg, Co. D, Task Force Shadow maintenance supervisor, was selected to receive the Cargo Helicopters Users' Super Soldier award at their annual conference in Huntsville, AL, in October 2010. This award was founded to honor the Soldiers who care enough to do the best job in all endeavors; dare to find better ways of maintaining the CH-47 Chinook helicopter; and share their knowledge with peers, subordinates and superiors.

Apache & UAS Recognized By SECDEF

The Project Offices for Unmanned Aircraft Systems and Apache Attack Helicopters won two of three available categories in this year's Secretary of Defense Performance-Based Logistics Awards. The award recognizes government/industry teams that have demonstrated outstanding achievements in providing warfighters with exceptional capability through PBL agreements. PM UAS won the System Level "Beck" Award for the Shadow Tactical Unmanned Aircraft System, and PM Apache won the Sub-system Level Award for the AH-64D Apache Attack Helicopters. PBL is the Department of Defense strategy to improve weapon system readiness by obtaining life cycle product support of weapon systems, subsystems, and components as the integrated package based on output measures, such as materiel availability, materiel reliability, and reduced ownership cost. Both project offices will receive their awards in October, 2010 at the Aerospace Industries Association Product Support Conference in Hilton Head, SC.

1-6 CAV Awards Spurs

ARMY PHOTO BY CAPT. ISAAC WILMER

CSM Jim Thomson puts combat spurs on Air Force Tech. Sgt. Donald Bailey during the 1st Sqdn., 6th Cav. Regt.'s combat spur ceremony Sept. 4 in Mosul, Iraq. The ceremony is a long-time cavalry tradition. In cavalry history, when "green" troopers first arrived at their new cavalry assignments they needed extensive training in swordsmanship and were not allowed to wear spurs until they proved their skills. The tradition is carried on today by awarding spurs to individuals who have shown tactical and technical expertise by completing either a spur-ride or a combat deployment.

GRADUATIONS

Army War College Aviation Graduates

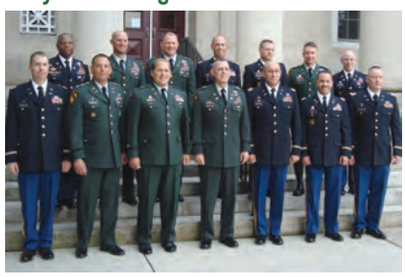


PHOTO COURTESY OF U.S. ARMY WAR COLLEGE

Aviation and Medical Service Branch officers from the U.S. Army War College Department of Distance Education (DDE) Class 2010 pose on the steps of historic Upton Hall, Carlisle Barracks, PA on graduation day, Jul. 23, 2010. Pictured front row, left to right are: COL Scott H. Schofield, COL Ron D. Dupree, COL Doug W. Mills, COL Bob M. Pelletier, COL Perry L. Hagaman, COL Robert A. Spano, and COL Stephen F. Logan. Second row, left to right are: COL Percy G. Parker, COL Chris J. Petty, LTC Terry M. Orange, LTC Collier H. Lipple, LTC Brian R. Benjamin, LTC Jason L. Walrath, COL Jack A. Wayman, Jr. Not pictured are: Mr. Kresten L. Cook, Dep. to the Cdr. for Maint., CCAD, COL Lawrence K. Harada, COL Timothy R. DeHaas, COL Adolfo Aquino, LTC David Flemming III, COL Troy D. Kok, COL Shannon B. Brown, COL Bernard C. Kruse, COL Stephen S. Seitz, COL James L. Sedlak, LTC Gregory A. Thingvold, LTC Paul J. Cisar, COL Roderick W. Bridgewaters. The U.S. Army War College DDE Class of 2010 is comprised of 350 students who represent a broad spectrum of backgrounds and experiences in military service and have completed a most demanding course of intensive instruction by correspondence over a two-year period, including four weeks of resident instruction at the College.

POTM
PEOPLE ON THE MOVE

FLIGHT SCHOOL GRADUATES

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

53 Officers, August 20

CH-47D Track

LT Jeremy T. Evans - DG
WO1 Cody W. Schapson - HG
WO2 Michael J. DeForge
WO1 Steven A. Farquhar
WO1 Douglas N. Isham
LT Stephanie R. McDaniel *
LT Matthew L. Mraz
WO1 Gabriel G. Young

CH-47F Track

LT Stephanie R. Birt
WO1 David E. Blomberg
WO1 Ryan J. Drouin
WO1 Benjamin N. Westra

OH-58D/R Track

WO1 Bradley J. Courson * - DG
LT Mark A. Phillips * – DG
WO1 Brandon J. Sutton – HG
WO1 Benjamin S. Anderson *
WO1 Caleb Barrett
WO1 Jeffery A. Bessemer *
WO1 Benjamin J. Butcher *
WO1 Gary A. Desserich *
WO1 Chad E. Koenne
WO1 Steven B. Shedd

UH-60 Track

LT Jessica M. Tharp – DG
WO1 Shawn R. Magill – HG
WO1 Joshua Q. Scott – HG
WO1 Anthony T. Sizemore – HG
WO1 Christopher D. Anderson
WO1 Ernest W. Angelbeck
WO1 Joshua A. Brown
WO1 Evan M. Dewan *
LT Reggie D. Dotson *
WO1 Timothy M. Esquibel
LT William R. Grimshaw
LT Benjamin N. Groen
WO1 Jackie L. Higginbotham
LT Adam R. Lacks
WO1 Joseph H. Mason *
WO1 Paul L. Meyers
LT Eric M. Parks
WO1 Nathan R. Parks
WO1 Joshua F. Reborchick
WO1 Brian L. Scott
WO1 Carlos J. Sena
LT Shawna M. Sneller
WO1 Dominic P. Sutherland
WO1 James M. Taylor
WO1 Bryan M. Tice
WO1 Christopher Toledo
WO1 Adam L. Truso
LT Jeffrey M. Vance
LT Parker Van Schoick
WO1 Crisaron P. Voeut
LT Jerrell S. Whaley

55 Officers, September 2

AH-64D Track

LT Gregory T. Sievers – DG
CW2 Tucker L. Case * – HG
WO1 James Irons * – HG
WO1 Case M. Wilson – HG
WO1 Paul M. Blackham *
WO1 Daniel Borisov *
WO1 David L. Geldmacher *
LT Jared C. Graham *
WO1 Andrew A. Hazlett *
WO1 Gregory A. Kilpatrick
WO1 Nicholas B. Kirwan
LT William H. Liggett
LT Jerome C. McDaniel *
WO1 Charles A. Myers
WO1 Marcus T. Nakamura *
LT Zachary Porter *
LT Andrew Richard
WO1 Christopher C. Snider
WO1 Courtney J. Stephens *
LT Hugh B. Thornton *
WO1 Lawrence W. Ward *

CH-47D Track

LT Joseph H. Pankl

CH-47F Track

CW2 Paul E. Olson *

UH-60 Track

LT Christopher Catello
LT Dustin M. Duncan - DG
LT Adam L. Lucero - HG
WO1 Jacob W. Holt - HG
WO1 Michael T. Lewis - HG
WO1 Lindsay L. Riley - HG
WO1 Andrew M. Allred
WO1 Dustin J. Anderson
WO1 Joshua L. Behrens
CW2 Cyrus J. Bernard
WO1 Jacob S. Blaustein
WO1 Matt G. Bowen
WO1 Clinton K. Brown
WO1 Adriel L. Burgos
WO1 Paul D. Clements
WO1 Jerred T. Cooley
WO1 Patrick N. Cormack
WO1 Jesse A. Curtis
WO1 Gregory W. Hicks *
WO1 Ira J. Hutton
WO1 Jeffrey S. Jensen
LT Roy P. Johnson
LT Nicole Kruse
WO1 William J. McCotter
WO1 Brian L. Metzler
WO1 Ryan D. Poffenberger
WO1 Jeremiah K. Powell
WO1 Daniel S. Rabe
LT Cody L. Rasmussen
LT Rachel M. Ries
LT Ryan J. Strait
WO1 Justin D. Wright

48 Officers, September 15

CH-47D Track

LT Robert M. Rogers - DG
WO1 Matthew C. Bergquist - HG
LT Sarah C. Brakefield
LT Richard Horner
WO1 Clinton A. Moore
WO1 Michael J. Schuler
WO1 Christopher A. Slavin
LT Henry Vasquez

OH-58D/R Track

LT Brian W. Hewko - DG
WO1 Sean M. Mott - HG
WO1 Jon A. Reed * - HG
LT Ryan P. Andersen
WO1 Katharine M. Cole
WO1 Cory A. Halt *
CW2 Elias M. Hernandez *
WO1 Benjamin C. Jackson *
WO1 Ian G. Kraus *
WO1 William C. McNutt
LT Michael A. Skuza

UH-60 Track

LT Jimmyvan Cogles-Guerrero - DG
WO1 Pieter Black - HG
WO1 Joel C. Favre - HG
LT Ryan Kline - HG
LT Kellan S. Travis - HG
LT Casey R. Atkins
LT Dustin C. Berg
WO1 Benjamin G. Chapman
WO1 Thomas W. Daniels
LT Aaron J. Fisk
WO1 Thomas K. Henderson
LT Mary J. Hubbard
WO1 Ralph J. Luchsinger
WO1 Matthew A. Markussen
WO1 Ian M. McCarthy
WO1 Aaron C. Oberloh
WO1 William C. Paden
LT Maria Orozco
LT Nicolas Potter
WO1 Andrew S. Redley
WO1 Ian D. Reid
LT Sean R. Richardson
WO1 Dimitrius A. Selby
LT Wesley G. Solway
LT Nicholas Toney
LT Kenneth G. Williard
LT Justin D. Wilz
LT David A. Witt
LT Vincent Worrell

61 Officers, September 30

AH-64D Track

WO1 Steven R. Niekamp - DG
LT Kyle A. Tomasino * - DG
WO1 Adam C. Lietz - HG
WO1 Fernando Soto * - HG
LT James R. Antonides *
WO1 Ernest T. Barela
WO1 Travis L. Boyer *
WO1 Jesse C. Brenay
WO1 Joshua M. Brown
WO1 Paul W. Field
LT Gregory M. Foley
CW2 Brandon L. Kite *
LT Matthew L. Marcum
WO1 Brendon P. McNamara
WO1 Jose R. Olivero-Cruz
WO1 Richard L. Orr
WO1 Sean D. Parker
WO1 Robert J. Salcido
LT Peter M. St. John *
WO1 Laura A. Tanski

OH-58D/R Track

WO1 James M. Deczynski - DG
LT Ashley D. Manocchio - DG
WO1 Joseph A. Mitchell - HG
WO1 Stephen M. Anthony *
WO1 Darrell P. Crabdree
WO1 Henry Johnson *
WO1 Aaron H. Montgomery
WO1 Kenneth P. Myers *
WO1 Roland P. Redfield
WO1 Lucas D. Sigfrid
LT James Tyacke *

UH-60 Track

LT William C. Alms – DG
WO1 Jeremy A. Martin - DG
WO1 Craig J. Campbell - HG
LT Lee W. Davis - HG
WO1 Vincent Z. George - HG
LT Adam S. Zerr * - HG
LT John H. Allison
LT Ryan J. Bahnsen
WO1 Jared M. Bolton
LT Eric S. Brewton
LT Njoya L. Chomilo
LT Rebecca C. Golike
LT Randal H. Hobbs
LT Garrett Lamarche
LT Stephen A. Lawson
LT Amanda C. Lewis
LT Thomas J. Loftis

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

POTM
PEOPLE ON THE MOVE

WO1 Sean M. O'Malley
LT Brandon B. Reynolds *
WO1 Nicholas A. Rodgers
WO1 Allison W. Rowden
WO1 Joshua G. Russell
WO1 Chase G. Sloat
LT Jeremiah A. Stevens
WO1 Phillip D. Strickland
WO1 Adam R. Waldo
LT Phillip E. Walker
WO1 Jason A. Wentworth
WO1 Justin P. Wocel
WO1 Joshua W. Young

UAS OPERATOR GRADUATES

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

Shadow
Class: 10-505
7 Graduates, August 5, 2010

SSG Daniel W. Shurtleff – HG
PV2 Caleb A. Byers
PV2 Ben A. Grater
SGT Brian J. McMillan
SPC Steven A. Odle
PFC Michael M. Repecki
SPC John A. Wiggins

Shadow
Class: 10-015
14 Graduates, August 5, 2010

PVT Zachary T. Helms – HG
PFC Gregory W. Agar
PVT Jonathan C. Cable
PV2 Felipe Colon
SPC Tyler S. Crista
PFC Mark W. Lunday
PV2 Brittany E. Metayer
PFC Jed T. Nakahara
PV2 Justin J. Philpott
SPC Jason D. Prunty
SPC Sheldon S. Quick
SSG Phillip M. Schleicher
PVT Daniel J. Skarsten
PV2 Ryan P. Velisek

Shadow
Class: 10-016
16 Graduates, August 5, 2010

SGT Laurence M. Ficca – HG
PFC Paul L. Baker
PV2 Amanda D. Caton
PVT Anthony A. Clark
PV2 Kenneth E. Frazier
SGT Jenny M. Ha
PVT Joshua A. Hilkin
PV2 Christopher G. Hunt
PFC Colton A. Jensen
PFC Wilbur M. Johnson
SGT Nicholas C. Karabats
SPC Ryan P. McGuckin *
PVT Michael J. Sanders
PFC Daniel A. Welburn
PFC Tyler R. Wilkins
PV2 Bryan A. Zumbro

Shadow
Class: 10-017
13 Graduates, August 12, 2010

SGT Eli T. James – HG
SPC Roland M. Barber
PV2 Joseph G. Bennett
PFC Grantland B. Butler
SPC Stephen D. Byerly
PV2 Brandon D. Gibbs
SPC Jamie R. Jones
SPC Douglas A. Laas
PFC Ruben Montalvo
PV2 Sheldrick B. Morgan
PVT Patrick J. Pettit
SPC Ryan J. Pulley
PVT Taylor L. Topel

Shadow
Class: 10-018
11 Graduates, August 12, 2010

SPC Lauren M. Lickiss – HG
PFC Ronald H. Boyer
SPC John J. Castranio
CPL Kevin Deshaies
PFC Brittany N. Fraize
PV2 Jeffery A. Green
SPC Chong Lor
SGT Rasheeed I. McCord
SPC Sarah F. Rivera
PFC Eric T. Rogers
PVT Matthew C. Webb

AVIATION MAINTENANCE COURSE GRADUATES

AAAA congratulates the following warrant officers graduating from the Aviation Maintenance Technician Basic Courses (151A) at the U.S. Army Aviation Logistics School, Joint Base Langley-Eustis, VA.

Class 009-10
5 Officers, August 5, 2010

WO1 Judson Culp – HG
CW2 Michael Travis – DG
WO1 Abraham Garcia
WO1 Bradford Pitre
WO1 Bobby Seibert

ASSUMPTION OF COMMAND

NASA COURTESY PHOTO

1st Active Army Astronaut Takes Command of ISS

For the 1st time, an active-duty Army astronaut has taken command of the International Space Station. COL Douglas H. Wheelock took command Sept. 22 during a ceremony in space and is slated to command the station for 6 months. A 1963 graduate of West Point, he is a test pilot with more than 3,000 flight hours in 45 different rotary and fixed-wing aircraft and spacecraft.

Class 010-10
3 Officers, September 10, 2010

WO1 Charles Barrier – HG
WO1 Jason Opperman – DG
WO1 William Boyd

WARRANT OFFICER ACCESSION BOARD RESULTS

A selection board met in mid-September at Fort Knox, KY to consider enlisted service members for attendance at Army Warrant Officer Courses. The next selection board meets in mid-November. Congratulations to the following 40 noncommissioned officers selected for aviation warrant officer training.

150U, Unmanned Aircraft Systems Operations Technician
SSG Michael Linenfelser
SGT Shaun Manhollan

153A, Rotary Wing Aviator
SFC Jimmy Batts
SGT Carl Baughman
SSG Jacqueline Bayer
SPC Trevor Burns
SSG Adam Connaughton
SGT Kelly Edwards
SSG Calvin Esslinger
SGT Austin Graham
SGT Joshua Hampton
SGT Michael Harms
SSG Gabriel Hernandez
SPC Harold Johnson
SGT Justin Kelly
SPC Adam Langen
SPC Brian Lucas
SSG Jeremy Marx
SGT Max Meier
SGT Aaron Moss
SSG Colton Neal
SGT Kevin Oliver
SSG Trac Pham
SFC Joshua Razor
SSG Jeremy Reynolds
SPC David Ridge
SSG Luis Rosado
SGT Alexander Sanderson
SSG Jared Schiro
SSG Matthew Schmidt
SFC Raymond Schneider
SSG Christopher Sharp
SGT Jayson Slingerland
SFC Jeramy Smith
SGT Jory Stauffer
SSG Dustin Vint
SPC Jason Walters
SGT John Whetsel
SFC Brian Williamson
SSG Anthony Wozniak

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

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Air Assault Chapter

COURTESY PHOTO 160TH SOAR PAO

LTC Phillip J. Ryan, commander 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne) awards ***CW4 Timothy A. Wyrtzen***, Co. B, 2nd Bn., the Bronze Order of St. Michael on August 16, 2010 for his 14 years of outstanding service culminating as a flight lead qualified aviator and senior instructor pilot in the Army's only Special Operations Aviation Regiment. Wyrtzen will remain with the battalion.

Aviation Center Chapter

COURTESY PHOTO 160TH SOAR PAO

MG James O. Barclay III presents ***CW5 Jeffrey A. Reichard*** with the Silver Order of St Michael for his outstanding service as the fourth Chief Warrant Officer of the Aviation Branch from August 2008 to August 2010. Reichard's follow-on assignment is at the Pentagon.

Greater Atlanta Chapter

PHOTO BY SEAN QUINN

LTC (Ret.) William J. Leary III, the Forces Command Deputy Director of Aviation, is awarded the Silver Order of St. Michael in a Sept. 7, 2010 ceremony at FORSCOM headquarters, Ft. McPherson, GA. FORSCOM commanding general GEN James D. Thurman presents the award while Leary's wife, Lynn, looks on. Leary was recognized for his outstanding service to Army Aviation, especially over the past ten years, by personally coordinating, advising, instructing, and facilitating the deployment of every combat aviation brigade supporting Operations Iraqi Freedom and Enduring Freedom. He will remain in Atlanta, GA working for the U.S. Department of Transportation.

Jack Dibrell/Alamo Chapter

PHOTO BY CW3 WILLIAM (BILL) BROWN

CPT Jeremy Eubanks is presented the Bronze Order of Saint Michael on Jun. 13, 2010, by LTC James Nugent, Jr., commander of the 2nd Bn., 149th Avn. Regt., TXARNG, on the occasion of his change of duty and permanent change of station from command of Co. C, 1st Bn., 108th Avn. Regt., 36th Cbt. Avn. Bde. to serve as commander of all Texas-based elements of 1st Bn., 171st Avn. Regt. He also serves as the commander of the San Antonio Army Aviation Support Facility and performs duties as a UH-60 IP and IFE.

PHOTO BY CW2 APRIL MYLES

On July 10, 2010 LTC James Nugent, Jr., 2nd Bn., 149th Avn. Regt. commander, TXARNG, presented ***MAJ Matthew Masias*** with the Bronze Order of Saint Michael on the occasion of his change of duty and permanent change of station from the 36th Cbt. Avn. Bde. to TXARNG Recruiting Command – honoring a decade of selfless service to the Aviation branch.

Jimmy Doolittle Chapter

SCARING PHOTO BY MSG JOHN G. DOWNER

The Bronze Order of St. Michael was presented to ***SFC Timothy E. Cook*** (second from left), 1st Bn., 151st Avn. Regt., on Sept. 14 in Leesville, SC with his son, James (far left) and wife, Debra. The presentation was made by BG Lester D. Eisner (center), the Deputy Adjutant General of South Carolina, while State CSM Robert H. Brickley Jr. (far right), and 59th Avn. Trp. Cmd. CSM Roy W. Sullivan, Jr.(center rear), look on. Cook was recognized for his contributions to Army Aviation as a 1-151st ARB Prop & Rotor Mechanic, and for his significant impact on the Army Track and Balance Program. He was instrumental in building the drive train test stand for Army diagnostics at the University of South Carolina School of Engineering.

Mid-Atlantic Chapter

PHOTO BY MR. KEVIN O'BRIEN

Surrounded by friends and co-workers, ***Ms. Helen Kimball*** (6th from left), Rapid Response (R2) Project Office, U.S. Army Communications-Electronics Life Cycle Management Command (CECOM), Ft. Monmouth, NJ, was awarded the Order of Our Lady of Loretto by Mid-Atlantic Chapter President, LTC (Ret.) Ed Carnes (to her right), and Chapter Secretary, Ms. Kit Roache (to her left) for her outstanding support of Chapter events and efforts. The presentation took place on the exhibit floor of the Baltimore Convention Center on Aug. 25, 2010 during the C4ISR Symposium which the Chapter co-sponsors with other community organizations.

Phantom Corps Chapter

U.S. ARMY PHOTO BY SFC JEREMIAH HUDSON

Mr. Raymond A. Boland, a liaison engineer with the Aviation and Missile Research Development and Engineering Center (AMRDEC), based at Ft. Hood, TX, receives the Bronze Order of St. Michael from Mr. Mark McMillan (center),

Regional Aviation Sustainment Manager, AMRDEC as Mr. Jim Shamess reads the citation. Boland is retiring after 40 years of service as an Army Aviation maintenance engineer.

PHOTO BY SGT FELIX ACEVEDO, 1ST AAB PUBLIC AFFAIRS

Senior leaders from the 1st Air Cav. Bde., 1st Cav. Div. were awarded the Bronze Order of St. Michael, at Fort Hood, TX on July 6. From left to right: **CSM Jose L. Soliz**, the command sergeant major of 2nd Bn., 227th Avn. Regt., formerly of 1st Bn.; ***CW4 Daniel M. McClinton,*** the tactical operations officer for 1-227th ARB; ***CW4 Frank Almeraz,*** the senior instructor pilot for 1-227th ARB; and **CW4 James M. Snyder**, the master gunner for 1-227th ARB.

U.S. ARMY PHOTO BY SFC JEREMIAH HUDSON

MAJ Marcus A. Gengler, former commander of Co. B, 615th Avn. Spt. Bn., 1st Air Cav. Bde., 1st Cav. Div., Ft. Hood, TX, presents ***1SG Philip M. Thompson*** (center), former company first sergeant, and ***CW4 Terry W. Ross,*** company production control/maintenance officer, with the Bronze Order of St. Michael at a ceremony in Killeen, TX on Jul. 29, 2010. They were recognized for their indispensable contributions to the company being selected as the 2010 winner of the Army Award for Maintenance Excellence (AAME) in the active Army, MTOE large unit category. Thompson is serving as the 615th ASB operations NCOIC while waiting to retire and Ross continues as the company PC/maintenance officer.

PHOTO BY KAREN DAVIS

Mr. Robert Strange, Chief of the Manned Aircraft Test Division, Aviation Test Directorate, U.S. Army Operational Test Command (ATD-OTC), Ft. Hood, TX is presented the Silver Order of St. Michael by COL (Ret.) Gregory A. Brockman, former ATD-OTC director, in a retirement ceremony at Killeen, TX on Aug. 17, 2010. Strange was recognized for his extraordinary service over 48 years to include an accumulated 5,700 flight hours including 700 combat hours during two tours in Vietnam and was directly involved as a crewmember or acquisition expert with numerous aircraft that are the cornerstones of our aviation heritage.

Savannah Chapter

U.S. ARMY PHOTO BY SFC KIMBERLY GREEN, 3RD CAB PAO

Seven senior noncommissioned officers from the 3rd Cbt. Avn. Bde., were awarded the Bronze Order of St. Michael in a ceremony held at Bagram Airfield, Afghanistan on Aug. 8, 2010. COL Donald N. Galli, commander 3rd CAB, presented the award for outstanding service on the occasion of the unit's impending redeployment to Hunter Army Airfield, GA. Pictured from left are: Galli; 1SG Spencer A. Foster, Co. D, 2nd Bn.; ***1SG Freddie L. Holmes,*** HHC, 2nd Bn.; ***1SG Richard J. Szlachta,*** HHC, 2nd Bn.; ***1SG Tarrus Randle,*** Co. B, 1st Bn., 1SG ***Patrick J. Olechny*** Co. A, 3rd Bn., 238th Avn. Regt.; ***1SG James Fife,*** Co. A, 2nd Bn.; and CSM Richard D. Stidley, 3rd CAB CSM, who assisted in the presentation. Together they have over 157 years of dedicated service to Army Aviation and our Nation.

U.S. ARMY PHOTO BY SFC KIMBERLY GREEN, 3RD CAB PAO

Three senior noncommissioned officers from the 603rd Aviation Support Battalion were awarded the Bronze Order of Saint Michael by 3rd Cbt. Avn. Bde. commander, COL Donald N. Galli, 603rd ASB commander, LTC Woodard B. Hopkins III and 3rd CAB CSM Richard D. Stidley in a ceremony held at Bagram Airfield, Afghanistan on Aug. 24, 2010. Pictured from left: Galli; Hopkins; ***1SG Marcus S. Brown, CSM James P. Snyder, 1SG Eugene B. O'Day,*** and Stidley. The NCOs were each recognized for their more than 67 combined years of dedicated service to Army Aviation on the occasion of the unit's impending redeployment to Hunter Army Airfield, GA.

U.S. ARMY PHOTO BY SFC KIMBERLY GREEN, 3RD CAB PAO

1SG Hugh N. Oney (second from right), 1SG, Co. D, and ***SFC Matthew S. Taylor***, 1SG, Co. F, both 2nd Bn., 3rd Cbt. Avn. Bde. receive the Bronze Order of St. Michael during a ceremony on Aug. 30, 2010 at Bagram Airfield, Afghanistan for outstanding service with Task Force Falcon. 2-3rd GSAB commander, LTC Thomas Smedley (right), presented the awards together with CSM Patrick Blair (left), 2-3rd GSAB CSM, and 3rd CAB CSM Richard D. Stidley.

U.S. ARMY PHOTO BY SGT CANDICE PEPPLE

From the left: LTC Thomas Von Eschenbach, commander 3rd Sqdn., 17th Cav. Regt. (TF Lighthorse), CSM Richard Lemke, TF Lighthorse CSM, ***CW4 Daniel J. Relinski, 1SG Andre R. White, 1SG Harold J. Frey, 1SG Rodney E. Calamese, MSG Terry E. Michel,*** COL Donald N. Galli, commander 3rd Cbt. Avn. Bde., and CSM Richard D. Stidley, 3rd CAB CSM, pose for a photo during a ceremony held at FOB Fenty, Jalalabad Airfield, Afghanistan on Sept. 15, 2010. Relinski, White, Frey, Calamese, and Michel were each awarded the Bronze Order of St. Michael for outstanding support of Army Aviation: Relinski is the senior instructor pilot for TF Lighthorse, 1SG Calamese, 1SG Frey and 1SG White are TF 1SG's, and MSG Michel is the TF S-3 NCOIC. The TF is scheduled to redeploy to Hunter Army Airfield in November.

Winged Warrior Chapter

WINGED WARRIOR CHAPTER COURTESY PHOTO

MAJ Joseph C. Alexander, commander of the U.S. Army Air Ambulance Detachment (USAAAD), Soto Cano Air Base, Honduras, is awarded the bronze Order of St. Michael from 1st Bn., 228th Avn. Regt. commander, LTC James G. Kanicki on Aug. 6, 2010 at Soto Cano Air Base, Honduras on the occasion of his permanent change of station. Alexander was recognized for his achievements during his 15 months in command to include seven life saving medical evacuations, participation in countless medical readiness exercises in four different countries, flying over 800 hours and maintaining an unprecedented 4 NVG HH-60 MEDEVAC crews and 3 deck landing qualified crews. He will be attending Penn State University earning his Master's in Business Administration.

Legislative Report

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

Congress Is Late On 2011 Funding

On Sept. 21 Senate Republicans, with a 56-43 vote, blocked an amendment to the 2011 National Defense Authorization Act to repeal 'Don't Ask, Don't Tell' legislation and further debate on the NDAA when the 60-vote debate cloture was not achieved.

Congress is expected to approve a continuing resolution (CR) to support the operations of the government at the beginning of the 2011 fiscal year on Oct. 1 using 2010 funding levels without new starts.

The CR is required since Congress is failing to complete any of the 12 appropriations bills required by law and forward them to the president for approval by the end of Sept.

Reasons include poor legislation management, attaching controversial amendments to the defense bill that will require extended floor time, using floor time for amendments to win votes in the coming election and reserving the time necessary to complete the CR.

The 2011 advance appropriation approved in 2009 for the VA should allow unimpaired care of our veterans during the CR.

The Republicans are concerned that the defense bill will be completed late when our troops are at war and that about $25 B in non-defense related bills will be attached in order to slip them through as part of the CR.

To avoid confusion, based on experience from previous years, lists of a number of items supported by the TMC that seem likely to be approved in the NDAA will not be mentioned until the bills are signed by the president.

Some Progress In Afghanistan

Progress seen after the arrival, deployment and initial operations of most of the NATO surge forces in Afghanistan seems to be shifting the views of many pundits from criticizing the whole operation to waiting for the December strategy report by General David Petraeus to President Barack Obama.

The NATO troops and trainers have increased to 150,000, including 45,000 allies.

Three times the number of civilian experts are now working with the national and local Afghan governments.

The goal of expanding the Afghan security forces to 240,000, with 134 K soldiers and 95 K police, was reached three months early and is being further expanded.

Successful pressure is being applied to the Taliban by killing and capturing over 350 of their leadership in directed operations during the last three months. The Afghan security forces proved themselves capable of competently executing their plan for handling the 17 Sept. country-wide elections.

The Observe, Detect, Identify and Neutralize task force (ODIN) employing unmanned aircraft systems and other Army aviation means were reported by Rep. Duncan Hunter (R-CA) as having reduced IED attacks 70 percent in the Ghazni Province Regional Command by killing 25 insurgents during their first 20 days of operations.

However, Gen. Petraeus has advised that Afghanistan is not Iraq and we have to be careful not to oversimplify the challenges based on our experiences in Iraq.

Iraqis Take Control

On Sept. 1, Vice President Joe Biden presided over the military ceremony in Bagdad that transitioned the U.S. forces from a combat to an advise-and-assist role in Operation New Dawn in support of the Government of Iraq.

The remaining 50,000 U.S. troops, which include six independent combat brigades in the advise-and-assist role and a combat aviation brigade about 1 3/4s the size of a normal CAB with country wide coverage, are to support Iraq until our departure by Dec. 31, 2011.

With the transfer of Iraqi helicopter and air traffic control units to their Army from USAF control, the CAB is now advising and assisting Iraqi Army Aviation.

Our Army role will be led by 300 members of the State Department with Provincial Reconstruction Teams that are to be supported by 7,000 support subcontractors using armored wheeled vehicles and helicopters. The State mission is expected continue for 3 to 5 years.

DOD Accelerates Saving Push

On Sept. 14 Sec. Gates announced new guidelines to accelerate the DOD cost-saving drive launched earlier this summer. The aim is to free up over $100 billion in the next 5 years from wasteful spending to aid military investment in new equipment and to preserve strength while staving off budget cuts from Congress.

Concurrently he is seeking to keep the DOD budget growing on a modest and sustainable level of 1 percent annually above inflation. He has mobilized his staff and managers to achieve savings across the wide spectrum of DOD operations.

Areas include the use of new purchasing guidelines, stricter cost ceilings on major weapons programs, better productivity growth on defense programs, reducing or cancelling programs, use of affordability targets, reducing the number of DOD personnel, and having industry accept more risk.

Prior to the arrival of the Dec. National Commission on Fiscal Responsibility and Reform report and since DOD is the government's largest discretionary spending account, observers are concluding that efficiencies alone will not result in a dip in defense spending.

Agent Orange Change?

On Aug. 30 the Department of Veterans Affairs under Secretary Eric Shinseki published the addition of ischemic heart disease, Parkinson's disease and chronic lymphocytic leukemia to the list of presumptive illnesses associated with Agent Orange in the Federal Register.

The VA expects the change will cost about $39.7 B over the next 10 years. This change will go into effect in 60 days unless the Congress, under a process called the Congressional Review Act, disapproves of the rule by a joint resolution.

On Sept. 23 the Senate Veterans Affairs Committee, reacting to the high cost of the change, will hold a hearing and receive testimony from Shinseki relating his rationale for the decision to add the diseases to the Agent Orange list. Affected veterans may apply for benefits now and, with those who were refused associated benefits earlier, will be paid retroactively upon approval of the change.

Many veterans' organizations are angry that cost is being considered as a factor.

GI Bill Reform Bill Popular

Sen. Daniel K. Akaka's (D-HI) comprehensive bill, the Post 9/11 Veterans Educational Assistance Improvements Act (S-3447), has support from DOD, the VA, veterans groups, representatives of academia and the House.

This popular bill emphasizes expanding educational opportunities for education outside of college degrees and better reserve component coverage while improving the administration of the program for the students and schools.

Current challenges include obtaining the cost being estimated by the Congressional Budget Office and finding the available resources in this tight funding environment.

Recruiting Is Going Well

The services are exceeding their recruiting goals by far. Over 99 percent of the enlistees have high school degrees. In response, the Army is ending its GED pilot program through Ft. Jackson that helped nearly 3,000 high school dropouts earn high school equivalency certificates and become soldiers.

About 11.6 percent of the GED graduates left the service before two years were up versus

FALLEN HEROES

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

Operation Enduring Freedom

The Department of Defense announced the deaths of five soldiers in a helicopter crash Sept. 21 during combat operations in Qalat, northwest Zabul province, Afghanistan, while supporting Operation Enduring Freedom. All soldiers were assigned to 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault), Fort Campbell, KY.

U.S. ARMY PHOTO
LTC Baldwin

U.S. ARMY PHOTO
CW3 Wagstaff

U.S. ARMY PHOTO
CW2 McClellan

U.S. ARMY PHOTO
SSG Powell

U.S. ARMY PHOTO
SGT Calhoun Jr.

Deceased are:

LTC Robert Francis Baldwin, 39, of Muscatine, Iowa
CW3 Matthew Gabriel Wagstaff, 34, of Orem, Utah
CW2 Jonah David McClellan, 26, of St. Louis Park, Minnesota
SSG Joshua David Powell, 25, of Pleasant Plains, Illinois
SGT Marvin Ray Calhoun Jr., 23, of Elkhart, Indiana

Baldwin was assigned to the brigade headquarters; Wagstaff, McClellan, and Calhoun were assigned to Co. B, 5th Bn.; and Powell was assigned to HHC, 6th Bn.

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

9.4 percent of the high school graduates.

A disturbing trend is that over 27 percent of the prime military age demographic, 17 to 24, are too fat to serve and that 1,200 first term enlistees were discharged for weight problems at a retraining cost of $60 M.

Veterans Transition Aid

You are urged to pursue success by using your veterans benefits and to suggest to your buddies that they do the same.

Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF) veterans have earned (1) five years of cost-free health care, (2) a 180-day dental benefit, (3) going back to school using the new Post-9/11 GI Bill, (4) use of VA Jobs and VetSuccess to find employment, and (5) use of local Vet Centers if the service member served in any combat zone.

For more information, visit the Department of Veterans' Affairs Returning Servicemembers website at *http://www.oefoif.va.gov/*.

ARNG Deployed To Border

In response to the July 19 request of the Department of Homeland Security, the Air and Army National Guard deployed 1,200 guardsmen, including Army aviation, to the border under the control of their governors.

They were to be joined by 300 additional Customs and Border Protection Agents.

Senate Military Family Caucus Formed

In Aug. twenty senators, led by Barbara Boxer (D-CA) and Richard Burr (R-NC), formed a bipartisan military family caucus.

The senators plan to work closely with a similar caucus in the House on the issues facing military families of active and veteran service members in order to improve programs and services.

The caucus aims to address child care, education, employment, healthcare and the effects of multiple deployments on the families and caregivers.

New AAAA Members

September:

Air Assault Chapter
CW3 Elmer Henry Bayer III
CPT Ian M. Fuller
SGT Nickolas E. Hooe
Joshua S. Houston
SGT Brandon M Maloy
SGT Kevin K. Mitchell
SGT David Santiago Jr.

Aloha Chapter
CAPT Alexander Nho Chung
CW2 John T. Siech

America's 1st Coast Chpt.
James Dattilo
SSG Mark D. Rickel

Arizona Chapter
Diedrea Kay Moro
Montie R. Schlotterbeck

Armadillo Chapter
SSG Jose Sandoval, Sr.

Aviation Center Chapter
2LT Jeremy M. Adams
WO1 Andrew J. Anundson
WO1 Stephanie M. Archibeque
2LT Joshua J. Barlow
WO1 Robert E. Bellisario
1LT Jonathan D. Berg
WO1 Nathaniel M. Bickham
WO1 Chad D. Brooks
WO1 Brian R. Brosseau
CW5 John C. Brotzman
Scott Brummett
WO1 Ryan Caramanica
WO1 Luis F. Cardona
WO1 Kirk V. Carlson
WO1 Preston D. Carrington
1LT Amanda B. Charlton
WO1 Madeline M. Clark
WO1 Sterling W. Condas
WO1 Matt A. Conley
Stefan J. Cormier
2LT Christopher MJ DeMers
WO1 Jonathon W. Dodson
2LT Caleb B. Dunnam
WO1 William E. Emory
2LT Robert K. Freyou
2LT Ernest Greenford
2LT Lambert O. Guirao
WO1 Ralph D. Henandez
WO1 Jonathan M. Holland
WO1 Charles R. Hubbard
CW4 Almous S. Irby Jr.
WO1 Alessandro K. Janitschek
WO1 Edward J. Lee
2LT Eric R. Lothspeich
2LT Mollie J. Marken
1LT Ernest J. Michael
2LT Kevin D. Moll
2LT Chad J. Moran
WO1 Daniel A. Moross
2LT Chad R. Moulsby
2LT Roddy G. Nguyene
CW3 Michael J O'Connor
2LT Jeffrey S. Pardue
CW3 Christopher C. Parkin
2LT Michael D. Phillips
WO1 Julian T. Portillo
2LT Daniel P. Quinn
WO1 Jason L. Ragland
2LT Jason D. Robinson
WO1 Wyatt W. Saint
2LT Marc D. Savioli
MAJ Michael Shannon
WO1 Jeramie J. Simpson
1LT Samuel T. Slater
WO1 Casey N. Stallings
2LT Samual D. Stedman
WO1 Whit F. Taylor
WO1 Larry J. Underhill
WO1 Ryan C. Vreeland
WO1 Brtadley R. Waggoner
WO1 Robert W. Weaver
WO1 Ben K. Wilcox
2LT Taj L. Williams
2LT Benjamin R. Wise
WO1 Tyler O. Wright
CW5 Eric Wymann

Bavarian Chapter
CPT Ian M. Fuller

Big Red One Chapter
WO1 Steven L. Ball

Cedar Rapids Chapter
Mr. David J. Nieuwsma

Central Florida Chapter
Brian C. Domian
Chris E. Dunn
Mary K. Shambora

Colonial Virginia Chapter
CW3 Clifford W. Bauman

Connecticut Chapter
Jonathan Arena
Ronald E. Fish
MSG Andre Sepulveda
Larry Soghoian

Corpus Christi Chapter
Chad W. Rodney
Rosemarie V. Rust
Shirley Villarreal

Delaware Valley Chapter
1LT Thomas L. Emerson IV
WO1 Joshua T. Hiers
CPT Andrew G. Loyer
SFC Christopher L. Slicer

Empire Chapter
SGT James R. Mathiasen

Flying Tigers Chapter
SSG Samuel A. Lynon

Frontier Army Chapter
MAJ James Clark

Greater Atlanta Chapter
CW4 Eugene Minter

Greater Chicago Chapter
LTC Jerome Clarke

Griffin Chapter
SGT Christopher Calderon
SGT Andrew E. Hough
SGT Alcone J. Levier

High Desert Chapter
CW2 Jack R. Crist, Jr.

Idaho Snake River Chpt.
1SG David J. Berlinguet
2LT Travis J. Gage

Iron Mike Chapter
Derek L Quick

Jack H. Dibrell/Alamo Chpt.
SGM Craig Arnold
CW5 Fernando Rodriguez
1LT Samuel J. Scallon
CW2 Pedro Vargas-Lebron

Jimmy Doolittle Chapter
SGT Neal E. Ayres
SGT Terry W. Bare
LTC Stephanie B. Batten
SGT Derek L. Bayne
SGT James B. Bishop
SFC Scott L. Byrd
CW2 Roger D. Carpenter
SGT Robert F. Cooper
CW5 Dennis Cordova
CW5 Victor M. Dabney
CW2 Donald E. Dingeldein
SGM Charles A. Evans
CW4 Lester A. Furr III
SPC Iliana C. Guillin
SSG Tevarus Halsey
SPC Charlene Hampton
CW4 Guy Clayton Harbin
CW2 Robert Elford Herlong
CPT Gregory M. Holden
CW3 Michael K. Hutto
CW4 Harry F. Hynes
SFC Carol Kilcawley
SFC Jeffrey L Kimbrell
CW4 Eugene Marable Jr.
CW4 Ray S. Martray
CW4 Barney F. Means
SFC William P. Miller
SGT Scott A. Mingie
WO1 Ricky P. Padgett
CW2 Randall A. Parsons
SSG Nathaniel M. Reitz
Mr. Dennis W. Robinson Jr.
CW4 Tullius C. Rownd III
CPT Ariel Sanchez
1LT Mark A. Sarver
CAPT Daniel W Screws
SGT Michael Silverman
CPT Antonn V. Simmons
CW2 Frederick O. Smith
SGT Jonathan J. Smith
1SG WilliamThompson
SP4 Michael Turner
CW4 Jeff Weaver
CPT Robert Wells
SGT Eric-Wesley J. Wilson
SPC Fawn Rose H. Wilson
2LT Joseph A. Zeek
SGT Clinton T. Zimmer

Keystone Chapter
Avetis Z. Ioannisyan

Mid-Atlantic Chapter
Jeff S. Curtis

Midnight Sun Chapter
MAJ Eric C. Barlow

Morning Calm Chapter
CPT Matthew Taylor

Mount Rainier Chapter
SGT Timothy D Tolbert

North Country Chapter
MSG Harold D. Brown

Old Tucson Chapter
SSG Rigoberto S. Andrade
Lorena Arellano
Tony Arellano
Kevin R. O'Brien

Phantom Corps Chapter
WO1 Joseph G. Benfit
SSG Viktor Calkum
WO1 David D. Chadwick
SPC Garrett Lee G.Mohr
SGT Kenneth A. Moore
CPT Joshua Newbrough
SGM Stanley W.Williams

Ragin' Cajun Chapter
SGT Wesley E Fox

Rhine Valley Chapter
SGT Guillermo Magana

Savannah Chapter
CPT Nissa Brodman
SFC Torino P DeGuzman
CW3 Andrew Edward Dixon
SFC Kimberley D. Fawley
SSG Levon R. Fernandez
MAJ John D. Goette, Jr.
CW2 Norbert Hart
CW2 Derek Joshua
CW4 George C. Kelly
CW2 Colin Kernaghan
CW2 Morgan King
MSG Michael D Layton
SSG Julio Cesar Lobato
SSG Nestor I Lugo-Viera
1SG Raymond G. Luna
SSG David A. Marshall
SSG Joseph W. McCormick
CW2 James Morrison
CPT Brendan Murphy
SSG Pat Craig Nieto
1SG Matthew D. Osborne
CAPT Christopher D. Price
CW3 Jeffrey Roberts
CPT Jordan Robert Roth
SSG Keith Rudd
SGT David Andres Ruiz
SGT Robert Smith
CW2 Matthew G Spawn
MAJ Michael Todd Triplett
SGT Eddie D. Williams
CPT Albert Winks
CW2 Anthony David Wolf

Southern California Chpt.
Michael Letson
Christopher E. Thomson

Tarheel Chapter
CPT David M. Baker
CW3 Jonathan P. Gorman
SPC Alvin O. Hammonds
MAJ Bryan V. Hill
CW3 Joseph C. Hutchison
1SG Cedric J. Rogers
CDT Stephen M. Scott

Tennessee Valley Chapter
Donald E Chaney Jr. Ret.
Clyde Douglas
Douglas E. Ehrle
David R. Goodwin
CW4 Scott Jeffery, Ret.
Jeffrey G. Rich
COL Donald Keith Takami
Edna K. Willerton
LTC Broddus H. Wright III

Thunder Mountain Chapter
1SG Javier Cruz, Sr.
SFC Andrew L. Holland, Ret.
WO1 Marilyn T. Salcedo
CPT Adam Mark Samiof

Volunteer Chapter
CW4 Ricky Tackett

Voodoo Chapter
CPT Tim Mark Cleighton
SPC Ronald T. Cole II
PFC Dean Michael Reeves

Washington-Potomac Chpt.
CPT Matthew Kellon Moore
CW4 Frederick A. Wilson

Wright Brothers Chapter
Brian Yeakley

No Chapter Affiliation
SPC John Achon
SGT Joseph T.Anderson
WO1 William A. Arters
CW2 Michael Becker
SGT Jason Bell
SGT Jonathan Berg
CW2 Jeffrey Bledsoe
WO1 Matthew T. Boedeker
SPC Joseph Bork
SSG Michael Boyd
SPC Richard Bragg
SGT Shad Cabe
SGT Taylor Carberry
SSG Randy Centorani
SPC Travis Darness
SPC Shane C. Duncan
WO1 Dana S. Elliott
SPC Byron J. Evans
CW3 Donald J. Ford
CW4 Kevin Francisco
SPC Jeremy Ganz
SGT Jonathan Gavin-Patterson
CW4 Brian A. Green
WO1 John A. Hager
CW3 James F Hagerty
SPC Anthony Hall
Lt. Col. David Lee Hall
CW3 Timothy Arend Hall
WO1 Michael S. Hames
WO1 Leon T. Hammett
CW4 James Harper
WO1 Brandon M. Hill
1LT Douglas L Hill, II
SPC Christopher Hinkson
SPC Richard Hobbs
CW2 Daniel Hodge
CW2 Peter M. Hrinda
SSG Barry M. Izer
CW2 Wesley Jenkis
SGT Stephen J. Johnson
1LT Thomas J. Johnson
SGT Trevor M. Johnson
WO1 Joseph G. Jorinscay
SSG Corey Ketner
SFC Roy Grady Kidwell Jr.
SPC David A. Kovach
CW2 Seth Large
CW2 Bryant Lawler
SPC Francisco Leal
WO1 William Leineweber
CW2 Dennis P. Lorenz
CPT Brett Mardis
CW2 Bnjamin Martin
2LT Matthew Maurice
CPT Thomas J McCarthy Jr.
SSG Franklin D. Menendez
Randall H. Mengel
WO1 Courtney L. Miller
SGT Tracey L. Norris
PV2 Mary Frances Parker
CW2 George B. Parsons
WO1 Steven M. Paulk
CW4 Tommy L. Perry
CW2 James A Pressley
WO1 Martin K. Saffery
WO1 Matthew B. Seiber
CDT Joel J. Senff
CDT Jordan M. Senff
SGT Scott J. Tant
SGT Marion Emmett Tucker, USAR
CW2 Victoria Wade
LTC Raymond V. Watts
WO1 Patrick D. Webb
MAJ William R.Webster
WO1 Geoffrey M. Werner
CW2 Widman P Widman

October:

Air Assault Chapter
CW2 Kevin Bearden
1SG Scott Curtis Brown
CPT Christopher C. Getter
SSG Jason Haugen
SFC Sunil B Juriasingani
SGT Keith Damien Taylor
SPC Nadia Rae Young

Aloha Chapter
CW4 Darryn Dela Vega
SFC Daniel John Monette
SGT Andrew E. Salvador
CW3 Robert J Walthouse

America's 1st Coast Chpt.
SPC Daniel Carroll

Arizona Chapter
Jyoti Agrawal, PhD
Scott A Charnholm

Armadillo Chapter
Gary W. Dockall
Leslie S. Willard

Aviation Center Chapter
WO1 Jonathan R. Anthony
WO1 William A. Arters
WO1 Trever M. Aus
WO1 Jesse H. Austin
WO1 Craig A. Bakies
WO1 David Bankston
2LT John W. Barnes
WO1 Joseph J. Bennett
2LT Andrew E. Bettinson
SFC James H.Blackmon Jr.
2LT James R. Brady
WO1 Matthew D. Briley
2LT Lauren D. Connelly
WO1 Jared DeJesus
2LT Michael A. Echevarria
CAPT Scott Farley
WO1 Kerry M. Gonzales
WO1 Thomas P. Gorgeny
John W. Green
2LT Gregory S. Griffith
WO1 Brandon J. Hewitt
SFC Michael Holliday
2LT John D. Howard
Bruce R. Irwin
WO1 Jacob W. Jadoobirsingh
WO1 James W. James Jr.
WO1 Daniel R. Johnson
2LT Jessica E. Jones
SSG David Wayne Keener
WO1 Frank D. Kirby III
WO1 Philip R. Latka
2LT Wesley T. Leedy
WO1 Andrew M. Lydon
1LT Baron C. Martin
WO1 Christopher C. Maxson
WO1 Timothy J. McDermed
CW3 James A Neal
WO1 Thomas K. Olinger
2LT Andres F. Pazmin
Howard Preskitt
2LT Clinton J. Roberts
Mr. Richard Tucson Roberts
WO1 John M. Rohrbeck
WO1 Brenton J. Shaw
WO1 James H. Shively
WO1 Adam D. Shorter
2LT Ross M. Skilling
WO1 Timothy D. Slavik
WO1 William H. St. Clair Jr.
WO1 Casey W. Stevens
WO1 Jason R. Todd
Mrs. Gail Trant
WO1 Joshua C. Ward
WO1 James M. Weedn
CW3 Etoyi M. Windom
WO1 William P. Wright

Big Red One Chapter
SSG A. M. Adams
SPC Nakyde T. Brooks
CW2 Andrew Cook
SPC Steve L. Craig
SGT William D. Gilchrist
PFC Cherelle L. Hodge
SGT Jorge Marreroriverа
CW2 Eric Ronald Martin
CSM Michael P.O'Donnell
CW2 Jason Pease
CW3 Tyson A. Riemann
CW2 Ryan Tyler
CW2 Ryan Yates

Central Florida Chapter
Richard G. Bassette
Benny E. Edney
Thomas R. Eldredge
William Phillip Norden
Joel R. Owens
SGT Casey S. Rice
CW3 Michael Skelly
Patrick M. Trevino

AAAA Chapter News

Connecticut Chapter

AAPI PHOTO

Connecticut Chapter scholarship winners and their families celebrate at the Connecticut Chapter's Annual Golf Tournament and Awards Presentation at the Grass Hill Country Club in Orange, CT on August 12, 2010. Altogether, $11,000 was awarded to five chapter families through the AAAA National Scholarship Foundation.

AAPI PHOTO

Connecticut Chapter VP for Government Affairs, Tom Nicolett (left), and Sr. VP, Charlie Brady (center), present a model UH-60 to COL (Ret.) Bob Godwin, Deputy Chief, Army Aviation and Safety Division, Army National Guard, during the chapter's annual golf tournament and awards presentation on August 12, 2010 at the Grass Hill Country Club in Orange, CT. Godwin was the guest speaker for the event which raised funds for the chapter scholarship program and recognized this year's winners.

Jack Dibrell/Alamo Chapter

The Jack Dibrell/Alamo Chapter in Texas presented two chapter matching fund scholarships this year. Andrew Fristoe, son of COL Jon Fristoe, received the Dibrell Chapter Scholarship for $1000 and Tyler Ogg, grandson of LTC Thomas Grant (retired), received the Easy 40 Memorial Scholarship. This is the first year that the chapter has presented two scholarships in the same year; it is also the first year that the chapter has presented a scholarship in memory of Easy 40, a crew from the 36th Combat Aviation Brigade.

CHAPTER COURTESY PHOTO

(Left-Right) CSM (Ret.) Dan Dean, Chapter VP Scholarships; Andrew Fristoe; and LTC Scott H. Kingsley, commander, 1st Bn., 141st Avn. Regt. and Chapter Senior VP.

CHAPTER COURTESY PHOTO

(Left-Right) CPT Stacy J. Rostorfer, operations officer, 1st Bn., 149 Avn. Regt. and Chapter VP Awards; Tyler Ogg; COL Richard Adams, commander, 36th Cbt. Avn. Bde. and Chapter President.

Mid-Atlantic Chapter

MID-ATLANTIC CHAPTER PHOTO

Chapter President, LTC (Ret.) Ed Carnes (right) donates 8 AAAA memberships to 1st Bn., 150th Avn. Regt., NJARNG commander, LTC John Metzler (center) at the battalion annual picnic held on Aug. 8, 2010 at Joint Base McGuire-Dix-Lakehurst, NJ. Chapter Board member and unit member, MAJ Mike Lapointe, was on-hand to assist with the presentation.

MID-ATLANTIC CHAPTER PHOTO

On Aug. 23, 2010 the Mid-Atlantic Chapter hosted the Team C4ISR Symposium and Expo Golf Tournament at Hillendale Country Club, north of Baltimore in Phoenix, MD. This is the first year that the annual symposium, which is sponsored by AAAA and three other defense-oriented private organizations, was held in Baltimore as a result of the BRAC-mandated move of organizations and missions from Fort Monmouth, NJ to Aberdeen Proving Ground, MD. Pictured are chapter president, LTC (Ret.) Ed Carnes (right) and PGA of America VP (and incoming president), Allan Wronowski, who was the guest speaker for the awards luncheon.

Tennessee Valley Chapter

PHOTO BY DAVID E. KATHER

Retired CSM Ed Iannone receives a $600.00 donation from the Tennessee Valley Chapter of AAAA for the Redstone Arsenal CSM Golf Tournament that was held on 2 April 2010. Chapter President Bill Weaver (left) is shown with Iannone and Chapter Treasurer Al Carreon (right).

PHOTO BY JASON GALINDO

The Tennessee Valley Chapter held their annual AAAA Scholarship Golf Tournament on June 11th at the Hampton Cove Golf Course in Huntsville, AL. TVC Senior VP COL Neil Thurgood and AMCOM Commanding General MG James Myles welcomed over 240 members and friends of AAAA as they came together to support the AAAA scholarship foundation and the TVC. 44 corporate sponsors including major sponsors Sikorsky, ITT-CAS, Tyonek, Boeing, and VT-Group helped the TVC raise more than $11,500.00 for AAAA scholarships, surpassing last year's high mark. (Left to right) Thurgood stands with the winning team of George Chinea, Scott Coy and Myles (who played his last AAAA golf outing as AMCOM CG); the 4th, John Samuelson, is not pictured.

Volunteer Chapter

CHAPTER COURTESY PHOTO

COL Kris Durham, Tennessee Director of Aviation and Volunteer Chapter president, presented the CW3 Tim Flannigan Memorial Scholarship to Katie Kahler. Katie is a freshman at Samford University in Birmingham, AL majoring in International Relations. Pictured with Katie (from left) are Durham, Katie's mom, Vonda and dad, CW4 Paul Kahler.

New Order of St. Michael Recipients

Gold
MG James O. Barclay III

Silver
CSM Randy Lange
MSG Robert Strange, Ret.
CW5 David J. Pauley
COL Joe D. Dunaway
CSM Ronnie Garrett
CW5 Leonard J. Eichhorn
LTC James T. Benson
COL Clifford E. Letts, Ret.

Bronze
SGM Douglas Freburger, Ret.
CW5 Robert H. Whitehead, Ret.
CW5 John W. Rennie, Ret.
MSG Phyllis Combs
CW5 Milton L. Walker
CW5 Roger L. Weaver, Ret.
CSM Thomas B. Beyard
MSG Iris Cruz-Story
SGM Thomas Shores, Ret.
CW5 Charles A. Foster, Ret.
COL Fritz W. Kirklighter, Ret.
CW5 Keith G. Harris, Ret.
COL Ronald Eaton, Ret.
SGM Edward Frankowski, Ret.
CSM Robert L. Hooper III, Ret.
SGM James MCCormick, Ret.
SFC Timothy E. Cook
CSM Michael Clowser
MAJ James Davis
CW4 Burtis Verhaar
LTC Brad Barker
1SG Andrew NMN Carrillo
LTC Todd Alan Kubista
LTC Eric Debryne Waage
LTC Gregory Allyn Thingvold
CW2 Gregory A. Laurence
CW4 John Douglas Such, Ret.
CW3 Seth B. Russ
SFC Kevin L. Woodrum
COL Karen D. Gattis
COL Andrew S. Evans
CW5 William Harris
MAJ Martin E. Weaver
COL Michael J. Currie
SFC Lee D. Fox
CW4 James Derek Richardson
1SG Philip M. Thompson

New Chapter Officers

Bavarian Chapter
MAJ Jonathan Tackaberry, Secretary; CPT Ian Fuller, VP Awards; MAJ Peter Digiorgio, VP Scholarships; MSG Charles Dees, VP Enlisted Relations; CW4 Joel Anderson, Treasurer

Corpus Christi Chapter
COL Christopher Carlile, President

Embry Riddle Eagle Chapter
CDT Cody Hill, President

Morning Calm Chapter
COL James Barker, President

Northern Lights Chapter
CPT Hope M. Wroblewski, Assistant VP Membership

Tennessee Valley Chapter
Gary S. Nenninger, President

VMI/VWIL Chapter
CDT Katherine Hoang, Treasurer

NCO of the Month

SGT Michael S. Smith
August 2010
Washington Potomac Chapter

Soldier of the Quarter

SPC Ryan M. Hoeffer
August 2010 4th Quarter
Washington Potomac Chapter

Soldier of the Month

SSG Rigoberto S. Andrade
August 2010
Old Tuscon Chapter

New LifeTime Members

CPT James A. Attaway III
CW4 David M. Azada, Ret.
MAJ Michael Entrekin
William H. Gillispie
CW2 Autumn L. Haskell
MAJ Sean M. Kenny
CW5 Steven Kilgore
MG Curtis Allan Loop

New Industry Members

Aerowing
Air Tractor, Inc.
Aspire Solutions, Inc.
CW Aerotech Services
NCMS (national Center for Manufacturing Services)
Morgan Aircraft LLC
ProModel Corporation
Superior Controls. Inc.
Tiburon Associates, Inc.

In Memoriam

LTC Guy R. Claybourn Jr., Ret.
CSM Wayne A. Fausz
MAJ Konrad J. Kohler, Ret.

New AAAA Members Continued

Colonial Virginia Chpt.
1SG Mark DeHart

Connecticut Chapter
MAJ Thomas DiCandido
Leonard Krohelski

Corpus Christi Chpt.
SSG John L. Anderson
Greg Gallagher
Joe A. Gonzales
Eric Griswold
John W. Herzer
Clarence Miller
Lane Plauche
Dallas J. Rees
Garrett A. Simmons
David Solis
Albert L. Studer

Flying Tigers Chapter
MAJ Bryan M. Bogardus

Frontier Army Chapter
SGM Justin D. Smith

Greater Atlanta Chapter
CW3 Joseph D.Brooks
LTC Joseph A. Edwards II
CW4 John Sensing

Griffin Chapter
CW2 Colt O. Galusha
MAJ Sean M. Kenney

High Desert Chapter
CW3 Jess Smith

Iron Mike Chapter
SGT Raymond Arsenault III
SGT Michael B. Cox
SGT Ethan A. Cross
SGT Conrad E. Cruz
SGM Jesse B. Dawson
SGT Ernesto Diaz
SGT Rasheek C. Frederick
SGT Alan J. Hassett
SSG Keith E. Haynie
SGT Coy E. Hurley
SGT Selwyn A. James Jr.
SGT Nicholas M. Kovacs
SGT Mathew R. Kumfer
SGT Timothy K. Mallory
SSG Karissa M. Maradol
SGT Uchechi Nwokocha
SGT Jeremiah J. Wilfong
SGT Jeffrey W. Young

Jack H. Dibrell/Alamo Chpt.
Heather Garcia

Jimmy Doolittle Chpt.
SGT Amber C. Clark

Mid-Atlantic Chapter
Dianne S. Humes
1LT Janeann E. Robinson
Andrew A. Toussaint

Midnight Sun Chapter
WO1 Kevin G. Clark Jr.

Morning Calm Chapter
MAJ Shawn D.Dalton
SPC Oswald N. Essel
CW3 Richard J. Jones
CPT Howard Chae
Hong Lim
CPT Michelle G. Medwick
CPT Matthew Smith

North Country Chapter
CW4 Steve Donahue Jr.
MAJ Jason Lewallen

North Star Chapter
CPT David W. Adams
Mr. Joshua Claeys
CDT Joe Giuliani
CW4 Peter Panos

North Texas Chapter
Mr. Thomas J Daley
Mr. Daniel Hampton

Old Tucson Chapter
SSG Rigoberto S. Andrade
SSG James J. Edwards
WO1 Steven M. Gibson

Phantom Corps Chapter
CW5 William L. Buchanan
CW3 James Lively
Roy E Sheffer III
CW3 David P. Thoresen

Rhine Valley Chapter
SGT Kevin Adams
SPC Brandon Armstrong
SGT Charles R. Cleghan, Jr.
SPC Stephan Cramer
SPC David Dowling
PFC Jessica B. Gonzales
SGT Timothy Hitesman
SFC Anthony P. McFarland
SPC Cyril Perry
SGT Gerardo Quijano
CW4 Ron Rector

Savannah Chapter
1LT Aaron Adam
Heather LeeAnn Adams
SGT Melvin R.Arnold Jr.
SGT Rocky Blair
CW5 Anthony Born
SPC Donald Burgett
CW3 Mark Burrows
SGT Aaron L. Butterfield
CW5 Martin Calkins
SFC Luis Capeles
SFC Chad M. Cedotal
SGT Albleh Clements
SPC Jeremy S. Corley
SPC Justin Dan, Sr.
CW3 Steven Dermer
SGT Joe Dominguez
SFC William Eckert
1SG Spencer A.Foster
SSG Daniel Garcia Jr.
SPC Ryan S.Gauthier
SPC Clint Gossage
CPT Seth Green
SGT Jerry Griffin
SSG Ian Grotta
SPC Rusty Hancock
CPT Will Hewitt
SGT Dustin Lee Holmes
SGT Myra Huber
SSG Tracy Lamar Jenkins
SPC Joshua D. Johnson
CPT Brian Karhoff
SGT Matthew J.Lopez
SSG John W.Mackay
SSG Christopher Mackenzie
CAPT Damien McGuigan
SSG Moises A Morales
SGT Adam J. Nelson
SGT Thomas M. Polk
CW2 Edwin Reyes
SGT Xavior Ridep
SPC Lewis Riffle
SPC Andrew J.Rockwell
SPC Jamie-Lianne Roland
SGT Nathan Shipley
SGT Lisa Marie Smith
SGT Tammie L.Smith
SSG Steven R. Sorenson
SPC Nathan Spann
MAJ Mike Stull
PFC Kenneth R Swan
CW2 Nichols D. Tabler
SFC Steven E. Tankesly
SPC Nicholas M. Tyson Jr.
SFC Michael Underwood
SGT Nicholas A. Wasser
SFC Romairick Whiteing

Stonewall Jackson Chpt.
CW5 Norman H. Mcintosh

Tarheel Chapter
2LT Steven L. May
SGT Brian D. Steva

Tennessee Valley Chpt.
Susan F. Baechler
Michael Alan Baughman
Janet Fuqua
John M. Holdcraft II
WO1 Grant W. Kelly
Marc F. Mann
COL Donald E. Potter, Ret.
Claudette J. Saunders
Jim Shavers
Timothy M.Steckel

Thunder Mountain Chpt.
SPC Jamie Nichole Clark
SSG Adam J. Rowinski

Volunteer Chapter
SFC Susan M Brown
SPC Elena S.Norman

Voodoo Chapter
PFC Robert A Bedey

Washington-Potomac Chpt.
SFC Scott Cheseldine, Ret.
John Filmonhik
MSG Ruth R. McCuin
SGT Michael S. Smith

Wright Brothers Chapter
Richard Killmeyer
Stephen Tourangeau

No Chapter Affiliation
CDT Cory Albertson
WO1 Jared T. Alexa
LTC Jerry Anderson
CW4 Paul Anderson Jr.
WO1 Vania Apodaca
CW4 David M. Azada, Ret.
SPC Michael E. Ballard
WO1 James J. Bett
CW2 Peter L Bianchi
SFC Leon C. Black
WO1 Joy E. Boteler
CW4 Stephen A Brown
David A Cook
CW2 Galen R. Crable
John R Deopuria
SGT Jeremy D.Dorries
WO1 Christopher DuBose
SFC John George
CW5 Nicola Grasso
CDT Samuel Hay
WO1 Matthew S. Jaggers
SGT Anita Jones
WO1 Wayne D. Keaton
PFC Tara B. Kiss
WO1 Matthew C. Kraft
LTC Terrence Lee Lakin
Balazs Lanyi
James A. Martin
SGT John E. McClanahan
WO1 Saul A. Mulholland
Terry O'Brien
PV2 Shanicka Patterson
Ted Perdue
SFC Floyd R. Perry
WO1 Jason D. Phillips
SPC George Prince
Robert E. Rafferty
PFC Nickalus C. Raines
SSG Walter H. Rantanen
WO1 Colin B. Raschke
SSG James Reese
Mr. Rey Reyes
SGT Drew Rieck
SFC Randy W. Springer
WO1 Samuel Tardif
SPC Marc A. Tomlinson
SSG Stephanie Torres
SFC Adam R. Vidal
WO1 Charles W. Wade
S'leta A. Ward
Peggy Warden
WO1 Jonathan M. Weller
CPT Isaac H. Wilker

UPCOMING EVENTS

NOVEMBER 2010

Nov 1-5 **US Army Warrant Officers Association (USAWOA), Annual Meeting of the Members (AMM)** Huntsville, AL

Nov 15-18 **AAAA Aircraft Survivability Symposium,** Huntsville, AL

DECEMBER 2010

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

JANUARY 2011

Jan 1 **AAAA National Awards Nominations Deadline**

Jan 12-14 **AUSA Aviation Symposium & Exhibition**, National Harbor, MD

Jan 21 **AAAA Scholarship Executive Committee Meeting**, NRGC, Arlington, VA

Jan 22 **AAAA National Awards Committee Meeting,** NGRC, Arlington, VA

Jan 31-Feb 4 **Aviation Senior Leaders Conference,** Fort Rucker, AL

FEBRUARY 2011

Feb 9-10 **Joseph P. Cribbins Aviation Product Symposium,** Huntsville, AL

Feb 22-25 **AUSA Winter Symposium,** Fort Lauderdale, FL

ARMY AVIATION ASSOCIATION OF AMERICA

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

UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

USAWOA Membership Place "X" in appropriate box

☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists,chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

MEMBERSHIP DATABASE INFORMATION

Last five digits of your SSN:_____Rank:_____MOS:_____Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name MI Last Suf Joined Service(yy/mm)

Address Date Birth (yyyy-mm-dd)

City State ZIP+4 Home Tel

Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)

Spouse (First Name) FAX Tel:

E-Mail Addresses *
(*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first)

RELEASE OF INFORMATION Place "X" in appropriate box: ☐ I DO ☐ I DO NOT want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

CURRENT STATUS Place "X" in appropriate box

☐ Active Army ☐ ARNG* ☐ USAR* ☐ Retired ☐ Former Warrant Officer
☐ Associate (all others) *AGR please check ARNG or USAR ☐ Male ☐ Female

CERTIFICATIONS Place "X" in appropriate box

☐ I HOLD a Warrant issued to me by the Secretary of the Army
☐ I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
☐ I AM ☐ I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please

☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr $50 ☐ 2 Yrs $100 ☐ 3 Yrs $150 ☐ 5 Yrs $250
☐ RETIRED MEMBER DUES ☐ 1 Yr $37 ☐ 2 Yr s $74 ☐ 3 Yr s $111 ☐ 5 Yrs $185
☐ Check or Money Order for dues is enclosed, made out to "AAAA".
☐ Charge my: ☐ VISA ☐ MC ☐ AMEX ☐ Diner's Club

Credit Card# (No DEBIT) 3 digit sec. code Expires mm/yy

CHAPTER AFFILIATIONS (Check one)

☐ Please affiliate me with the chapters near my home.
☐ Affiliate me with the _____Chapters
☐ Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)

Simultaneous MemberShip Form 600-DS (Fill-in) (Revised May 2008)

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.

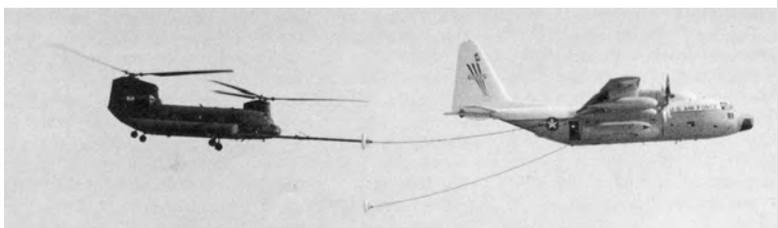
25 Years Ago

OCTOBER 1985

Fill 'er Up!

Sunday, August 4, 1985. Aviation history was made in the skies above Wilmington, Del. A CH-47D effected the first air-to-air refueling by a Chinook with an Air Force HC-130P. The demonstration came as a result of an agreement reached months before by the Army and Air Force to conduct refueling operations.

Bob Gradle, a test pilot from Boeing-Vertol, initiated the first in a series of test refuelings. The hook up was an umbilical of composite material nine inches in diameter. The in-flight transfer from fixed-wing to rotor craft was 3,575 pounds of fuel. And it does not take long. For in 60 seconds, a thirsty Chinook can take a 2,000 pound swallow.



Selling Aviation

MG Richard D. Kenyon recently was chosen to head the Office of the Chief of Legislative Liaison. The mission of the Office, according to MG Kenyon, "Is to provide interface between the Army and Congress; and, to promote and perpetuate awareness and understanding of the Army and its direction." According to MG Kenyon, the OCLL numbers some 113 Army and civilian staffers.

And during 1984, the Office accomplished the following:

- OCLL staffers organized and scheduled for 31 Congressmen to attend breakfasts hosted by John O. Marsh, Jr., Secretary of the Army.
- Put together 348 Congressional trips attended by nearly 400 members of Congress.
- OCLL staffers replied to 37,000 Congressional inquires.
- In addition, OCLL staffers work tirelessly imparting the Army's needs on Capitol Hill .

This hard work paid handsome dividends. For the Army reaped 98 percent of its procurement requests in the FY 1984 budget.

50 Years Ago

OCTOBER 1960

"Made it, Ma! Top of the World!"

To paraphrase actor James Cagney in *White Heat,* 1949; but that is exactly what Army Aviators have done.

A pair of H-34 Choctaws, ferrying a 12-man expedition, reached the world's northernmost tip of land, Cape Morris Jessup in Peary Land. The expedition was part of an operation labeled *Project Lead Dog.* Among the aims of the operation was to develop fresh techniques in transportation when operating in harsh environments, such as the barren wastes of the Arctic. The H-34s made an historic flight across the Greenland ice cap, from Camp Tuto to Crown Prince Christian Land; a distance of 663 miles. All together, the expedition logged 1,800 miles before returning to Camp Tuto near Thule.

Exercise Summer Shield

More Army Aviation history was made, this time in the warmer climes of Germany. *8th Trans. Bn.* and affiliated units, *11th Trans. Co., 91st Trans. Co.* and *110th Trans. Co.* effected the largest tactical move by heliborne forces to date. In one day of Operation: Exercise Summer Shield, sixty Choctaws airlifted two entire battle groups. The ground unit involved was the 24th Infantry Division. Exercise Summer Shield was a two week operation. The objective was to analyze the conduct of a division-sized unit under the conditions of atomic warfare.

Three Alarm Fire

Two H-21s from the *33rd Trans. Co.* (LH) recently were thrown into battle against a raging inferno blazing its way across Yosemite National Park. The Shawnees, sometimes operating at altitudes of 8,000 feet, ferried 300 Zuni Indian firefighters. The helicopters shuttled the smoke eaters to and from their base camp, 20 miles southwest of the conflagration. The Shawnees proved invaluable in bringing in needed tools and equipment, food, water and other supplies.This enabled the firefighting platoons to stay and give battle for 12-hour stretches at a time.

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.

Brigadier General Joseph B. Starker

Army Aviation Hall of Fame 1998 Induction

Joe Starker was one of those few visionary young aviators who made possible Army Aviation as we know it. As a creative and productive member of the Howze Board, his imaginative genius provided the kind of innovative thinking that determined what Army Aviation would be for years to come.

His leadership of the 11th Combat Avn. Bn. in Vietnam set an example in courage and command ability that all other commanders tried to emulate.

With his exceptional skill in the technical and tactical aspects of air assault and his courageous presence in directing battle actions in hot LZs and highly dangerous extraction missions, day and night, frequently taking hits, he became the epitome of the aviation professional.

He was the first battalion commander to serve his entire tour in Vietnam in command.

Following the Army War College, he served as division chief in the Weapons Systems Analysis Directorate of the Office of the Assistant Vice Chief of Staff.

He was selected to serve on a five man team headed by (then) MG Bob Williams to work with a U.S. Air Force team to determine the fate of the Army's Advanced Aerial Fire Support System and the Air Force's Advanced Ground Support Fighter (AX).

He was a key contributor in this landmark action for Army Aviation which resulted in the production and fielding of the Apache.

As a colonel, he returned to Vietnam to command the 17th Avn. Gp. during the critical battles of I and II Corps in 1970-71.

He was the personal choice of LTG Phip Seneff and General Bill Depuy to design, organize and direct the test of the Air Cavalry Combat Brigade (ACCB), a concept Starker helped develop as a member of the Howze Board. The tests were an unqualified success and the test unit became the 6th ACCB.

After promotion to brigadier general in 1972, he served as the Chief of Staff, Modern Army Selected Systems Test, Evaluation and Research (MASSTER), before taking command of the Combat Developments Experimentation Command at Ft. Ord and Hunter-Ligget, CA.

He returned to Ft. Hood in 1974 to become the Assistant Division Commander, 1st Cav. Div.

At age 46, his life was tragically taken by a drunk driver.