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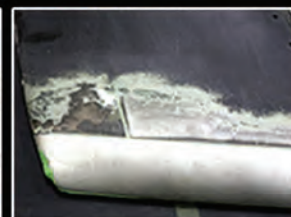
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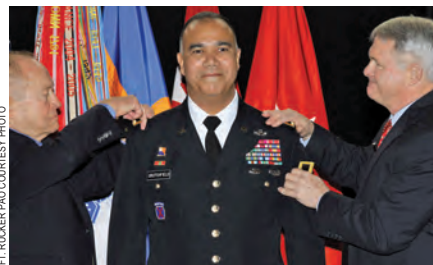
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# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Branch Chief Pins On Second Star



FT. RUCKER PAO COURTESY PHOTO

BG Anthony G. Crutchfield, U.S. Army Aviation Center of Excellence and Fort Rucker commanding general, was promoted to MG by LTG (Ret.) Thomas F. Metz (left), former Training and Doctrine Command deputy commanding general/chief of staff and director of the Joint Improvised Explosive Device Defeat Organization, and Donald Adkins, Crutchfield's father-in-law, in a ceremony on Feb. 3 at the U.S. Army Aviation Museum, Fort Rucker, AL.

## Retired Army Aviator Takes Down Giffords' Assailant



ARNG PHOTO

**Badger**

Retired Army National Guard Colonel, Bill Badger, 74, was shot in the back of his head and still was able to help grab the shooter of U.S. Rep. Gabrielle Giffords (D-AZ) and 18 others on Jan. 8th outside a Safeway grocery store in suburban Tucson, AZ. As the shooter began spraying rounds into the crowd in his direction, Badger fell to the ground and felt a burning sting in the back of his head as he was hit. When the shooting stopped he stood up not realizing the shooter was walking by in front of him. Another individual hit the shooter with a folding chair from behind and Badger grabbed his left hand and twisted it behind his back pushing him down and holding him until a deputy arrived. The former master Army aviator who retired in 1991 was the first commander of both the Eastern Army National Guard Aviation Training Site (EAATS) at Fort Indiantown Gap, PA and later the Western ARNG Avn. Tng. Site (WAATS) in Marana, AZ.

## Cody Announced as National Campaign Chair



L-3 COMMUNICATIONS PHOTO

**Cody**

Former Army Vice Chief of Staff General Richard Cody (Ret.) will lead an ambitious effort to build and donate 100 specially adapted homes to severely injured veterans as chair of the 100 More... Homes for Our Troops campaign. In the last six years Homes for Our Troops, a national nonprofit veterans support organization, has built or has under construction 100 specially adapted homes. When the organization issued a challenge to the nation over the week of

Veterans Day 2010 to support building 100 more homes in the next two years, Cody announced his commitment to lead the charge.

## PEO Aviation Promoted



U.S. ARMY PHOTO

**MG Crosby**

BG William T. "Tim" Crosby, U.S. Army Program Executive Officer for Aviation, was promoted to MG on Feb. 2 and received his second star from Army Vice Chief of Staff, GEN Peter W. Chiarelli, in a ceremony on Feb. 5 in Summerall Chapel at Crosby's alma mater, The Citadel, in Charleston, SC.

## Hummingbird to Fly in Afghanistan



BOEING COURTESY PHOTO

The Army's Project Office for unmanned aircraft systems (UAS) is planning a quick reaction capability (QRC) for the Boeing A160 Hummingbird vertical take-off and landing (VTOL) UAS. It's a 35-foot-long helicopter-like unmanned system able to conduct intelligence, surveillance and reconnaissance (ISR) missions and move cargo for more than 20 hours at altitudes up to 30,000 feet. According to Tim Owings, deputy project manager for UAS, the intent is to deploy a single A160 outfitted with a wide area surveillance payload and SIGINT package to Afghanistan later this year with two additional air vehicles now undergoing final integration for fielding in FY 12. The first A160 aircraft was provided by the Defense Advance Research Project Agency; U.S Special Operations Command is providing the next two.

## Fixed Wing Professional Forum



At the request of the Product Manager for Fixed Wing, LTC Jong Lee, the AAAA will sponsor its first Fixed Wing Professional Forum, June 20-22, 2011 at the Embassy Suites, Huntsville, AL. Please see the AAAA website for more details and exhibition opportunities. [www.quad-a.org](http://www.quad-a.org)





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## AAAA President's Cockpit



# A Busy and Productive Month

**A**lmost two years have passed since I became your AAAA National President; in fact, this is my second to last article. As I near the end of my term, I am overcome with gratitude for the opportunity given to me to serve this great organization. Since my last article will certainly need room for the many thanks that are owed, I would like to take this time, once again, to bring you up to date on our latest efforts.

In early January, we kicked the year off with the AUSA/AAAA Aviation Forum in Washington. GEN Gordon Sullivan and his AUSA team did another great job pulling together a very worthwhile event while overcoming more than a few challenges from "Mother Nature." Many positive comments from the attendees were passed to me during and following the forum. Having attended every one to date, I would say without equivocation that this was one of the best programs.

Immediately following the forum, the AAAA National Awards Committee met to select the winners of our 2011 National Awards which will be presented at the Annual Professional Forum and Exposition (formerly known as our Convention) in Nashville



Members of the AAAA National Awards Committee review candidate files during the National Awards selection process on Jan 15, 2011 at the National Guard Readiness Center, Arlington, VA.

in April. Over 50 volunteers from across the spectrum of AAAA membership – Active Duty, National Guard, Reserve, retired, and industry members – spent Saturday at the National Guard Readiness Center in Arlington reviewing over 100 nomination packets. We owe a special thank you to MG Walt Davis, Awards Committee Chairman, who organized this time-consuming and detailed process.

Next, Bill Harris, AAAA Executive Director, and I sat down with then BG Tony Crutchfield, Aviation Branch Chief, and his team to review the Annual Professional Forum and Exposition program. The theme of "Resiliency" will be evident throughout the program with scheduled presentations from GEN Hugh Shelton, former Chairman, Joint Chiefs of Staff, about his recovery from a near fatal fall, other Combat Arms Branch Chiefs and our spouse program speakers.

The last week of the month, I had the good fortune to attend two great events.

The first was the Annual Senior Leaders Conference at Fort Rucker. I find this event to be a great opportunity to catch up with our Brigade level leadership. Every year I am so impressed with what our great leaders and troops are doing on a routine basis to support our brothers and sisters in arms, in some of the most difficult terrain and environment conditions. The second event was the promotion of Tony Crutchfield to Major General. A former boss, mentor, and close friend of the Crutchfields', LTG (Retired) Tom Metz assisted in the ceremony and presented remarks about Tony's career. As you would expect – it was well done!

Thank all of you, our almost 18,000 AAAA members, for your support, encouragement and feedback over the last two years.

My door is always open!

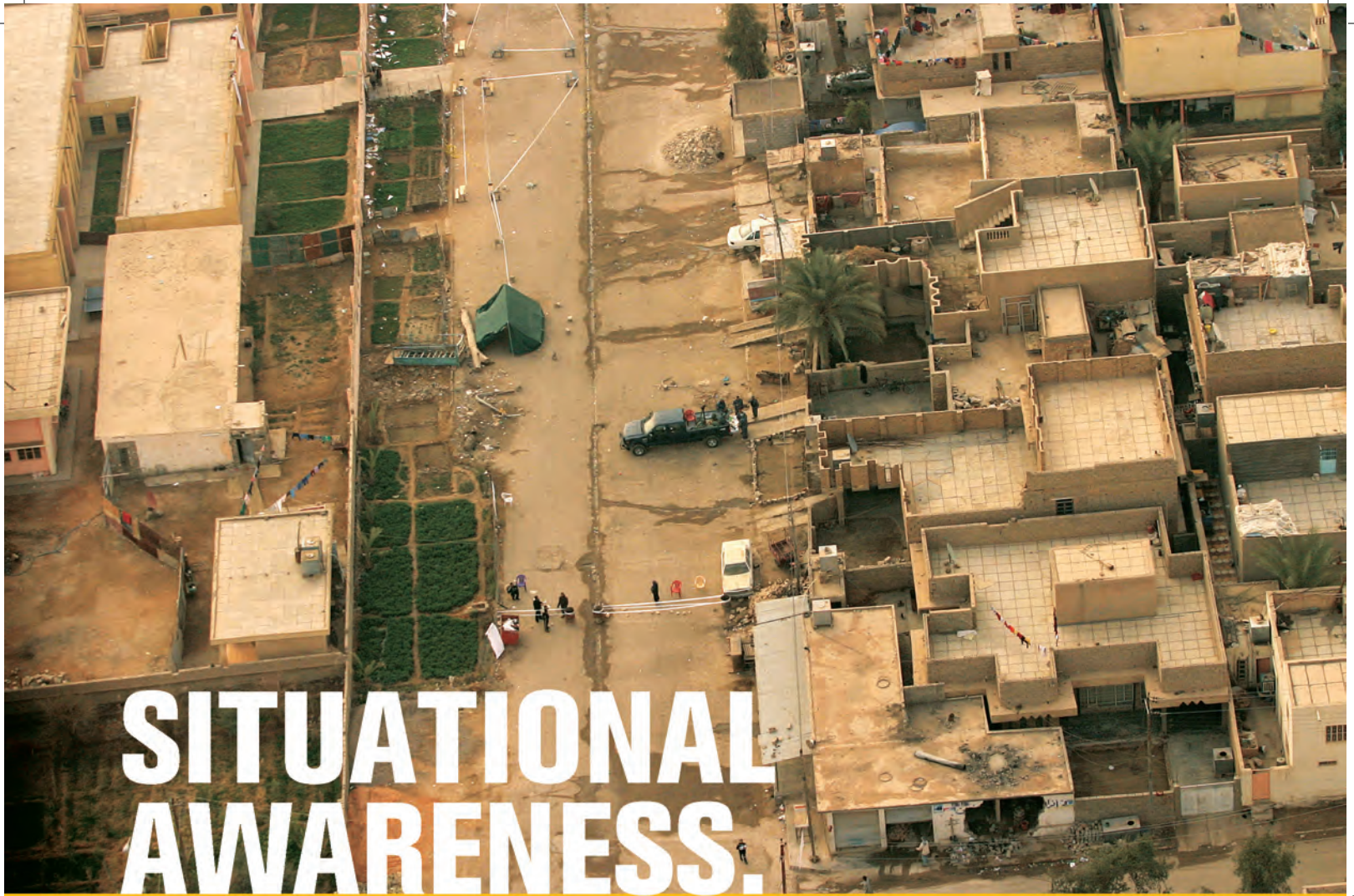


BG Rod Wolfe, Ret., President  
rod.wolfe@quad-a.org



Winners of the AAAA National Awards will be recognized at the upcoming AAAA Annual Forum in Nashville, TN, April 17-20, 2011.





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## From The Aviation Branch Chief



# Leading the Full Spectrum Capability of Army Aviation

By MG Anthony G. Crutchfield

**W**e recently held the annual Army Aviation Senior Leaders' Conference at Fort Rucker from Jan. 31 to Feb. 3, 2011. Once again, the event brought our leadership together, to include many former and serving Army and Aviation branch general officers, senior commissioned, warrant and noncommissioned officers from across the reserve and active components, to discuss relevant issues and challenges facing our branch. The issues addressed ranged from capabilities integration, doctrine, materiel, personnel and safety and very much affect you, your organization and your combat effectiveness. They also affect your families and your well-being.

AR 95-1, dated 12 November 2008, directs that Army aviation senior leaders meet annually to review issues affecting the capability of commanders to perform missions with aviation assets. The theme for this year's conference was Army Aviation: A Full Spectrum Capability.

While the theme differs from year to year, the conference remains a pro-



Aviation Brigade Commanders, Sergeants Major, and senior Warrant Officers from throughout the force assembled for three days of briefings Jan. 31-Feb. 2, 2011 at the Aviation Senior Leaders Conference.

*"The vice chief of staff says Army Aviation has the best enterprise in the Army and that is because of all of you. And this week we're going to carry on with that tradition and get a few thoughts from you for us to work here. It's going to be a great week."*

MG Anthony G. Crutchfield

fessional education, training and information-sharing forum that allows Army Aviation's senior leaders to collaborate in order to address critical issues facing Army Aviation.

More than 300 Army Aviation professionals converged on Fort Rucker over the three-day conference. They included MG Rogers, MG Crosby, BG Wolf, BG Mangum, and others who took time from their busy schedules to attend the event and engage in candid discussions.

GEN J.D. Thurman, commander of U.S. Army Forces Command, addressed the ARFORGEN cycle that included discussions on how the Army can relieve stress on operational Army Aviation organizations in the ARFORGEN cycle.

It was clearly apparent to the more than 300 attendees that senior Army

leaders are aware that our branch is in the greatest demand in our relatively short 27-year history and they are committed to ensuring we remain resourced to support our ground maneuver commander.

While dwell time for our Aviation Soldier remains below the Army average, our leaders are aware and are continually balancing the needs of the operational commanders with the capabilities our force brings to the warfight.

Another highlight during the week was an operational commander's panel discussion that included non-Aviation senior officers and NCOs from across the Army. Their insights, observations and perspectives on what our branch provides them was invaluable and will help us to focus our precious resources to insure we



remain a relevant maneuver force today and for generations to come. They could not say enough about your professionalism and contribution to the success of our Army.

As a departure from the normal conference, we added four breakout sessions in an effort to harness the collective knowledge and experience from across our branch.

The four topics included Army Aviation training, reducing aviation accidents, aviation future force design and Professional Military Education/Soldier development. Each breakout session included one or two retired Army Aviation general officers who served as senior mentors and facilitated the groups' discussions. We seized this opportunity and their unique insights and experience to help us address the branch's most pressing challenges and look at better ways to man, train and equip our force.

For those of you who were unable to attend the 2011 Army Aviation Senior Leaders' Conference, I encourage you to review some of the conference information that is posted on Army Knowledge Online at the Aviation Warfighters' Forum site. This collaborative site was established to enable continued discussion across our branch and share useful and timely information that affects our branch and personnel.

I was proud to once again see the tremendous commitment you all have to our profession and our nation. It was especially inspiring to help present the ATC, Trainer, Medicine, and Air/Sea Rescue awards during the conference. These awards recognized those who epitomize our motto *Above the Best* in each of their categories.

Thank you for what you and your families do for our nation and our Army every day. Never doubt that your Aviation Branch leaders appreciate your hard work, commitment and sacrifices and are doing everything we can to make sure you have the best equipment, best training, best leadership, and best Soldiers in the world in order to complete your mission.

Above the Best!



*MG 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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## Chief Warrant Officer of the Branch Update



# Warrant Officer Leadership

By CW5 Michael L. Reese



A flight of 3rd Bn., 227th Avn. Regt. UH-60s departing for a mission in Baghdad, Iraq, 2010.

I recently returned from a trip visiting a few extraordinary combat aviation brigades in Afghanistan; the three I had the privilege to meet with were the 4th, 10th, and 101st CAB's. Each aviation brigade is split in multiple task forces (TF) operating in multiple regional commands under various levels of control (operationally and tactically).

Despite demanding operation tempo and in extreme environmental conditions not only are our aviation brigades meeting the ground commanders' intent but they are overwhelmingly exceeding them. The success of our aircrews is due to the high caliber of our soldiers, great training, and leadership. I would like to focus on the leadership provided by our warrant officers.

### Task Force Organized

Aviation units have been exceeding

ground commanders' intent since the onset of Operations Iraqi and Enduring Freedom. The norm during deployments is split based operations in a task force formation and within each is a Task Force Standardization Pilot, Maintenance Test Pilot, Safety Officer, and Tactical Operations Officer.

These units are organized in various arrays in order to meet the mission and all consist of multiple aircraft types including attack, utility, cargo, observation, fixed wing and unmanned aircraft systems. The Task Force SP, MTP, ASO, and TACOPS Officers must be well versed in the mission of each airframe.

Warrant Officers generally don't receive an extensive amount of formalized leadership training compared to commissioned and non-commissioned officers so how are we so effective in our leadership roles?

### The Leadership Role

I believe the answer starts with why the Aviation Warrant Officer Corp was originally formed which was to have a highly skilled technical expert, combat leader, trainer, and advisor serving in billets which require longer durations than commanders and staff officers can fulfill.

When warrant officer candidates start the basic course they are indoctrinated to the fact that they are soldiers first, officers and leaders second, and then aviators.

Upon completion of flight school and arrival at their first duty assignment he/she is clearly a soldier, officer, and aviator but not necessarily a leader....yet.

Aviation warrants typically do not truly have a significant leadership role until they attain pilot in com-



mand status (PIC) where their technical and tactical skill sets as an aviator enable them to perform as a leader.

After achieving PIC status the next career milestone for the warrant officer is to become tracked as an instructor pilot, maintenance test pilot, safety officer, or tactical operations officer. The prerequisites to attend these special qualification identifier producing schools vary but each require technical and tactical experience and the endorsement of his/her commander.

Upon completion and reintegration in the unit, the officer becomes a principal advisor to the commander in regards to his/her school trained knowledge and his/her aviation experience. Again, it's the warrant officer's technical abilities that put him/her in a key and essential advisor position as a leader.

### No Substitute for Experience

In addition to being a PIC and tracked, warrant officers leadership skills are enhanced through professional military education (PME) but predominantly enforced through experiences in the unit. With the appropriate level of skill sets, individuals are authorized to brief high risk missions, be an air mission commander of formations containing diverse aircraft, and make potential strategic decisions on the battlefield.

As the warrant officer matures through promotions and is assigned to higher levels of responsibilities, his/her influence as an advisor and leadership roles are enhanced.

With most units deploying in task force elements, commanders must select TF – SP, ME, ASO, and TACOP's capable of managing all types of assigned aircraft, missions, and personnel.

### Increasing Levels of Responsibility

Throughout a warrant officer's career as his/her technical skills and experience grow so will the level and scope of responsibilities as a leader within the unit. Rank alone does not automatically ensure key positions within the command.

The apex of the warrant officer leadership role is as the designated "Senior or Command Warrant Officer." These are positions not currently in the Table of Distribution and Allowances or the Table of Organization and Equip-

ment, but are empowered by the commander to supervise all warrant officer issues.

These roles (when designated) are filled by the most technical and tactical individuals in the organization that possess the ability to assist the commander in the management of officers, ultimately enhancing the unit's effectiveness.

Again, these positions are not necessarily reserved for the individual with the most time in grade, since they are empowered by the commander; selection is based upon the individual's experience, performance, and unique management abilities.

The duties our warrant officers have been performing for over nine years in Iraq /Afghanistan and their vital contributions are directly linked to the origin of the Corp.

The provision of an expert providing continuity in a highly complex and technical field is exactly why the rank was implemented and sustained in the Aviation Branch.

Above The Best!



The author (former 1st Air Cavalry Brigade standardization pilot and Senior Warrant Officer) with then 1st ACB commander, COL Douglas M. Gabram in Taji, Iraq, 2010.

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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## Command Sergeant Major Update



# A Leader's Pride in His Soldiers

By CSM Tod L. Glidewell and 1SG Hugh N. Oney

This month I am sharing with you a letter written by First Sergeant Hugh Oney concerning the outstanding performance of his unit's Soldiers and noncommissioned officers while deployed in support of Operation Enduring Freedom X. It seems all too often these days I am conveyed through letters, emails or visits similar stories of those behind the scene making the impossible happen to meet the mission.

There is no way to capture all of the incredible feats that hero's like these accomplish downrange and often they go undocumented and seeming unnoticed except but by a few. This leader took the time write down his thoughts and the pride in those whom he serves to share with us this month. First Sergeant Oney and his troopers are once again safely on home soil at Hunter Army Airfield while another brigade is attempting to provide that same world-class support to our ground brethren.

**M**y name is Hugh Oney and I am the 1SG of the finest general support aviation battalion (GSAB) delta company in the U.S. Army – Company D, 2nd Battalion, 3rd Combat Aviation Brigade, Task Force Knighthawk. I want to tell you a story of my enlisted Soldiers.

If you would have asked me six months prior to deployment what I



Co. D., 2nd Bn., 3rd Cbt. Avn. Bde. Soldiers work in the production control/quality control shop, Bagram, Afghanistan.

was worried about, I would have told you I was worried that my enlisted Soldiers could not accomplish what they have. As you will learn, there was nothing to be worried about.

Prior to deployment, in January 2009, I split my company up into six platoons with a 15-series technical inspector with the shop section Soldiers in each platoon. This allowed me to build a small team concept placing a strong NCO with the weakest level Soldier knowledge/skill wise.

My platoon sergeants and I moved the Soldiers around about every six weeks which allowed us to push them to adjust to working with one another. It also allowed us to mentor and watch the senior NCOs teach a new batch of Soldiers multiple times to include learning the weaknesses of each Soldier and where they needed to improve. It took us about three months to start seeing the entire team develop.

We worked Soldiers this way on 12 hour shifts to get them used to 24 hour operations. All this while working to keep the battalion's aircraft flying to let the aircrews get the training they would need to be successful in combat.

The training we did in two CONUS locations and also supporting garrison helped us fine tune the Soldier for real world OCONUS combat operations.

How did I know that we were like a prize fighter ready to get in the ring for an old school 15 round fight? It was when I stopped the 24 hour maintenance coverage with my Soldiers before we left. The commanders became concerned that we would not be able to keep up with maintenance prior to deployment for the aircrews training; but the Soldiers of Delta Company accomplished all maintenance with ease.

In November of 2009 we entered the ring for the 15 rounder arriving in Afghanistan around mid-month and doing the build up of a truck load of aircraft – at one point we had over 60 aircraft on our ramp that we managed on a daily basis. In January we received 12 Delaware National Guard Soldiers that we integrated into our formation. Yes, the team concept is what we called it – funny how old sayings never die.

I can say that the enlisted flight crews did help when they were not completely worn out from flying which



Soldiers from Co. D., 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk perform maintenance on a CH-47 Chinook Christmas Eve night, 2009, Bagram, Afghanistan.





A UH-60 on the ramp at Bagram, Afghanistan, being maintained by soldiers from Co. D., 2nd Bn., 3rd Cbt. Avn. Bde., TF Nighthawk.

actually was a hard 36,000 hours from this forward operating base location alone. Delta Company Soldiers accomplished 32 CH-47D phases, 12 UH-60 A/L phases, 3 AH-64 phases and rolling phase maintenance on the OH-58D; I cannot even begin to tell you how much unscheduled maintenance we have done on each aircraft type.

We learned that we had to push and pull our Soldiers from scheduled to unscheduled, and back again, to keep up with the demand of operations and aircraft required each and every day for the combat mission.

We also mixed shops and other aircraft maintenance MOSs as needed to help teams as the demand required.

There was a low point in our deployment when we were hurting on our maintenance. The Soldiers at one point were just flat overwhelmed and the amount of flying from March to April jumped 900 hours. Even though we saw this coming, the phases backed up on us by the end of June.

At one point we had two UH-60s in phase and four CH-47Ds as well. The Soldier teams rose to meet the challenge with more drive than I could have imagined, taking about two weeks to pull through juggling aircraft to meet the mission requirements. They were successful by any standard!

In the beginning the CH-47 phase teams were able to outperform any other team in theater, to include civilian teams and other units. It did not take the UH-60 team long to follow suit. The shortest CH-47 400 hour phase took about 5 days and the UH-60 phase took about 10.

These Soldiers understood that mission-ready aircraft meant that a life could be saved or more Soldiers

could have been put into the fight or brought for a needed day of rest and relaxation. They understood the meaning of sacrifice because they have wives, families and friends at home. They have had family pass away, children that were born and marital problems.

With all that has happened in their lives, they have been able to conquer the beast of aircraft maintenance.

I know that all units have had these issues that follow them into theater; but I have yet to hear or see another aviation unit do the amount of maintenance for the Army that I have seen from these fine Americans.

We have just recently returned home from this deployment. It is a good feeling to see some of these enlisted Soldiers finish their careers by ETS'ing; nice to see they are ending their careers on a positive deployment. And it is really nice to see those Soldiers that have opted to stay in and make Army Aviation a career or at least reenlisted a little longer to see if they want to make it a career.

These Soldiers will be the backbone of Army Aviation for many years to come and they know what right looks like. They understand hard work and know how to get it done, without skipping a step.

They have learned that with a team they can accomplish anything. They made themselves a team and that is what counts when it is all said and done.

I have made mistakes in my career and so have the Soldiers of this company; but, for their year in OEF X, they can hold their heads up high and be proud – I know the entire command team is proud of these "Professional Soldiers."

## ASK THE BRANCH CSM

**Q:** CSM, What changes are in store for the Unmanned Aircraft Systems in the immediate future?

*From SSG Smith during the AAAA UAS Symposium Washington D.C., December 2010*

**CSM:** SSG Smith –

Over the next year we will continue to see growth in the unmanned aircraft systems (UAS) community as we begin to field Gray Eagle units to form the first Full Spectrum Combat Aviation Brigades. For the 15E military occupational specialty (MOS), the first 15E40 positions are appearing on modified tables of organization and equipment (MTOEs) this year and will continue to grow as we begin to field Gray Eagle units.

In addition, the first Non-Commissioned Officer Education System (NCOES) classes are scheduled to start this fall at the Fort Rucker Non-Commissioned Academy under the 15Z career path. For the 15VW, effective 1 Jan 11, their MOS will move from the 15Z career path to the 15P career path for promotions. This move will align the career path with the Non-Commissioned Officer Education System (NCOES) track.

The move will also provide expanded career opportunities through master sergeant and first sergeant as we field the Gray Eagle units for the 15P career path.

Thanks for the question.

Above the Best

CSM G

If you have a great story or want to recognize those heros behind the scenes, I ask you to consider nominating them for a Quad A award or to send me their story at the Aviation Center so I can share it 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.*

*ISG Hugh Oney is the senior noncommissioned officer of Company D., 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Nighthawk, Hunter Army Airfield, GA.*



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



# Moving On with Safety in Mind

By CSM Michael P. Eyer

**A**rmy life is full of changes, and the time has come for me to move on to my next challenging assignment. However, I cannot leave the USACR/Safety Center without sharing with you — our Band of Brothers and Sisters — a few key thoughts from my time here.

I've been able to see firsthand what our Soldiers, family members and civilians are doing every day, and I remain totally convinced our Army is on the right track for safety.

Traditionally, leaders have done the hard work with regard to safety. As a result, many of our Soldiers today don't understand the composite risk management (CRM) process because they haven't had to think through it.

My best advice for Leaders is to continue encouraging their Soldiers to think and make smart safety decisions for themselves through continued coaching, teaching and mentoring. Our Soldiers must be educated and empowered enough to be their own best advocates for safety, both on and off duty.

### CRM in Individual Training

Leaders must also set the standard in all they do all the time, abiding by the principle of "don't set a new standard, but enforce the ones that exist." A vital part of engaged leadership is providing Soldiers with the knowledge to manage their own unique risks.

CRM should be a key element in every Soldier's individual training, and our first-line leaders are the best starting point for this instruction. As leaders, we must show our Soldiers how to operate within their left and right limits safely and continually hold them to those standards. By placing that responsibility on their shoulders, we create smarter and safer Soldiers who can think through the toughest of situations and apply that same knowledge to their off-duty lives.

Our Soldiers are our most valuable sensors on the battlefield, and making them part of the risk management process will sharpen their skills and make them even more effective in everything they do. Ask your Soldiers for their input on risk mitigation during your next mission — you'll be surprised at how open and creative they'll be with just a little encouragement!

### Family Key

We must also continue to engage our wonderful family members, keeping them informed and allowing them to be part of the CRM process during their Soldiers' off-duty time. Our families have and will always have the greatest impact on our Soldiers and are a powerful ally in keeping our Army safe. Be sure to involve them in your safety programs and use their powerful influence for good.



CSM Frank Grippe, 101st Airborne Division (Air Assault) command sergeant major, talks with Soldiers after the first Contingency Operating Base Speicher marathon and half-marathon Apr. 28, 2010 in Iraq. The "Rock-n-Roll Marathon and Half-Marathon" coincided with Nashville's Annual Country Music Marathon.

### Battle Buddies Make a Difference

My duties at the USACR/Safety Center have taken me literally all over the world, from locations across the United States to Iraq, Afghanistan, Kuwait, Germany, Belgium, Italy, Japan and elsewhere. In every location, I've been impressed by our Soldiers' dedication to duty and to each other.

Even in the remotest of locations, I've always found our Soldiers doing what they're supposed to do, staying engaged and actively working to keep themselves and their peers safe and in the fight.

You can always rely on the American Soldier to do the right thing, especially when their leadership demonstrates trust in their competence and gives them an example to follow. Battle buddies and peers make a difference — never leave a fallen Soldier.

I will miss the many opportunities I've had to meet and talk with our Soldiers, family members and civilians during my tenure here, but each and every one of you has made a tremendous impact on me and my personal commitment to Army safety.

I remain proud and humbled to have had the chance to serve our Army as a member of the USACR/Safety Center team, and I thank you for what you do every day.

Stay safe in all you do and best wishes for the future!  
Army Safe is Army Strong!



*CSM Michael P. Eyer is the command sergeant major of the U.S. Army Combat Readiness/Safety Center, Fort Rucker, AL, and will assume responsibilities as command sergeant major of the 2nd Infantry Division, at Camp Red Cloud, Uijeongbu, Republic of Korea.*



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## U.S. Army Aviation Logistics School Update



COL Reeves  
Commander



CSM Morant  
School SGM

# Modeling and Simulation Is CH-47 Chinook Maintenance Training

By Mr. Steve Tisdale

*This month I've asked Mr. Steve Tisdale to give you a look at the latest addition to the Chinook maintenance training effort here at your school-house.*  
COL Reeves

**C**H-47 Chinook maintenance training has a new face at the U.S. Army Aviation Logistics School (USAALS) with implementation of the Chinook Avionics Trainer (CAT) and the Chinook Hardware Maintenance Trainer (CHMT) – the first completely modeled and simulated maintenance training devices in the history of Army aviation maintenance training.

The CAT will be the cornerstone of Chinook avionics training for Military Occupational Specialty (MOS) 15N, Avionics Mechanic, and the CHMT initially supports MOS 15U, CH-47 Helicopter Repairer training.

In subsequent minor configuration changes, these devices will support MOSs 15F, Aircraft Electrician; 15B, Aircraft Powerplant Repairer; 15D, Aircraft Powertrain Repairer; and the 151A Aviation Maintenance Technician courses. Both devices demonstrate the Cargo Project Manager's commitment to improving maintenance training by infusing emerging technologies as they become viable.

### Avionics Modeling and Simulation

The CAT allows the application of psychomotor skills and cognitive reasoning learned in instructor-led classes and interactive multimedia instruction (IMI) during practical exercises and hands-on testing for all CH-47 avionics critical training tasks.

The CAT also trains the use of all support and test equipment, fully modeling this equipment.

Students complete maintenance



The Chinook Avionics Trainer (CAT).

operational checks (MOCs) and fault isolation procedures (FIPs) by following steps in the CH-47F Interactive Electronic Technical Manual (IETM) and accomplish the removal and replacement of required line replaceable units (LRUs) without deviating from IETM procedures.

The CAT employs a unique approach to avionics systems training where everything the students see, touch, test and interface replicates an operational CH-47F aircraft without the use of any aircraft components.

The information displayed on the CAT's multi-function display (MFD) is generated at the instructor/operator station (IOS) using software manipu-

lated by the instructor to display indications consistent with tasks being trained.

No aircraft manufacturer's software is required or used in the CAT which eliminates the need to have aircraft processors or components to generate display information.

System components are modeled with the required signals being tested for and sent to the right cannon plug pin at the desired time by the instructor station.

Test equipment follows the same concept modeled and simulated to support all aspects of the training scenario with students unable to tell the difference.



### Modeling the Whole Aircraft

Taking the CAT concept one step further and applying it to the whole aircraft, the CHMT supports all mechanical and electrical system tasks in a simulated environment and has become a model of success for USAALS, PEO Aviation, and industry corroboration.

The CHMT exceeded requirements and expectations while being delivered on time - on budget. This program will be the yardstick against which future programs are measured.

The partnering of two companies, one with unparalleled expertise in software development and program management and the other unmatched in hardware design, development and production resulted in a very successful program and business model. This model produced exceptional results within budget and ahead of schedule.

The device was built using scrap CH-47D airframes and cockpits and transformed into a CH-47F device that replicates a flyable aircraft in every way meeting requirements to support critical training tasks.

As in the CAT, no OEM's software or components were used to generate displays and signals needed to support IETM tasks and associated results. Everything is simulated but transparent to the students.

The device manufacturer has modeled components used on the device to replicate almost exactly the form, fit, and function of real parts - the only difference being the lower costs and increased durability of components to support countless maintenance procedures.

Complex and expensive aircraft components, like the integrated lower control actuators (ILCAs), pedal boxes, and cargo ramp actuators, are modeled in every detail as the real components but at approximately 25% of the cost.

The training environment replicates the operational aircraft in every manner while saving the Army substantial amounts of valuable resources (as compared to using Category B aircraft), increasing training capability and improving training effectiveness.

### Creating Fault Scenarios

Both devices have the capability to easily insert faults for students to isolate at the instructor station, track student progress through a history



The Chinook Hardware Maintenance Trainer (CHMT).

recorder, provide device operational status at a glance, and require no competition with the flyable fleet for replacement parts or repairs. Additionally, the CHMT has specially designed cut-out areas so students can see into normally closed areas for demonstrations of system functionality.

The CHMT provides simulated auxiliary power unit (APU) and engine run-ups complete with rotating drive shafts and rotor heads adding additional functional fidelity to the training environment. These functions were previously unachievable on Category B aircraft due to cost and safety constraints.

The CHMT will be the first device that will allow instructors to create virtually any fault scenario from a faulty cannon plug pin to an in-flight engine failure for advanced level training to the MOS 15U Advanced Leadership Course (ALC) (formerly BNCOC).

This application will produce a graduate who is better equipped to understand critical system interdependencies, system theory of operation, and system causes and effects in order to determine correct starting points for system fault isolation.

Technical Inspectors who have graduated ALC after implementation of the CHMT will be much better prepared not only to determine flight worthiness of an aircraft, but to super-

vise/assist in maintenance planning and expert maintenance execution.

From concept to design and through production, the manufacturer actively sought out input outside contract requirements from USAALS instructors (end item users) to ensure the CHMT would meet all requirements as well as the instructor's expectations.

The CHMT designer and builder have taken the training environment seriously; adding built in maintenance stands, interior lighting systems, and electrical interlocks to prevent inadvertent activation of any system while ensuring Soldier safety.

The device was validated and accepted in record time using the CH-47F IETM as standard for all tests.

Every maintenance task was performed step-by-step from the technical manual with all required stimuli and results at the expected location at the expected time.



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

*Mr. Steve Tisdale is a Department of the Army Civilian serving as the chief of New Systems Training Division, Department of Training Plans and Evaluations, U.S. Army Aviation Logistics School at Fort Eustis, VA.*



## SPECIAL UPDATE FOCUS

### Project Manager Hardware

A 1st Bn., 101st Avn. Regt. (ARB) AH-64D Longbow Apache maneuvers to support ground troops in Afghanistan.

# AH-64D Longbow Apache – A Year In Review

By COL Shane T. Openshaw with COL (Ret.) Robin D. Cofer

**A**s our Warfighters' demands for Apaches grow, the program continues to evolve quickly to meet them. The fact that the Apache remains the world's most capable attack helicopter is no accident. It is the result of deliberate planning, vigorous and disciplined program execution, and tirelessly keeping an eye on the future.

Apache Longbow production remains on or ahead of schedule, incremental hardware and software improvements continue to flow to the field, Block III Apache has entered low rate initial production (LRIP), and key efforts are underway to resolve readiness, obsolescence, reliability, and maintainability challenges while improving the overall capability of the aircraft.

The program is healthy, the Government/Industry team is providing outstanding support, and the aircraft is performing in the hands of our Warfighter aviators and maintainers.

## Block II

Production and delivery of Block II Apaches remains on track as Boeing has delivered the 618th remanufactured aircraft and the 52nd new-build aircraft. These latest production Apaches are currently being fielded to the Pennsylvania Army National Guard's 1st Battalion, 104th Aviation Regiment (attack reconnaissance (ARB)) which is one of the four remaining AH-64A equipped battalions to be modernized with the AH-64D Longbow Apache.

This fielding to the ARNG will continue until every Apache ARB in the Army is Longbow-equipped. All AH-64As will be out of our Apache formations by 2013.

## Software Update

The latest software release (version 13) is being fielded to Block II units, providing an improved interface to the Communications page that allows

the crew quicker access to the communications database, the ability to tune multiple radios with a single button push, and frequency tuning directly through the keyboard unit (KU).

A new Mail page has been added for managing all incoming and outgoing digital messages including the ability to reply-to or forward a message. Also included is a multipurpose display (MPD) screen-capture feature which can be used for post-mission analysis, aircrew training debriefs, or evaluating maintenance issues.

Version 13 supports integrated aircraft survivability equipment (ASE) for those aircraft equipped with the Aircraft Gateway Processor (AGP) and includes a redesigned ASE page with the ability to make ASE an acquisition source.

Other improvements include target storing using the cyclic from either cockpit, the ability to use Hellfire Air to Ground Missile



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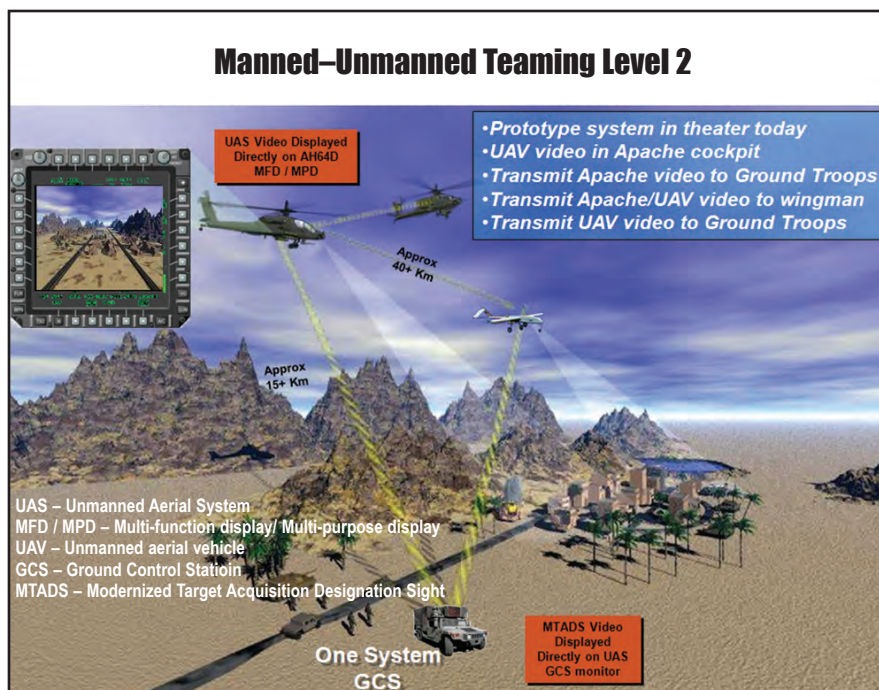
**A Case for Rugged...** As a mobile clamshell or tablet, VT Miltope's new RCLC-1 rugged convertible laptop is mission-ready in any form. The RCLC-1 is an integral part of the MSD-V3 program developed for the U.S. Army's At-Platform Automatic Test Systems (APATS) Integrated Family of Test Equipment (IFTE). Our family of HARD WEAR sets the standard for rugged military computing. Built rugged down to their core processors, our products improve warfighter's ability to perform maintenance missions in extreme environments and challenging tactical conditions. The VT Miltope Family... mission-ready in the hangar, on the flightline, or on the move. [MILTOPE.COM](http://MILTOPE.COM)

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Manned-Unmanned Teaming Level 2 is the fully integrated capability which provides Apache aircrews the ability to receive UAV video directly into their cockpits. The crews can also transmit their MTADS video to soldiers on the ground. The prototype system, VUIT-2, has been used by units in both OND and OEF with great success, providing situational awareness to both aircrews and soldiers on combat missions. Beyond increased situational awareness, the capability reduces the chances of fratricide, attack aircraft reaction time, and improved sensor to shooter timelines.

(AGM)-114L5 with Home on Jam/Anti-Jam capability, and incorporation of color when using the Terrain Profiles Mode (TPM) of the Fire Control Radar (FCR).

### M-TADS/PNVS

More than twenty ARBs are now equipped with Modernized Target Acquisition Designation Sight / Pilot Night Vision Sensor (M-TADS/PNVS), and retrofit of all AH-64D Longbow Apaches in the field will be complete in 2011 to include the training aircraft at Fort Rucker.

All Longbow aircraft continue to leave the production line with M-TADS/PNVS installed. Additionally, the Reset program for M-TADS/PNVS continues to ensure units returning from theater are provided with combat ready systems to train and prepare for future deployments.

In 2010, five battalions completed Reset with an average 39 day turn-around time from removal to return to the aircraft. The M-TADS/PNVS reset effort goes well beyond painting and cleaning the system; it includes

the addition of reliability improvements such as the new one piece bulkhead harness, which eliminates the need to remove the full system for replacement.

Additionally, lasers are recapitalized to a greater than 90% power output and the new dayside (W-1) harness is installed. With the introduction of these reliability improvements and many more, the reset M-TADS/PNVS returned to the unit is more reliable than those originally fielded to the units.

### M-LRFD

A new Apache laser is nearing completion of development and will enter test in the spring of 2011. The Modernized Laser Range Finder Designator (M-LRFD) is a 1.06nm tactical designating laser that also houses in the same line replaceable unit a 1.57nm tactical eye safe laser.

This new laser is more powerful than the legacy Apache laser enabling the crew to fully benefit from the M-TADS longer range capability and new missile variants that support longer engagement ranges.

The M-LRFD will initially be fielded to the Apache Block III in late 2012, but will also be available to the Block II Longbow Apache soon thereafter.

### Replacing Legacy DSA

A significant milestone in 2010 was the initiation of a major effort to resolve a looming obsolescence and continual reliability/maintainability issue with the Dayside Assembly (DSA) of the MTADS/PNVS. This program will design a replacement for the legacy DSA that will be available for production by 2014.

The replacement assembly will house the M-LRFD and will include a color capability, inertial measurement units enabling improved sight stabilization for long range targeting, and an integrated laser pointer/marker. The system will utilize line replaceable modules that are based upon the successful design employed in M-TADS.

The end-state of this program will be a system that counters dayside parts obsolescence, increases system reliability, improves maintainability, and enhances aircraft capability by incorporating updated component designs.

### MUMT

Manned-unmanned teaming (MUMT) continues to be an important capability that is being improved upon. The prototype system, named Video from



The evolution of the AH-64D Longbow Apache continues as the Block III Longbow begins initial production this year.



Video from Unmanned Aircraft Systems for Interoperability Teaming (VUIT), has performed beyond expectations and is now in its third rotation in the combat theater.

The capability to share both video and target information between the Apaches and off-platform sensors has proven to be highly effective (off-platform sensors include unmanned aircraft systems (UAS) and other manned platforms and air/ground sensors).

After the prototype was fielded, several additional critical requirements were identified for a next generation system. These include encrypted video signals, longer range for video transmission to ground stations, improved video playback/send/review, aircraft-to-aircraft transmission, capability to employ new UAS interoperability protocols, and a system fully integrated with cockpit controls, displays, and weapon systems. These key requirements are met with the second-generation system planned for delivery beginning in the winter of 2011. This improved

MUMT capability will be fielded to Longbow Apache Block II battalions.

### **Apache Longbow Block III (AB3) is on the way!**

The program was recertified under the Nunn-McCurdy statute as a result of receiving additional funding for the purchase of 56 new build aircraft. That effort was successfully completed in record time, and the program proceeded quickly to the Milestone C Defense Acquisition Board (DAB).

In September 2010, the program received authority for LRIP and a contract award immediately followed.

We are now in production of the AB3, and the first Block I aircraft have already been inducted for remanufacture. The first remanufactured Block III aircraft will be delivered in October 2011 and the first unit will be equipped in 2013.

Development efforts also continue as the AB3 team works on the planned enhancements that will be cut into the production line at lots 4 and 6. We are also assessing emerging requirements and developing tech-

nologies to keep the Apache at the forefront of capability, lethality and survivability.


Our first priority in the Apache Project Office is and always will be to support the Warfighter. We applaud and honor their accomplishments and remain committed to providing them our unwavering support. Our Apache Warfighters fight and fix this tremendous aircraft at OPTEMPOs nine times the peacetime rate while maintaining outstanding readiness rates and never missing a mission – we simply owe them everything we can give them.

**ATTACK!**



*COL Shane Openshaw is the Project Manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.*

*COL (Ret.) Robin D. Cofer is a support contractor with S3 Inc., Huntsville, AL supporting the Apache Project Office.*



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# The Adaptable OH-58D Kiowa Warrior

By LTC Scott J. Rauer, Jimmy Downs, and Christian Sumner



**SPECIAL UPDATE FOCUS**  
**Project Manager Hardware**

OH-58 cabin undergoing A to D cabin conversion during Phase III at Bell Helicopter.

BELL HELICOPTER TEXTRON, INC. PHOTOGRAPH

ARMED SCOUT HELICOPTER PROJECT OFFICE DEPICTION



Rendition of the new  
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Throughout its service life, the OH-58D has proven to be tenacious, ruggedly dependable, and above all adaptable; evolving from its unarmed beginnings to the veteran scout attack work horse we know today as the OH-58D Kiowa Warrior.

From its inception the Kiowa Warrior was always intended to serve as a bridge to the next generation scout attack aircraft, which was first the RAH-66 Comanche and then the ARH-70A, Armed Reconnaissance Helicopter. While the Comanche and Armed Reconnaissance Helicopter

programs are mere memories, the OH-58D Kiowa Warrior remains and will for the next 15 years or until 2025.

## OPTEMPO

Since combat operations began in 2001 in Afghanistan and 2003 in Iraq, the Army's air cavalry squadrons flying the OH-58D Kiowa Warrior have accounted for 47 percent of the total reconnaissance and attack aviation force structure, and have flown 52 percent of the total reconnaissance and attack hours.

This reflects an operational tempo

in excess of 85 hours per aircraft a month, currently the highest for any Army Aviation rotary wing platform. This is all the more impressive when you consider that it also consistently boasts a mission capable rate above 84 percent; also the highest for any Army Aviation rotary wing aircraft.

However, with the need for the Kiowa Warrior to remain in front line service until 2025, the Army has undertaken multiple efforts to create a homogenous fleet. The most pressing problem facing the Kiowa Warrior is its fleet numbers.

## Challenges

Currently the fleet is almost 10 percent below force structure requirements with 330 aircraft available out of 368 required. Additionally, the aircraft has been out of production for over a decade, it never had an overhaul or recapitalization program, and the average aircraft age is 39 years.

These problems are exacerbated by



the fact that, prior to 2008, very limited improvements were made to the Kiowa Warrior due to its pending retirement. That said, any reasonable person would conclude that the Kiowa Warrior's future looks bleak; however, that assessment couldn't be further from the truth.

### Rejuvenating the Fleet

Two vital programs are breathing new life into this work horse; the OH-58D Wartime Replacement Aircraft program and the Cockpit and Sensor Upgrade Program (CASUP). OH-58D cabins are currently being built as a key component of the larger effort to build wartime replacement aircraft. These replacement aircraft will bring the Kiowa Warrior fleet back to its current Army Acquisition Objective of 368 aircraft.

The KW cabins, and ultimately the fully flyable aircraft, will be delivered in the control display subsystem (CDS4) configuration; the current configuration in combat operations today.

The significance of this effort can not be overstated, considering the historic attrition rate of five to seven aircraft per year. Thus this program will provide a critical and continuous production capability necessary to sustain the fleet density while drastically reducing turn-around time for crash damage repairs.

The strategy is to make cabins a secondary item in the supply system that can be ordered as a spare or repair part to support the OH-58D Crash Battle Damage Program. This will vastly reduce the turn-around time in the crash damage line by allowing an OH-58D cabin to be ordered through the Army supply system like any other compo-

nent. The cabin production capability also provides an opportunity to appreciably reduce the fleet age by using these cabins as part of a recapitalization program.

In addition, due to the high operational tempo in theater and the reduced number of available aircraft, more flight hours are being accumulated on fewer aircraft, which in turn increases the number of depot-level repairs resulting in a corresponding increase in operational and sustainment cost and depot repair turn-around time.

### Minimizing Sole Source

Using both an organic and commercial sourcing strategy we minimize sole source procurement to only that which is absolutely needed. The process encompasses four phases.

*Phase I* – cabins will be transported to San Angelo, TX where they are depopulated and parts harvested. This makes perfect sense since the OH-58A to OH-58D conversion process was used to build the original OH-58D Kiowa Warrior fleet.

*Phase II* – the cabin is sent to Corpus Christi Army Depot for structural preparation.

*Phase III* – the cabin is shipped to Bell Helicopter Textron, Inc. to produce OH-58D Kiowa Warrior CDS4 cabins. Built up cabins would then be returned to Corpus Christi Army Depot for *Phase IV* resulting in a flyable OH-58D Kiowa Warrior.

Component parts to complete Phase IV of the effort will be bought competitively to the extent possible and provided to Corpus Christi Army Depot as Government Furnished Equipment.



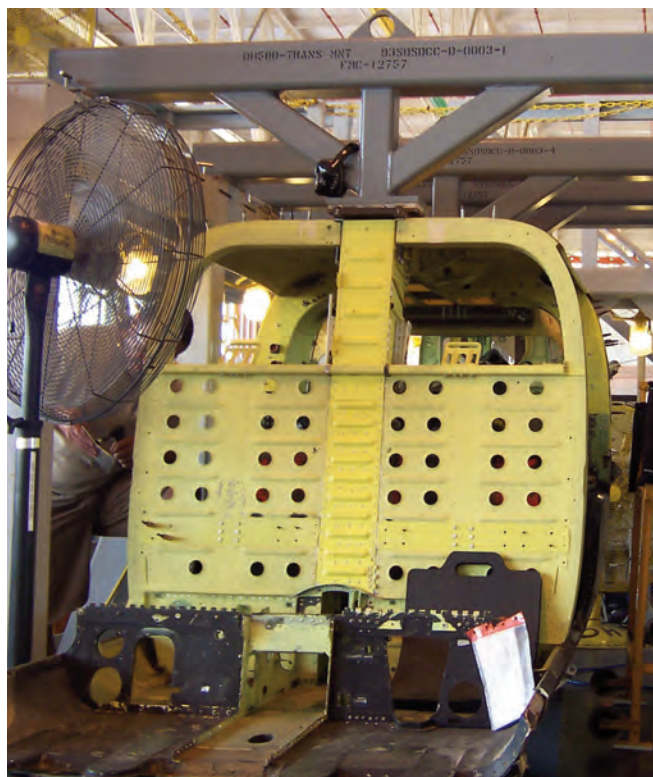
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OH-58A cabin undergoing Phase II structural preparation at Corpus Christi Army Depot, TX.

### Setting the Plan in Motion

A contract for OH-58D Kiowa Warrior "A" TO "D" conversion cabins was awarded on 27 October 2010 to Bell Helicopter Textron, Inc. with an option to build brand new cabins. The second major investment in the Kiowa Warrior is the Cockpit and Sensor Upgrade Program, which was established by the Army Acquisition Executive (AAE) in May of 2009.

The Kiowa Warrior Cockpit and Sensor Upgrade Program resulted from a progression of earlier mission equipment enhancement efforts to combat obsolescence and sustainment issues. The program includes the Control Display Subsystem CDS5 cockpit enhancement and the installation of a modern sensor. An obvious external change to the aircraft was the sensor being relocated from above the rotor to the chin of the airframe.

The Kiowa Warrior Cockpit and Sensor Upgrade Program is an Acquisition Category II Program designed to provide materiel solutions to these requirements, which will subsequently be incorporated throughout the entire Kiowa Warrior fleet.

The program addresses platform-wide obsolescence inherent in an aircraft typically considered as an interim solution despite a record of continuous service spanning nearly three decades.

By necessity, individual modifications or upgrades have been implemented to meet immediate mission need; however the OH-58 has not undergone a comprehensive, depot-level modernization effort since the designation modification from the unarmed OH-58D Army Helicopter Improvement Program to the armed OH-58D Kiowa Warrior in 1990.



OH-58A Cabin Phase II complete; arrival at Bell Helicopter.

### Continuing Evolution

The Kiowa Warrior Cockpit and Sensor Upgrade Program is the next logical step in the evolution of the OH-58 and will result in a platform capable of meeting the Army's armed scout requirement through fiscal year 2025. Therefore, the need to modernize the Kiowa Warrior, given the current operational tempo and absence of a replacement, is immediate.

Accordingly the Kiowa Warrior Cockpit and Sensor Upgrade Program will not use new or untested technology, processes or materials, thus keeping technology risk low.

Instead, the acquisition strategy rests upon meeting user requirements through the integration of mature systems that are in wide use throughout Army aviation and the Department of Defense (DoD). With this strategy, technical risk occurs only through the integration of the mature replacement systems along with supporting structural and wiring modifications.

Well on its way, the Acquisition Category II Kiowa Warrior Cockpit and Sensor Upgrade Program successfully completed its Milestone B review on 21 December 2010 and was awarded the new mission design series designation, OH-58F.

Destined for retirement on multiple occasions this venerable work horse continues to shoulder a tremendous mission load in our Nation's war on terrorism. It remains the "Go-To" asset for most ground commanders in theater and although it's not a purebred like its more technologically advanced brethren it is none-the-less a thoroughbred.

Scouts Out!



*LTC Scott J. Rauer is the product manager, Mr. Jimmy Downs the deputy product manager and Ms. Christian Sumner the senior technical editor for Kiowa Warrior, Armed Scout Helicopter Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.*



# Cargo Helicopter Project Office

By COL Robert Marion,  
LTC Brad Killen and Rodney Davis

**SPECIAL UPDATE FOCUS**  
**Project Manager Hardware**



After suffering a hard landing in Afghanistan, the first F-model CH-47 Chinook repaired at Corpus Christi Army Depot is ready for its hover test.

PHOTO BY ED MICKLEY

The Cargo Helicopter Project Office (CHPO) continues to support the Army and Army Aviation with production and new equipment training (NET) for the CH-47F, fleet support for all fielded Chinooks and continued emphasis on improving and modernizing the entire fleet.

We take great pride in staying linked with the greater Chinook community through the Cargo Helicopter User's Conference and the many other forums that provide for the exchange of tactics, techniques and procedures (TTPs) and opportunities for all of us to improve our foxholes.

We also look forward to a dynamic and challenging 2011 as we continue to support world-wide overseas contingency operations (OCOs), field two more combat aviation brigades (CABs) with CH-47Fs, continue with modernization efforts and respond to the many foreign military sales (FMS) opportunities that have been directed to the CHPO.

None of this would be possible without the successes resulting from talented, committed, well-trained and well-led soldiers, civilians and contractors serving all over the world.

## CH-47F

The CH-47F is the US Army's only heavy lift helicopter and continues to be vital to OCO and our nation's Homeland Security needs.

In Afghanistan and Iraq, the CH-47F is a critical asset for transporting troops, supplies, and providing various combat support, and combat service support operations. Secondary missions include MEDEVAC, aircraft recovery, parachute drops, disaster

relief, and search and rescue. The Boeing Team delivered the 100th CH-47F in June 2010.

The CH-47F aircraft incorporates key reliability and maintainability improvement modifications such as a new machined airframe, vibration reduction, corrosion protection, digital source collectors, T55-GA-714A engine, Common Avionics Architecture System (CAAS), Air Warrior, Common Missile Warning System (CMWS), Infrared Suppression System (IRSS), enhanced air transportability, Digital Automatic Flight Control System (DAFCS), an Extended Range Fuel System II for self-deployment missions, and is compatible with joint digital connectivity requirements. The aircraft continues to prove itself every day in deployed locations around the globe.

The Department of the Army directed the program to provide NET to all Active Component (AC) CABs, and to assist National Guard and Reserve Component (RC) NET operations after successfully providing NET for the scheduled first three units equipped.

The short home station dwell time Soldiers experience between deployments is a principle factor impacting today's Soldiers. To maximize dwell time, and improve the Soldier's quality of life, the CH-47F Chinook Helicopter NET Team (NETT) developed and executed NET for training aviators and maintainers at Home Station; an effort that took over two years to develop. Previous training models forced Soldiers to travel to a centralized location for several months to train on a new helicopter system.

The CH-47F Chinook helicopter

NETT provides Soldiers comprehensive training at the unit's duty location to maximize the Soldier's time at home between deployments. Soldiers are able to experience a normal duty week and duty day allowing them to maximize the amount of time spent with their families. Local and Department of the Army (DA) leadership have recognized the CH-47F NET program as the preferred method to train deploying Units, minimize temporary duty, and increase the Soldier's quality of life and family home time.

The NET target Military Occupational Specialty (MOS) audiences are pilots, instructor pilots, maintenance pilots, non-rated crew members (MOS 15U), technical inspectors (MOS 15U), maintenance supervisors (MOS 15K, 151A), aircraft electricians (MOS 15F), avionics mechanics (MOS 15N), and CH-47 helicopter repairers (MOS 15U). All CAB Soldiers who fly or maintain the CH-47F are trained within a six month period. Depending on the MOS, a student's classes range from as few as 24 academic hours to as many as 200 academic hours all conducted in classrooms prepared by the NET Team.

The CH-47F NETT, at the completion of the 6th unit equipped, has trained a cumulative total of 1,499 students which includes 336 pilots, 418 non-rated crew members, 128 aircraft electricians, 145 avionics mechanics, 424 CH-47 helicopter repairers, and 48 contractor maintainers. To date, the CH-47F is fielded to six AC heavy helicopter companies which have deployed to theater and two additional AC units are scheduled for fielding, and NET in FY11.





Garmin 696 Global Positioning System

The program is poised to award a second multi-year contract in 2013 to procure additional CH-47Fs which will allow the CH-47F to remain the U.S. Army's premier heavy lift helicopter until at least the 2030 timeframe.

### CH-47 Modernization

While the arrival of the CH-47F marks a major milestone, the Cargo PMO remains committed to providing complete support for the existing CH-47D fleet for as long as they remain in the inventory.

Soldier Focused Logistics (SFL), which consolidated key Chinook sup-

port organizations and personnel into one centralized location under the control of the CH-47 Program Manager, has proven to be an effective army transformation program. This collocation and integration of all CH-47 life cycle management personnel has improved communications and provided quicker response times to support the CH-47 fleet.

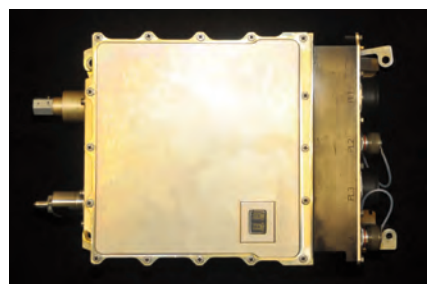
Modernization efforts continue to be integrated into the Chinook fleet.

### GPS

The Modernization PM, in coordination with the TRADOC Capabilities Manager, and Fleet Management is implementing the Garmin 696 to meet the need for terrain awareness and collision warning capability on CH-47D via a non-integrated system. The Garmin 696 is a portable COTS unit with a 7 inch display, high resolution screen, programmable terrain cautions, and expandable memory.

It will be fielded as a carry-on device making it easily transferrable between airframes and it is certified by the FAA for use in Civil Airspace.

The Garmin 696 predicts terrain avoidance in real-time and notifies the aircrew accordingly by using on board algorithms to determine the air-



Electronic Control Unit

craft's position relative to surrounding terrain/obstacles. Expect fielding in theater by Mar 2011.

### Electronic Control Unit (ECU)

Fielding of the ECU started in September 2009 and there are 121 aircraft equipped to date. The ECU incorporates approximately 50 new fault codes to assist in troubleshooting, simplified procedures for conducting max power checks and power assurance tests and design changes to alleviate obsolescence issues.

A software update will be released in early 2011 to address other minor nuisance faults. Although these faults are not considered to be a safety concern, fielding of additional ECUs has been postponed until the problem is resolved. Along with the







CH-47 Gun Mount

software change, redesigned mounting feet and a unique identifier (UID) data plate will be incorporated once fielding is re-initiated.

### Flight Line Test Set Improvements

The product improvement (PI) team is working with Ultrax to develop a new Flight Line Test Set (FLTS) to replace the current equipment. The goal of the new system is to eliminate the one hour warm up requirement and improve the unit's accuracy.

The PI Team conducted a FLTS demonstration test on an aircraft in September 2010 and the system is cur-

rently scheduled for qualification testing and fielding in late 2011/early 2012.

### Improved Gun Mount

A new and innovative US Government design completed its First Article Test in November 2010, with theater fielding beginning in December 2010. The improved gun mount will replace the existing gun mount for the M240H that is used at the cabin door and gunner window.

The new mount will allow the gun to be easily swung into the aircraft to provide unimpeded ingress and egress from the aircraft.

Additionally, the new mount provides an increased field of fire and traverse stops to eliminate gun induced damage to the aircraft. The system also incorporates a 400 round ammo can and catch bag system which doubles the current capacity.

Modification efforts are currently underway to allow for inboard and outboard articulation to facilitate emergency egress.

### Cargo Ramp Gunner Seat

Currently there are no provisions for crewmember seating when manning the ramp mounted M240H. Manning the system for an extended



Cargo Ramp Gunner Seat

period of time is a major source of crew fatigue. The addition of the CRGS to the ramp will decrease the fatigue level of the aft crew member.

The CRGS has completed all design elements and first flight tests and will begin production in early January 2011 with fielding projected to commence in April 2011.

COL Bob Marion is the project manager for Cargo Helicopters, LTC Brad Killen is the product manager for CH-47F and Rodney Davis is the acting product manager for CH-47 Modernization, Program Executive Office for Aviation, Redstone Arsenal, AL.



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## SPECIAL FOCUS UPDATE Project Manager Hardware

# Utility Helicopters Full Spectrum Aviation Enterprise

By COL L. Neil Thurgood

UH-60M Conduct High Desert Combat Operations

**W**hen we woke up this morning, there were more than 400 utility helicopters in active combat zones. Concurrently, more than 400 utility helicopters are processing through Preset, and more than 400 utility helicopters proceed through the Reset process.

These actions supporting deployed combat Soldiers are the #1 priority of the Utility Helicopters Project Office (UHPO). Accordingly, this fleet has amassed the highest number of combat

helicopter hours in history. Nevertheless, that is not the entire picture.

Simultaneously, 900 additional utility helicopters respond to worldwide natural disasters, rescues, MEDEVACs and similar operations daily. These combined fleets have borne the brunt of Army operations for the past 12 months and success took the vision and drive of hardcore Soldiers of conviction.

Accordingly, the Army has taken wartime actions to rapidly increase

our aircraft fleets, digitize our systems, improve situational awareness, modernize the airframes, and field sophisticated sensor systems. These actions include the recent fielding of 118 new UH-60M Black Hawks, 54 new UH-72A Lakota's, and 435 new 701D engines.

Army Commanders have provided excellent reviews of our new production UH/HH-60M and UH-72A aircraft, and continue to provide ideas for future aircraft improvements. Nevertheless, even with the high production levels cited above, the Army had to work across the aviation enterprise to meet the aircraft requirements of our units. As such, the high demand for operational utility helicopters required dramatic changes in our production, sustainment, PRESET/RESET and RECAPITALIZATION (Recap) efforts. This article will provide you with an overview of these efforts.

### New Equipment Fielding and Training

The Army provides home station UH/HH-60M transition training for crewmembers and maintainers referred to as new equipment training (NET). The Army Aviation Logistics School (USAALS) conducts on-site UH/HH-60M maintainer training



U.S. ARMY PHOTO BY RICK KING

UH-60M Black Hawk Avionics Trainer





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U.S. ARMY PHOTO BY MATT POTTER

**UH-72A Lakota with S&S MEP**

while a contracted new equipment training team (NETT) conducts crewmember training and aircraft maintenance training. The UH/H-60M NETT utilizes the U.S. Army Aviation Center of Excellence (USAACE) developed flight training guide.

The Department of Evaluation and Standards (DES) provides quality oversight, while the UHPO ties together the entire effort.

The 82nd Combat Aviation Brigade (CAB) NETT will train more than 144 Aviators, 264 maintainers and non rated crewmembers as well as MEDEVAC specific mission equipment packages (MEP) while fielding 45 aircraft. This activity will be completed in early spring. The H-60M NETT moves to its next Rendezvous with Destiny as it prepares to field the 101st CAB later in 2011.

### **UH-60 Modernization**

The Modernization team is focused on three specific efforts: Development and testing of fly-by-wire (FBW) technology, continuous modernization of the UH/HH-60M fleet and digitization of the UH-60L cockpit. The Modernization program has developed and is testing a FBW UH-60M aircraft which offers increased handling capabilities, improved reliability, decreased pilot workload and increased engine responsiveness through Full-Authority Digital Engine Controls (FADEC).

The Modernization program is migrating capabilities developed from the FBW UH60M into the existing UH60M fleet to include: Global

Air Traffic Management (GATM), and integration of both the Joint Tactical Radio System (JTRS) and Joint Precision Approach and Landing System (JPALS).

The UH-60L Cockpit Digitization (LCD) effort will greatly benefit pilots by providing them a cockpit similar to the UH-60M in functionality, capability and growth potential.

Through insertion of key technologies, the Modernization program will continue to improve fleet capability, safety and reliability to meet the needs of our Soldiers in a dynamic and challenging battle space.

Over the past year, Sikorsky and the UHPO have improved the design of the baseline UH/HH-60M Black Hawk, resulting in increased performance and safety, as well as decreased production time. For example, the new Upturned Exhaust System (UES) is a significant innovation. This system reduces the aircraft's infrared signature, resulting in improved platform survivability and reliability.

Moreover, the recent incorporation of the Hontek coated blade, engine inlet barrier filter (EIBF) and the Common Missile Warning System's (CMWS) 5th sensor to the Sikorsky production line have reduced the overall time required to field a mission capable Black Hawk.

Structural fittings for an external hoist will be added to the UH-60M to greatly reduce the required time to outfit the aircraft with a hoist. The auxiliary power unit (APU) will have the inlet barrier filter in place prior to being installed on the aircraft, which



U.S. ARMY PHOTO BY GAB HATCHER

**Transportable Black Hawk Operations Simulator**

removes additional burden from the post-production mod facility.

### **UH/HH-60 Sustainment**

The UH-60 Recap program continues to be the fundamental tenet of Black Hawk fleet sustainment. In FY10, 38 UH-60A A to L recapitalized aircraft were completed by the Corpus Christi Army Depot, TX (CCAD). These included two UH-60A aircraft inducted for crash battle damage repair but completed and delivered as UH-60L's.

To date, over 50 aircraft have been recapitalized, from UH-60A to UH-60L, and returned to the Warfighter under the UH-60A-A to L Recap program. The total number of recapitalized aircraft is approaching 200 and CCAD has inducted 48 more aircraft for A-A to L Recap in FY11.

In parallel with CCAD, the first of two Department of Homeland Security Customs and Border Protection (CBP) UH-60's completed A-A to L Recap at Sikorsky Aerospace Maintenance Chase Field Operations Center in February of 2010. A second aircraft is progressing toward an estimated completion date of January 2011. In the future, UH-60L-L Recap is on its way with plans continuing to be developed to induct a prototype at CCAD for UH-60L-L Recap in late FY11.

### **MEDEVAC**

The UHPO MEDEVAC team ensures that the medical crews flying in the Black Hawk and Lakota have all the tools they need to complete the MEDEVAC mission. Their focus is the medical interior, environmental control system (ECS), oxygen generator, hoist, and forward-looking infrared (FLIR) sensor.

One of these projects is the MEDEVAC



VAC Mission Sensor (MMS), which replaces the decade-old Star SAFIRE II FLIR with a newer, more modern FLIR turret. The new MMS saves 80 lbs of weight, is significantly less expensive than the older unit, and improves the ability of the crews to locate patients during night and adverse weather.

Many legacy MEDEVAC systems are nearing the end of their service life. As a result, our office is developing replacement systems for those UH-60s that will continue to serve in the MEDEVAC fleet. The Interim MEDEVAC Mission Support System (IMMSS) is a mission kit that provides transport for up to four ambulatory or litter patients, and can be quickly installed into and removed from a UH-60 with no permanent modification to the aircraft.

The External Stores Support System (ESSS) External Hoist Mount is a program that will provide an external hoist solution for aircraft without the expensive and time-consuming modification required for an integrated hoist mount.

This system will standardize the use of external hoists in the Army, providing common training, repair and purchasing benefits for the life of the program.

## Engines

T700 military engines have earned a reputation for exceptional performance in combat and under the worst environmental conditions. Keeping the Warfighter's requirements a top priority, the T700 is designed to be rugged, reliable and easily maintainable. Current models apply advanced technology yet are still maintainable with standard ground-support equipment.

701D engines power the vast majority of U.S. rotorcraft in the Iraq and Afghanistan conflicts including the AH-64 Apache. This year we have begun work on an Improved Turbine Engine Program that will offer improved performance and reduced fuel flow.

## UH-72A Lakota

The UH-72A Lakota is the Army's newest helicopter and the latest in a long line of successful aircraft aiding the Service in carrying out its diverse missions across the globe. The Lakota is replacing aging UH-1 and OH-58A/C aircraft in use by the Army National Guard (ARNG) and at test



Dewayne Rudolph (Sikorsky Aircraft), MAJ Christian Cook (APM MEDEVAC), and Tom Clark (Lead Engineer, APM MEDEVAC) in front of the prototype MMS (Talon FLIR) test aircraft.

and training centers across the U.S. and its Territories as well as in Germany. The program is now operating 136 aircraft.

The UH-72A supported relief operations in Haiti and the Dominican Republic and ARNG units flew missions supporting efforts to counter the Deepwater Horizon oil spill. In the last year, Lakota units flew over 24,000 hours, almost half the total to date on the fleet.

The LUH Program has met all cost, schedule and performance requirements and has delivered every aircraft either early or on time. The UH-72A also achieved a new milestone in the last year as it was fielded to the U.S. Army facility in Kwajalein Atoll; the four uniquely orange UH-72A's conduct search & rescue and casualty evacuation (CASEVAC) missions for the missile test support base.

Additionally, ten Lakota's were fielded to United States Army in Europe (USAREUR) and are based at Hohenfels where they support the Joint Multinational Readiness Center (JMRC) by performing opposing force (OPFOR) and controller missions. Several of these aircraft received a custom camouflage paint scheme for use in the OPFOR mission.

Next year, the Lakota will be fielded to several ARNG units to perform MEDEVAC missions. The ARNG security & support (S&S) units will also begin receiving their MEP with the first aircraft retrofitted in May. This MEP adds an electro-optical sensor, a searchlight and the ability to record and down link data. The addi-

tion of this MEP dramatically increases the capability of the UH-72A in support of law enforcement, counter drug and border patrol missions.

## Training Devices

The Transportable Black Hawk Operations Simulator (TBOS) has been fielded to six locations and has accumulated over 7000 hours of total use. Additionally, the TBOS has been used successfully by the NETT when transitioning pilots from the current UH-60A/L to the new UH-60M at Ft. Bragg, NC and Madison, WI. The UH-60M Black Hawk Avionics Trainer has been fielded to Ft. Eustis and is used on a daily basis by the maintenance school. This is the first UH-60M specific maintenance training device fielded by the Army.

## Summary

This year the Utility Team accelerated fielding, modifications and support systems for Operation Enduring Freedom and then Operation New Dawn and supported utility helicopters worldwide. Army leadership has provided the needed funding for a rapid initiation of new start programs.

Army transformation efforts have greatly increased the modularity, survivability and safety of all Soldiers operating or maintaining aviation combat weapon systems.



*COL L. Neil Thurgood is the Utility Helicopters Project Manager, Program Executive Office, Aviation at Redstone Arsenal, Al.*



## SPECIAL FOCUS UPDATE Project Manager Hardware



UV-18A Twin Otter supporting the Golden Knights Army Parachute Team.

# Army Fixed Wing Aviation

By LTC Jong H. Lee and Janice Childers

2010 saw a large scale transition in the Army fixed wing community; these changes will continue thru 2011 and beyond. The fleet itself is being restructured with divestitures, realignments and new acquisitions. Civil and tactical modernization plans are also on the horizon.

These changes and other Fixed Wing updates will be discussed during the First Annual AAAA Fixed Wing Professional Forum and Exposition scheduled for June 20-22, 2011 in Huntsville, Alabama.

Last year also saw changes to the way the Army manages fixed wing aircraft at the enterprise level and plans are approved for a major change at the Fixed Wing Product Management Office (FW PMO).

### LCCS Contractor Transition

The change closest to our FW warfighters was the transition in Life Cycle Contract Support (LCCS) providers. On Jun. 2, 2010, the Army competitively awarded L-3 Communications Systems Field Support (L-3 SFS) the contract to provide LCCS for the 28 UC-35s, 112 C-12s and 49 RC-12s in Active Army, Army Reserve and Army National Guard units at eighty-four separate sites across ten countries.

L-3 SFS is an aerospace and defense support services contractor specializing in the delivery of integrated contractor logistics support for aircraft and ground vehicles.

The five-year contract, valued at over \$440M, went into effect on Dec. 1, 2010. On that date L-3 SFS, headquartered in Madison, MS, assumed full contract responsibility for total aircraft system maintenance, repair, modification, service, logistical support and management processes.

The L-3 SFS support team includes M1 Support Services (OCONUS/SEMA), Hawker Beechcraft Services (C-12/R-12 depot), Sierra Industries (UC-35 depot) and Aerospace Products International (supply chain management).

### VCSA Portfolio Review

The most overarching changes in the FW community occurred as a result of the 2010 Vice Chief of Staff of the Army (VCSA) Portfolio Review. Since the mid 1980s the FW PMO has managed approximately 250 aircraft leaving nearly 100 Army FW aircraft operated independently by individual organizations and major commands.

Based on the Portfolio Review the VCSA mandated that all Army fixed wing aircraft will be managed

by the FW PMO at one of three management levels.

*Level One* – provides system safety management of user fleets/aircraft and helps each commander manage/mitigate risks within their command. Level one support will provide all commands with the same level of risk management currently provided by the Program Executive Office, Aviation.

*Level Two* – provides system safety management plus configuration management (modernization and standardization) for assigned aircraft. Level two will provide much needed modernization for those fleets/aircraft that have independent maintenance activities (fee for services arrangements) but no modernization funding.

*Level Three* – provides system safety management, configuration management, and LCCS maintenance.

All remaining aircraft will be assigned one of these levels in early 2011. The VCSA Portfolio Review also resulted in decisions effecting a restructure of fixed wing companies; directed the divestiture/retirement of older model aircraft; authorized new procurements to replace aging aircraft and/or obsolete technologies; and direction to initiate an exploration for a future utility aircraft (FUA), the path forward for utility fixed wing aircraft.



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C-12V1 Aircraft.

### EMARSS Contract Awarded

The aerial intelligence, surveillance and reconnaissance (ISR) community is also undergoing a fleet rebalance to validate and generate the configurations and quantities of ISR aircraft. Included in the end-state is the procurement of the newest ISR platform, the Enhanced Medium Altitude Reconnaissance and Surveillance System (EMARSS) aircraft.

Development of the EMARSS aircraft will include integrating a multi-intelligence payload onto a Hawker Beechcraft King Air 350ER.

The EMARSS engineering and manufacturing development contract was awarded to Boeing in late 2010.

### Acquisitions on the Horizon

Within the FW PMO we are pursuing several aircraft acquisitions. The Aviation and Missile Life Cycle Management Command (AMCOM) Logistics Support Facility (LSF) will modify six new C-12V1s with the latest military communications, navigation, surveillance, and aircraft survivability equipment for worldwide deployability. The first C-12V1 is scheduled for delivery to the USAR in late summer of 2011.

The ongoing procurement to provide the Golden Knights with three new Twin Otter 400 aircraft to support their recruiting and parachute demonstration missions will see the first delivery mid-summer in 2011 with the others following in mid-2012.

Finally, in late 2010 we began coordination with the Joint Primary Aircraft Training System (JPATS) program headquartered at Wright-Patterson Air Force Base, OH on a new T-6B acqui-

sition program to provide the Army Test and Evaluation Command (ATEC) with four T-34 replacements. We anticipate procurement of these aircraft in FYs 12 and 13.

### Modifications

While we are working to acquire new aircraft and retire our older fleet models, we are also planning a series of modifications to ensure our current fleet continues to operate in accordance with all civil and military requirements.

These modifications include the Federal Aviation Administration's NEXTGEN program, Europe's Single European Sky (SES) program and several new military-unique avionics requirements.

For communications, aircraft will receive new multiband radios which will enable both secure communications in theater and military satellite communications.

These upgrades will come in the form of the AN/ARC-231 multiband radio which is also being fielded on the latest Army rotary wing aircraft.

Navigation upgrades involve equipping fixed wing with Wide Area Augmentation System (WAAS) enabled Global Positioning System (GPS) receivers. WAAS is a Space Based Augmentation System that will permit FAA certification for these aircraft to fly instrument approaches to minimums as low as 250' above ground level. The WAAS GPS is also required to meet the FAA's mandate for the surveillance cornerstone of the NEXTGEN program, Automatic Dependent Surveillance-Broadcast (ADS-B).

ADS-B enables aircraft to automat-

ically broadcast their GPS location to air traffic control (ATC) equipment through its transponder. This enables ATC to provide surveillance in areas radar cannot reach due to distance or terrain masking.

The data provided by ADS-B also facilitates an increased number of aircraft in a given airspace by increasing aircraft traffic levels and reducing delays while maintaining the same, or better, level of safety.

Finally, the military surveillance standard for Identification, Friend or Foe (IFF) is transitioning from legacy Mode 4 to an enhanced Mode 5 which will provide increased information to both the interrogator and the aircraft being monitored. All of these improvements are slated for integration into the FW fleet by 2016.

### Administrative Changes

It is not just the FW fleet in transition; the product management office itself is evolving. To meet the increased mission support requirements, increased numbers of new aircraft acquisitions, advanced modernization requirements and changes to LCCS contracting requirements, the PMO is expanding and will become an O-6 level Project Directorate Office in FY12.

The new project office will remain at Redstone Arsenal, AL, as part of the Program Executive Office, Aviation. This is a tremendous milestone for the office and indicates that higher command recognizes the magnitude of work required to acquire, field, sustain, and modernize the Army's FW fleet.

### Professional Forum

The Army Aviation Association of America will host the first Fixed Wing Professional Forum Jun. 20-22, 2011 in Huntsville, AL, which will provide the FW community and our industry partners the opportunity to establish a FW-centric dialogue to discuss the changes mentioned throughout this article thereby helping to promote the continued success of the Army's FW fleet.



*LTC Jong H. Lee is the Fixed Wing product manager and Janice Childers is a program integrator in the FW Product Management Office, Aviation Systems Project Management Office, Program Executive Office, Aviation, Redstone Arsenal, AL.*



## SPECIAL FOCUS UPDATE Project Manager Hardware



# Non-Standard Rotary Wing Aircraft Project Management Office: **Not just Mi-17s**

By COL Norbert Vergez

**O**n 19 January 2011, the Non-Standard Rotary Wing Aircraft (NSRWA) Project Management Office (PMO) marked its one-year anniversary since being established by Dr. Ashton Carter, the Under Secretary of Defense, Acquisition, Technology, and Logistics (OUSD-ATL). Since its inception, the NSRWA PMO has grown to over 70 personnel, assumed responsibilities for other non-standard aircraft procurement and delivered new Mi-17s to Iraq and Afghanistan.

The PMO will apply lessons learned and orchestrate a comprehensive assimilation plan that will allow the PMO to remain responsive to the new non-standard customers without compromising support to the Mi-17 community.

### Russian Engagement

Many lessons are still being learned as the PMO solidifies its relationship with the Russian original equipment manufacturer (OEM). Unlike traditional project offices, the NSRWA PMO immediately faced the unique challenge of establishing a relationship with a foreign country based OEM.

The NSRWA PMO worked extensively with OUSD-Policy, the Office of the Deputy Assistant Secretary of the Army, Defense Exports and Cooperation (DASA-DEC), the US State Department and the Russian

Federal Service for Military Technical Cooperation (FSMTC) in an effort to establish a contractual relationship with the Russian Federation Unitary Enterprise known as Rosoboronexport.

"In the interest of airworthiness and safety, understanding the Russian OEM engineering philosophy, production processes, pedigree and lineage of parts must remain a cornerstone of all NSRWA PMO Mi-17 Activities," said BG William T. Crosby, PEO Aviation.

From the beginning, the NSRWA PMO recognized the importance of a direct OEM relationship similar to the type of relationship enjoyed by other PMOs with their U.S. aircraft industry counterparts. In May 2010, as part of the US Government's "Reset Policy" with the Russian Federation, the U.S. State Department lifted sanctions in place against Rosoboronexport (the parent corporation of Russian Helicopters). This action by the U.S. State Department cleared the path for the NSRWA PMO to begin to forge a relationship with the Mi-17 Russian OEM.

Since August 2010, the NSRWA PMO, DASA-DEC and the U.S. State Department participated in three meetings with the FSMTC and Rosoboronexport. The purpose of the meetings was to engage the Russian

Federation in an effort to establish a direct relationship with the Russian OEM for sustainment and flight safety of Mi-17s operated by U.S. and partner nations.

### Current Mi-17 Programs

Just nine months into standing up the NSRWA PMO, the Mi-17 Production and Fielding team successfully delivered 10 new Mi-17V5s to the Afghanistan Ministry of Defense (MoD). Warriors from the Combined Security Transition Command Afghanistan (CSTC-A) and the Afghan National Air Force immediately engaged in flood relief operations rescuing thousands of civilians over a three day period.

These aircraft originated from the Kazan Helicopter Plant, Russia and fielded from the United Arab Emirates (UAE) where they underwent several months of modifications to include: radios, emergency locator transmitters, and a search light.

The United States Air Force (USAF), under the North Atlantic Treaty Organization (NATO) Training Mission – Afghanistan, is currently training the Afghanistan National Air Force on everything from basic pilot skills to operational and tactical employment of these brand new, westernized versions of the Russian Mi-8



“HIP” helicopter. The last four aircraft were delivered in early December completing a two year acquisition and modification program.

In November 2010 the Mi-17 Production and Fielding team, led by MAJ Bradley Bruce, delivered the 10th of 22 Mi-171E aircraft to Iraq. Similar to Afghanistan, these aircraft were modified in the UAE with a brand new western cockpit and several other system upgrades to the legacy Russian helicopter. These modifications include: forward looking infrared (FLIR), Harris radios, transponder and weapons control system.

Unlike their Afghan counterparts, which are delivered via AN-124 Antonov aircraft, the Iraqi Mi-17s are delivered via ferry flights from the UAE direct to Iraq. Due to delays with signing the Technical Assistance Agreement (TAA), the NSRWA PMO inherited a program already one year behind schedule. The program is now four months ahead of the re-baselined delivery schedule agreed upon with United States Forces – Iraq (USF-I).

The Project Office will deliver the last helicopter to Iraq in July 2011, completing a three year program.

### Aircraft Sustainment

The NSRWA Logistics Management Division quickly formed and rapidly grew over the last few months as it engulfed itself in the mission to provide uninterrupted support to units and countries conducting Counter Insurgency (COIN) and Counter-Narcotics Terrorism operations.

Throughout the latter part of 2010, the PMO gained several new Mi-17 logistics customers ranging from Foreign Military Sales (FMS), U.S.



Afghan Air Force personnel use a helicopter to evacuate residents from a flooded area in Laghman Province, east of Kabul, Afghanistan.

Security Assistance efforts and a U.S. Army Table of Distribution and Allowances (TDA) organization requiring custom logistics sustainment programs. Several generous countries also donated Mi-17 aircraft to the Islamic Republic of Afghanistan where an extensive Return to Service (RTS) program is now underway. This RTS effort is in concert with several initiatives to provide fleet wide Army airworthiness certification to all DoD managed assets.

To effectively manage all integrated logistics support (ILS) functions, the Logistics Management Division strategically organized the division into three branches – Fleet Management, Training and Training Devices, and Maintenance Management Branch.

Fleet Management is focused on day to day management and oversight of the Mi-17 fleet and will expand that focus as additional non-standard air-

craft enter the NSRWA PMO portfolio.

Day to day management encompasses all aspects of field and depot maintenance, supply support and aircraft readiness. Also within Fleet management resides fielding, integrated logistics support (ILS) coordination and contract management.

The new Training Branch is focused on supporting the establishment of Mi-17 operator and flight engineer (FE) training at the U.S. Army Aviation Center of Excellence (USAACE). A commercial training capability for U.S. and foreign personnel will soon be available until the institutional training capability is fully established. The Training Branch is also working new training aids, devices, simulators and simulation (TADSS) programs for Mi-17 and other non-standard rotary wing aircraft.

The Maintenance Management Branch is largely responsible for maintenance and maintenance related issues including: warranty actions, quality deficiency program, technical publications, Modification Work Orders (MWOs) and configuration management. The Logistics Management Division is fully embedded within the NSRWA/Security Assistance Management Division (SAMD) Integrated Process Team (IPT) chartered with developing/executing the transition of non-standard platforms into the NSRWA portfolio of systems.

### Airworthiness & Safety

NSRWA, in concert with our Russian Federation partners, is com-





mitted to providing airworthy and quality Mi-17 aircraft with the lowest possible safety risk to our Soldiers worldwide. The PMO utilizes the Army's airworthiness process for certifying and fielding Mi-17 aircraft. The certification process is based upon the Army's recognition of the Mi-17 civil airworthiness authority in Russia.

The PMO also chartered a System Safety Working Group (SSWG) to provide an advisory group for the PM on system safety management. The major functions of the SSWG are to identify safety requirements, identify, assess, and track hazards and provide safety recommendations to the PM.

The goal of the SSWG is to eliminate hazards or mitigate the hazards to an acceptable level.

### Evolving NSRWA Mission

In addition to Mi-17 helicopters, the NSRWA PMO is also chartered to manage all non-standard rotary wing aircraft for the U.S. Army. A couple of examples of those efforts are the AH-6i and MD 530F aircraft being procured for the Saudi Arabia National Guard (SANG). The SANG is standing up three aviation brigades and a fourth aviation support brigade over a 15 year period.

The NSRWA PMO will manage the acquisition and sustainment of these systems to include the integration of SANG unique components and overall aircraft airworthiness. The MD-530F will serve as an FAA certified basic rotary wing trainer, while the AH-6i will serve as an armed scout/attack aircraft. This effort for the NSRWA project office is a \$1.5B effort in support of the SANG aviation modernization initiative.

Another example of aircraft managed by NSRWA PMO is the primary rotary wing training aircraft currently being acquired for use by the NATO Air Training Command - Afghanistan (NATC-A) to train basic rotary wing skills to the Afghanistan National Air Force. These aircraft will facilitate the transition of the Afghanistan National Air Force from basic rotary wing pilots into more complex aircraft required to execute their war on terror and counter-narcotics missions.

The successes of the NSRWA PMO must be shared with the entire Redstone Arsenal Community. The community of Aviation professionals includes: the Aviation and Missile Life Cycle Management Command (AMCOM), the Aviation and Missile

Research, Development and Engineering Center (AMRDEC), and prime and local support contractors.

AMRDEC remains responsive and engaged with support from the Aviation Engineering Directorate, the Aviation Applied Technology Directorate, the Engineering Directorate and the Technical Management Directorate, to meet the critical needs of the Warfighter.

### Summary

Despite the increase in scope and complexity of the non-standard rotary wing aircraft mission, the NSRWA PMO continues to work closely with Industry partners to improve support to the Warfighter. Safety, airworthiness and responsive support to all the non-standard platforms is paramount.

The soldiers and civilians of the NSRWA PMO "live and know" the importance of their mission to "procure, field and sustain" non-standard rotary wing aircraft to the highest standards for DoD and allied countries.



*COL Bert Vergez is the project manager for Non-Standard Rotary Wing Aircraft, Program Executive Office for Aviation, Redstone Arsenal, AL.*



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## Ask The Flight Surgeon



# Weight Loss Medication and Flight Status

By Dr. (MAJ) Nicole Powell-Dunford

**Q:** *I have been trying to lose weight after redeployment. Despite cutting out high fat and fried foods I have not lost as much as I'd like and am actually worried about the upcoming APFT weigh in. A friend of mine who is also on active duty lost quite a bit of weight taking a medication. What are the rules for weight loss medication for those of us on flight status?*

**FS:** More and more individuals across the country and within the military ranks are classified as overweight or obese. Consumption of processed, high calorie foods and reduced physical activity are major factors in this development.

Unfortunately most short term weight loss efforts are temporary unless part of a long term commitment to healthy lifestyle changes.

Several prescription medications have been shown to be effective for short term weight reduction, but none are currently approved for flight due to significant side effects associated with all of them.

Drastic measures at weight loss can lead to fatigue, irritability and even loss of consciousness – a smart weight loss program entails gradual weight loss over time with sustained long term changes.

A visit with a dietician and/or self education about healthy eating can be extremely helpful. Skipping breakfast and sleep deprivation may set you up for a slower metabolism, hindering your progress.

Identify and either eliminate or reduce foods such as sugared sodas which contain many empty calories.

If possible, involve your entire family in changes to purchasing and preparing foods. Tracking your intake through a written dairy or through a mobile application, as well as performing weekly weigh ins, can assist you in staying on target.

Increases in physical activity levels should be undertaken gradually and involve enjoyable activities. Going from couch potato to a marathon in 2 weeks is a recipe for an injury that will set you back from your goals.

Some simple changes such as parking the car further away from an entrance of the workplace can add up to pounds of weight loss over time.

If your weight gain is sudden, associated with extreme fatigue or associated with other physical changes such as skin and hair changes, be sure to see your flight surgeon to make sure another medical problem, like hypothyroidism, isn't responsible.

If your buddy is using non prescription medication, advise him or her to consult a physician – some stimulant type weight loss preparations can cause serious health problems.

### Question for the Flight Surgeon?

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

As always, fly safe!

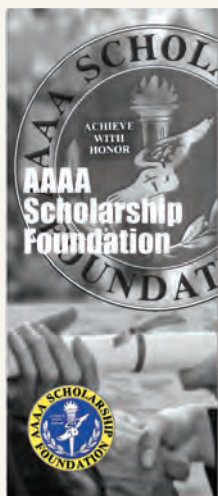
The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.



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

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Please see your unit CFC representative for details on participating in the 2011 CFC Program.

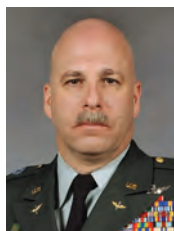
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## AAAA Membership Update



# The Penalty for Nothing Having Happened

By CW5 Mark W. Grapin

I observed the hours leading up to, and following, New Year's for 2011 with the Nevada Army National Guard. COL Kim Scott Labrie, commander of the 991st Aviation Troop Command, and State Army Aviation Officer for Nevada, invited me to observe their operations as a part of the manpower study validation for our army aviation support facilities, and to provide assistance with their Aviation Safety Program.

After my wife dropped me at Reagan National Airport to make my way to southern Nevada, I headed for a cup of coffee and a quiet place to read the morning paper – and prayed my flight wouldn't be cancelled with all the winter storms that bottled-up the eastern seaboard.

Ahead of me in line, a uniformed first-officer greeted a counterpart from another airline; both appeared to be younger than me, and their slightly louder-than-necessary conversation seemed to confirm my suspicions. Both haircuts were beyond Army standards – not that they applied – and both seemed pleased with their accomplishments of the evening before. One was commuting to work, and another was heading home. Neither appeared to be in any hurry, but it was the particular comment made by the more coiffed of the two that stayed with me for hours afterward: "...no, no rush; it's not like we're at war or anything..."

From his perspective, this must have been true. Both pilots were likely just leaving high school on 9/11, both were probably in grade school during Desert Storm, and neither had likely been born when Saigon fell.

The fuel range of both their respective aircraft would likely never take either anywhere close to Kandahar, and neither had likely checked on passengers returning from the combat



The Outstanding Aviation Unit of the Year Award is just one of several National awards presented by Quad-A to acknowledge superior performance for one unit that shone brighter than any other for the year and to broadcast that recognition to a populace who might not even have known that they were there. Pictured here are the 2010 recipients, the 159th Cbt. Avn. Bde. (Task Force Thunder Eagle) at last year's AAAA Annual Forum.

theater for whom leg room had become a moot point.

A few short years ago, I would have likely introduced myself into the conversation; but I suppressed the urge to correct their assumptions as symptomatic of how the nation at large likely feels.

After all, nothing has happened.

Southwest Asia is a long way away from Washington, and the shops at Tyson's Corner are not even comparable to the marketplace in Tikrit when it comes to bad people wishing to do bad things in crowded spaces.

Besides, we have more things to worry about in Cleveland, Cincinnati and Chicago, such as the intrusion of body scanners below the Hanes line.

After all, nothing has happened.

### Ten Thousand Little Things Went Right – But Who Knew?

After arriving at McCarran, I dropped my bags in my room, and headed to the North Las Vegas Airport. Warriors were arriving from three of Nevada's key aviation units: CH-47 and refueling crews from B/1-189th, MEDEVAC crews from C/1-168th, and specialized OH-58A/C crews and flight operations NCOs from Detachment 1, B/3-140th.

The local area orientations were completed, all the requisite briefings were attended, and the aircraft prepositioned to quickly respond should the unthinkable happen.

Pyrotechnics punctuated the lapsing of one year to the next, and – mercifully – the last of the revelers found their lodging in the hours that followed, before the aircrews recovered back to their base of operations and their own billeting.

After all, nothing had happened.

By Monday, the medics from C/1-168th had returned to their medical studies and nursing tours in schools and hospitals across the intermountain west, the CH-47 crews returned to preparing for their upcoming deployment in Stead, Nevada, and the Kiowa crews returned to their "normal" working relationship and missions with the Las Vegas Metropolitan Police.

But who knows the level of preparation required for such missions to keep our population centers safe when so many bad people wish to do bad things? How are we to equip and staff for such preparation? And who needs to know about such levels of effort,



and the corresponding footprint to make it so nothing *does* happen?

As our national attention turns from the persistent state of conflict – as it always does until the next news cycle – the fine Americans who staff the public affairs offices of our uniformed services wage their own persistent conflict in identifying the right messages to convey, and how best to project them.

The key to effectively broadcasting the soundness of national investment in Army Aviation – even when nothing has happened – is a prime function of our professional association.

I have beat the drum loud and long

in this forum of the need to level the playing field in conveying the needs of our smallest aviation organizations, while cheering for the astounding accomplishments of our largest brigades and task force organizations.

The common thread to this scale of challenge is balancing this message between our having met mission as the guidon is run up the flag pole, with the effectiveness of direct dialogue with those who shape and structure our troop footprints, and the equipment in our control towers, hangars, depots and briefing rooms.

I fear that simply doing our aviation jobs well has not been enough to

capture the imaginations of our populace, nor inspire our formations, for many years.

The good news is those who wear the prop and wings of our Branch still enjoy the power of a handshake, the pinning of a scrap of ribbon to a uniform, and a smart salute snapped in response to the recognition for that job having been done so well. So many of our highest recognitions for Aviator of the Year, or Unit of the Year, are initiated not with a DA Form 638, but with those same prose committed to a Quad-A awards nomination form.

By the time these words pass beneath your eyes, our National Awards Committee will have met again as we do each January. The accomplishments cited in the nomination forms are always impressive, and it is very common for just a small fraction of a point to separate the very best from across our Aviation Branch.

*This* is how we articulate how ten thousand things went well, and never made the evening news; and this is how we remind ourselves and those across our great Nation who, from time to time, forget that there's a reason why nothing happened to make the news in Las Vegas this evening; or in New York, Los Angeles, Seattle, or Fargo.

Once the aircraft were moored, logbooks closed-out, and the last flight plan closed, I attended the 991st Aviation Task Force debrief and after-action review; then many of us watched the sun come up as we stepped out of the coffee shop across the street – glad to know that nothing happened, and this small assembly of aircraft and aircrews were a part of it.

#### Preparing for the Annual Professional Forum

Next month, we'll see how things are ramping up for our Annual Professional Forum in Nashville, and report on continuing progress in a few of our key membership initiatives. Details on each of the Membership programs are further described in the AAAA InfoFile, and I welcome your questions at [mark.grapin@quad-a.org](mailto:mark.grapin@quad-a.org).



CW5 Mark W. Grapin  
AAAA Vice President for Membership

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## AAAA Spouses' Corner

# 25th CAB Prioritizes Programs for Re-Deploying Soldiers and Their Families

By SSG Mike Alberts

With continuing re-deployments facing our Soldiers and particularly our aviation brigades, it is imperative that these units become more creative with their deployment, reset and reintegration programs. We are hearing more and more about how they develop and tailor these to meet their sometimes similar, yet sometimes unique situations. Sharing their experiences is hopefully helpful to all.

*Judy Konitzer*

**A**midst the joy of reuniting with loved ones, the unique needs of Soldiers returning from war and their families can be overlooked. This has not been the case for the 25th Combat Aviation Brigade (CAB), Wheeler Army Airfield, Hawaii.

Leadership with the 25th CAB prioritized the needs of its Soldiers and their families upon the brigade's return from Iraq earlier last summer with a robust Soldier Reset and Reintegration Program, which targeted physical, emotional, spiritual, family and social dynamics with activities and events from Schofield Barracks to Kaneohe Bay.

In addition to extended and immediate physical training upon redeployment, CAB Soldiers also had the opportunity to participate in the Warrior Adventure Quest program; a recreational program featuring paintball, team-building events and several ocean-based activities which also integrated behavioral health specialists.

Additionally, on two separate occasions, during the reverse Soldier Readiness Program and again 60 to 90 days post-deployment, every CAB Soldier met individually with a behavioral health consultant.

A series of spiritually-based "Strong Bonds" retreats for both married and single Soldiers were hosted in various



25th CAB Soldiers participate in a comprehensive Permanent Change of Station (PCS) Expo at the CAB's MROE Classroom, Wheeler Army Airfield, Sept. 22.

locations throughout Oahu, and Military Family Life Consultants were assigned to Soldiers and their families.

CAB battalions and their respective companies also hosted formal, semi-formal, and casual Organizational Days, Welcome Home events, and Hail and Farewells to welcome new Soldiers and properly recognize departing personnel.

### Permanent Change of Station Expo and Returning Warrior Program

In addition, more than 300 CAB Soldiers and their families participated in a comprehensive Permanent Change of Station (PCS) Expo designed to better prepare them for the unique challenges of PCS requirements in Hawaii. Finally, the CAB sponsored 17 iterations of the Returning Warrior Program (RWP).

During the RWP, Soldiers received information from financial, behavioral

health and reintegration subject matter experts, with areas of focus where redeploying Soldiers and their families often have the most difficulties.

The CAB's program is just now nearing completion; but the planning and design for it began with a combined effort between 25th CAB's rear detachment and the deployed staff several months before its first Soldier left Iraq for home.

According to MAJ Rick Onderko, then 25th CAB Rear-Detachment commander and presently the executive officer, 2nd Battalion, 25th CAB, conducting a comprehensive and deliberate personnel reintegration and reset was paramount.

"With our nation conducting sustained combat operations for the past nine years, our all-volunteer force and their families have been faced with a lifestyle that has required multiple separations," said Onderko.





PHOTO BY STAFF SGT. MIKE ALBERTS, 25TH CAB PUBLIC AFFAIRS

Genie Joseph, M.A., adjunct professor at Chaminade University, Honolulu, Hawaii, CEO of Hawaii Movie Studios and creator of the Act Resilient Training Program, engages 25th CAB Soldiers during the 25th CAB sponsored Returning Warrior Program (RWP) at the Nehelani Club, Schofield Barracks, Sept. 24.

"The potential exists for there to be friction. Therefore, it was imperative that we do what we can to minimize this potential and assist our Soldiers and families through the process of reintegration."

Onderko further explained that the process of reintegration required a "total Soldier and family focus. Combat operations can affect a person in many ways. In order to effectively reintegrate and reset, our approach needed to be comprehensive, which meant that it also needed to include family members. To ignore families, misses a very important part of our Soldier's lives."

### Proper Timing for Returning Warrior Programs

Ms. Sandra Crocker, mobilization and deployment specialist, Army Community Service, U.S. Army Garrison-Hawaii, and her colleagues spearheaded the RWP element for the CAB. Crocker stressed the importance of timing the RWP after the joy of returning from deployment has abated. "When Soldiers first get home they're on a high. Allowing them time for block leave allows Soldiers and families to settle into

life, which is when issues are often easier to identify," said Crocker.

"Once they settle-in, it becomes more difficult to explain away symptoms like, 'I am still having nightmares,' or 'I am still not sleeping well,' or 'I still have a short temper.'"

Our goal is to help address those very real problems and we do it in a variety of ways, to include using reintegration specialists like Genie Joseph," continued Crocker.

### Act Resiliency Program

Genie Joseph, M.A., is an adjunct professor at Chaminade University in Honolulu where she teaches Media, Communication, Inter-Cultural Communication, Acting and Improvisational Comedy.

She is also the chief executive officer of Hawaii Movie Studios and creator of the Act Resilient Training Program (ARTP).

The ARTP uses improvisational comedy to decrease stress responses and restore resilience.

"Teaching at Chaminade gave me the opportunity to work with the military population. After September 11th, I began to notice that some of my students returning from multiple

deployments were exhibiting very dramatic changes in who they were. I was concerned and wanted to do something to help," said Joseph.

What Joseph did, among other things, was tailor her six to ten week ARTP to a half-day seminar for Soldiers called "Act Resilient."

"Trauma is like having an out of control storm in the brain. But we can heal from trauma once we understand the mechanism of harm and implement the right mechanism of healing. I have many techniques that teach Soldiers how to calm their own inner storm. Sometimes laughter is just the best medicine and we do a lot of it in my full Act Resilient program. I teach Soldiers how to regain control of their own brains," said Joseph.

"I want to inspire Soldiers to understand that resilience is like a container that can be empty or full. Prolonged stress can lower your resilience. But there are many things that you can do that can raise resilience, and many of these skills are within our control," she continued.

"When we are traumatized, we get split off from parts of ourselves which causes the brain to not function optimally. This causes attention, memory, emotional and behavioral problems, among other things, because we are literally not running our own brains, and so we are not ourselves."

Joseph continued, "If I could recommend one thing, I would remind Soldiers to get and stay connected to the people, places, and things they love. It's just like looking out for your battle buddy. That profound experience of connection helps restore order in the brain. Love unwinds chaos. It is what helps us weather the storms of life. It has the power to return you to your peace of mind."

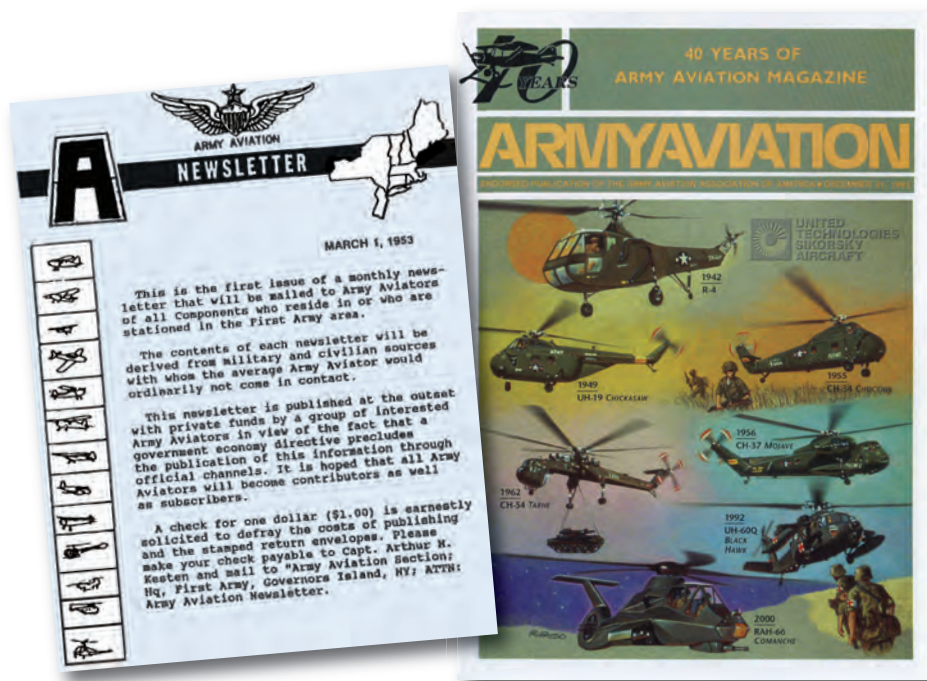
For more information, contact: [genie@geniejoseph.com](mailto:genie@geniejoseph.com) / [www.Act-Resilient.org](http://www.Act-Resilient.org).



*Ssg Mike Alberts is the 25th Combat Aviation Brigade Public Affairs NCO, Wheeler Army Airfield, Hawaii.*

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





**FROM THE ARCHIVES**  
Article from the December 31, 1993 issue of ARMY AVIATION Magazine.

An early 1953 issue of ARMY AVIATION, published as a mimeographed newsletter, alongside 40 year's later, a 1993 issue illustrating the evolution of the magazine.

# You've Come a Long Way, Baby!

By Arthur Kesten

**W**hen the editor recently asked me to help by contributing to this 40th Anniversary Issue, I said, "How?" "Look, you were there at the very beginning. Just summarize the 40 years as best you can, and give us a bit about how this whole thing came about."

How does one summarize—repeat, summarize—40 years...? Not easily. In the following six spreads that cover the '53-'93 period, you have our best shot. You'll find data and trivia that touch upon a great many of the highlights of this 40-year span.

We've compressed over 1,350 of the headlines and by-lines of many of the magazine's feature articles, and added a random assortment of AAAA and corporate logos. We even fit in a few cartoons and aircraft silhouettes in these itty-bitty two page mosaics...

Itty-bitty? Judge for yourself! How else can one condense over five years of history into a single page? Read the stuff! I'll tell you this: My 72 year-old eyes can read all of the pages quite easily so legibility can't be your cop-out.

By our count, there are 227 individual by-lines appearing in the spread pages. Perhaps yours is one of them. You'll find many of the names of the "true giants" of Army Aviation squeezed into those spread pages

somewhere. Why did wife "Dotty" spend almost three weeks at the reduction copier and I spend equal time cutting-and-pasting the 1,374 individual items in the two page spreads...? Yes, someone actually counted the 1,374!

Why this effort? Simply because we wanted to make certain each one of you could capture the "flavor" of Army Aviation history as told through the headlines we published in each decade.

Some of our younger CWOs, as

well as the Lieutenants and Captains who came on board later, may enjoy noting the very personal "makeup" of the early '53-'59 issues as contrasted with high tech editorial approach shown in the spread covering the '90-'93 period.

Yes, the format and content of ARMY AVIATION Magazine changed gradually over the years and it's very discernible.

Beginning in the mid 1980s, the publication became less personal as 36 to 40 global correspondents contributed their "Here's what we're doing!" summaries each month.

Where before, the volunteer scribes wrote about their battalions, the new authors wrote about their aviation brigades. If you aren't impressed by this major quantum growth in structure and don't mutter, "Wow!" at this point, we'll say it for you: "Wow!"

This change did not come about without pain... Many of our 2,000+ vintage readers whose subscriptions date back to the '50s and '60s regularly bemoan the fact that today's columns, "Arrivals and Departures" (yesterday's "PCS" columns), do not list any familiar names to which we are prone to respond, "Where have you gone Bill Bailey, Perry Como, and Joe DiMaggio? We don't see your



During 1957-89, more than 1,200 Army aviators were covered under the AAAA endorsed "Flight Pay Protection Plan" with claimants receiving more than \$2.1 million in payments.



AA's Mourn Passing of Jim McClellan

CHANGES OF ADDRESS

**PCS**

**Branch Representation?**

*The Accident and Health Program for AAAA Members*

A Many Sided Thing

Jet Training Completed by Eight Army Aviators

**USAREUR REPORT**  
BY COL. WARREN R. WILLIAMS

**THE BUREAU DRAWER**

**VERTOL Anniversary Messages**

**INITIAL IROQUOIS RECEIVED**

**SIKORSKY HELICOPTERS Senior Officer Flight Pay**

**TIPS/MIKE BUTTON**

**TRENDS**  
BY Brig. Gen. Ernest F. Easterbrook  
Director of Army Aviation, ODCSOPS

**GEMs: GROUND EFFECT MACHINES On Guard!**  
BY COLONEL HALLETT D. EDSON  
Acting Director of Army Aviation, ODCSOPS

**ARMY ACCEPTS FIRST CARIBOU**

**Simulators? Let's have more - and better ones!**

**month's takeoffs**

**ANOTHER ARMY AVIATION MILESTONE**

**STEVE CANYON**

ARMY AVIATION IS COMING UP HOT - AND EVERY U.S.A.F. JOCKEY KNOWS IT AND IS GLAD OF IT!

**KANSAS TO ALASKA H-21 FLIGHT**

**OPERATIONAL TRENDS IN ARMY AVIATION**  
BY BRIG. GEN. CLIFTON F. VON KANN  
DESIGNATE DIRECTOR OF ARMY AVIATION, OFFICE, DEPUTY C/S FOR OPERATIONS, DA

**AAAA News/Insert 2**

**Seven Senators join more than 450 at AAAA's first Awards Luncheon; Capt. Kerr, Maj. Eliasson win the "Aviator" and "McClellan" awards**

**SPLINTERS from the BOARD**  
A REPORT FROM THE U.S. ARMY AVIATION BOARD, FORT RUCKER, ALABAMA

**Cessna**

**The Month's Takeoffs!**

**OPERATION GRASSHOPPER**

**An open letter to Lycoming Aeroscouts!**

**BRITISH-GERMAN ARMY AVIATION ORGANIZATION**

**ARMY AVIATION**  
VOLUME 7 — MARCH 18, 1959 — NUMBER 3

One of the spread pages from the March 1953 issue of ARMY AVIATION, illustrating the many headlines, feature articles, cartoons, and a random assortment of AAAA and corporate logos that appeared in the magazine.

names in the papers anymore."

One disclaimer: In growing through the 40 years of issues, page by page, with a rigid publisher's deadline, we had to make some quick decisions and grabbed what we could for the copier.

What you see in the spreads only represents a fraction of the hundreds of articles and column heads that ran in the magazine, so don't be miffed if something, or someone, or some by-line is missing.

### The Beginnings

As a Reservist flying weekends from Governor's Island in N.Y. Harbor in '53, we edited a monthly mimeograph newsletter for First Army Reservists (ARNG and USAR) and active Army Aviators. We did so at gov't expense (Uncle Sam's mimeo machine, paper, and postage, but our sweat).

The "Why?" of the effort is outlined

on the cover of our very first mimeograph issue dated March, 1953 that's reproduced on the previous page.

We were subsequently thrown off post five months later when the G-1 told us the newsletter and its use of the First Army patch were unauthorized. Our action? We upped the subscription to a big \$2 and, in today's vernacular, "privatized" the magazine. A little over a year later, some 2,600+ had sent in their two dollars.

### The Staff

Initially, a true "Mom and Pop" operation run as a hobby from a 14th story, two-bedroom apartment in downtown NYC (as shown in Joe Gayhart's cartoon on page 54), the magazine staff in Connecticut went to two full-timers in July, '55 ("Mom and Pop" plus a part-time working mother); went to four in '70 as more AAAA administrative tasks

were assumed by the staff (and here began the down-in-the-basement residual smoke operation); and to eight people in '83. The current masthead lists 11, a good many of whom are primarily involved in direct AAAA support, and there are no shirkers or lurkers among them.

Peel away the four-color veneer and you'll find that "Mom" was the real dynamo in this exercise... How does one work side-by-side with one's wife day after day for 36 years, and still remain civil, yet alone married? We agreed early on that anything that pertained to "numbers," be it checks, deposits, accounting, IRS, bills, etc. would be her responsibility. And anything that applied to "letters" - editorials, page paste-ups, ghost-writing, production, advertising, AAAA communications, etc. - would be our job. It was this very simple and clear cut division



# NEWS SPOTLIGHT

## HH-60M Takes Flight in Iraq

The Army's newest MEDEVAC helicopter is seeing action in Iraq with Company C of the 3rd Battalion, 126th Aviation Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division.

The Vermont Army National Guard company, which deployed in November with a dozen HH-60M helicopters, the latest medical variant of the Army's Black Hawk airframe, was the first unit equipped and is serving as a test-bed for the aircraft. In addition to their MEDEVAC mission, the unit's crews are working with representatives from Sikorsky Aircraft Corporation to work through the kinks of the aircraft's new systems.

From the outside, one of the more noticeable differences is the absence of open crew chief windows; the crews now use plastic bubbles protruding from the aircraft's doors. The sealed windows help the crews maintain a sterile environment.

The HH-60M fielding continues to other units, incorporating lessons learned from this company's deployment.



U.S. ARMY PHOTO BY SPC ROLAND HALE, ECAB, 1ST INF DIV, PAO

An HH-60M helicopter deployed to Iraq spins up on Camp Taji, Iraq, Dec. 21; the aircraft is being used for the first time in country by C/3-126th Avn. Regt., eCAB, 1st Inf. Div.

of workplace duties that kept us amicably married and business partners.

### Additional Duties

The load that she assumed was formidable, particularly as we grew in circulation, ad support, and AAAA administration in the 40 years. We happened to have two children right from the start who had to be transported, mothered, clothed, and fed – these were “add’l duties” that fortunately did not fall on my shoulders. One “plus” – they weren’t after school latchkey children; one of us was always working at home when the school bus arrived.

Call me a deadbeat if you must, but I never paid a personal or magazine bill in 36 years, and I’m sort of proud of that. The bills were “numbers” and she paid every one of them. Amazing.

As you might guess, not everything was rosy all of the time...there were frequent post-Vietnam, Hamburger Helper and Rice Krispy days when our paid circulation and ad support hit worrisome “lows.” (Bill Harris, the editor, in reading the gallery proof, quipped, “Are you sure you don’t mean Alpo, SOS, and Rice Krispies?”) Things real-

ly weren’t *that* bad, however, and the magazine managed to remain solvent throughout each of its “lows.”

When we did hit a “low” and needed industry support it always seemed to be Gene Tallia, Bill Jones, Hans Weichsel or Carl Perry who were there as were others, of course.

### Skill and Humor

Our favorite authors...? There were many, but for sheer literacy brilliance we could not help but marvel at the many creative and highly professional personal efforts of Carl Hess, “Ris” Rawlings, Don Parker, Bob Williams, and Bill Maddox. We invariably found most aviators to be quite articulate as well as having a wonderful ability to inject humor into every possible situation.

Also, these aviator-writers were always forgiving. As you can guess, for many years we did not have access to the “Spell Check” software of today, and the embarrassing editorial “typos” were somehow rarely mentioned and in most cases entirely overlooked. Pet gripe...? We have one: Military acronyms! JTGDM... Just Too GD Many!

### What’s in the Future?

I regard the individuals on the current staff to be dedicated professionals who truly take great pride in their work – it’s a personal pleasure to visit the beehive downtown occasionally (and beehive’s a true description!), and to note the intensity of their efforts. They are a great crew and I assure you that ARMY AVIATION Magazine is indeed in good hands.

We’d like to say, in signing off, “It’s been fun!” We’ve met and enjoyed the eyeball-to-eyeball company of several thousand subscriber-correspondents, a good many of whom, we’re happy to say, are now close personal friends.

Of more importance, I feel that this one-to-one personal relationship exists between today’s magazine staff and correspondents they now serve. How fortunate we all were... and are!

We’ve come full circle...We’re right back at the title of this piece, “You’ve come a long way, baby!” A very happy 40th!

*Art Kesten is AAAA’s founder and the first publisher of ARMY AVIATION Magazine from 1953-1987.*



# Industry News

And Announcements Related to Army Aviation Matters

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

## ASTAMIDS IED Detection Tests a Success



The Airborne Surveillance, Target Acquisition and Minefield Detection System (ASTAMIDS) demonstrated it can detect simulated improvised explosive devices (IEDs) in a recently completed U.S. Army evaluation of the end to end system. The system was flown on the Northrop Grumman Corporation-owned MQ-8B Fire Scout unmanned air system. ASTAMIDS' laser also demonstrated its capability as a target designator for Hellfire missiles: in three missile firings, all missiles made direct hits on their targets. In total, ASTAMIDS has flown over 250 hours in tests and demonstrations aboard the Army UH-1 and the Northrop Grumman owned MQ-8B aircraft. The gimbaled multi-sensor that is the visible component of Northrop Grumman's Airborne Surveillance, Target Acquisition and Minefield Detection System (ASTAMIDS) seen mounted below the nose of Northrop Grumman's MQ-8B Fire Scout Vertical Unmanned Air System helicopter.

## Contractor Performance Database Goes Public In April

A new government database that tracks contractor performance, previously available only to federal officials, is expected to be made public by April 15. The General Services Administration will open its Federal Awardee Performance and Integrity Information System (FAPIIS) to public scrutiny within the next three months according to GSA's Senior Procurement Executive Joseph Neurauter. A provision in the wartime supplemental appropriations bill, sponsored by Sen. Bernie Sanders, I-VT, and signed into law by President Obama in July 2010, mandated that GSA disclose on a public website all information in FAPIIS, with the exception of past performance evaluations.

## Evans Joins S<sup>3</sup>

**Al Evans**, former deputy director of the Security Assistance Management Directorate, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), has joined System Studies and Simulation, Inc. as director of its Fort Hood, TX operations. Evans has 27 years of leadership experience in aviation operations, logistics, and training associated with the U.S. Army and allied nations.

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

**Longbow, LLC (LBL)**, Orlando, FL, was awarded a \$6,869,261 cost-plus-fixed-fee contract Jan. 20, 2011 to provide for engineering services for the Hellfire and Longbow missile requirements. Work will be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2012.

**The Boeing Company, Defense, Space & Security**, Mesa, AZ, was awarded a \$190,239,373 firm-fixed-price contract Jan. 12, 2011 to provide for the remanufacture of 72 AH-64A aircraft into AH-64D aircraft along with one Longbow Crew Trainer. Work will be performed in Mesa, AZ, with an estimated completion date of March 31, 2014.

**The Boeing Company**, Mesa, AZ, was awarded a \$50,116,093 firm-fixed-price contract Dec. 30, 2010 to provide services and supplies in the overhaul, repair and recapitalization of the APACHE weapon system. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2011.

**The Boeing Company**, Mesa, AZ, was awarded a \$44,869,770 firm-fixed-price contract Dec. 30, 2010 to provide services and supplies in the overhaul, repair and recapitalization of the CHINOOK weapon system. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2011.

**EADS North American Defense**, Arlington, VA, was awarded a \$52,509,992 firm-fixed-price contract Dec. 23, 2010 to provide for 12 UH-72A Light Utility Helicopters, 12 Airborne Radio Communication systems and two Engine Inlet Barrier Filters. Work will be performed in Columbus, MS, with an estimated completion date of April 30, 2012.

**Avion's Donald Promoted to EVP**, Avion Solutions board of directors announced the appointment of Chad Donald as Executive Vice President on Nov. 8, 2010. Donald, who has been serving as director of special projects at the company headquarters in Huntsville, AL, has been with Avion since 1994.

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# POTM

## PEOPLE ON THE MOVE

### CHANGE OF COMMAND

#### Simpson Takes Over 25th CAB DUSTOFF



**MAJ Jeremiah J. Simpson** (left), incoming commander, Company C, 3rd Battalion, 25th Combat Aviation Brigade, accepts the company guidon from battalion commander, **LTC Lori L. Robinson**, during a change of command ceremony on Wheeler Army Airfield, Jan. 19. Simpson assumed command of the MEDEVAC company from **MAJ Jacob J. Dlugosz**.

### AWARDS

#### Purple Heart Awarded to 6th Cav Pilots



**CPT Brent Pafford** (center left) and **CW2 Mason McDonald** (center right), pose for a photo on Camp Taji, Iraq, Jan. 6, after each was presented the Purple Heart for wounds received when their aircraft was hit by small arms fire in October. The presentation was made by Enhanced Combat Aviation Brigade commander, **COL Frank M. Muth** (right). eCAB command sergeant major, **CSM Jim Thomson** (left), also participated. Pafford and McDonald are assigned to A Troop, 1st Squadron, 6th Cavalry Regiment, Enhanced Combat Aviation Brigade, 1st Infantry Division.

#### Two eCAB Soldiers Recognized



**SPC Dustin St. Cin**, a 25-year-old native of Shelby, NC (left), and **SPC Tristan Dutra**, a 23-year-old native of Stafford, VA, received Army Achievement Medals Dec. 18 for providing first-aid to a civilian who was injured in a mortar attack on Camp Taji, Iraq, this October. The Soldiers were on guard duty when a mortar round struck the airfield they were guarding. Shrapnel from the blast hit an Iraqi helicopter and tore into the leg of a civilian contractor working on the flight line. Dutra and St. Cin arrived at the scene at about the same time and worked together to stop the injured man's bleeding. St. Cin is assigned to Company E, 2nd Bn. and Dutra to Company C., 601st Avn. Bn., Enhanced Combat Aviation Brigade, 1st Infantry Division.

#### NCO Multi-national Induction

International Security Assistance Force's (ISAF) 404th Aviation Support Battalion, 4th Combat Aviation Brigade, 4th Infantry Division held the first ever multi-national noncommissioned officer induction ceremony on Dec. 28 at Camp Marmal, Regional Command (North). Inducted into the NCO Corps were 34 U.S. Army Soldiers, six German Air Force, four Afghan National Army Soldiers and four Swedish Soldiers.



ISAF noncommissioned officers raise their right hands and repeat the charge of the NCO during an NCO induction ceremony Dec. 28, at Camp Marmal, Afghanistan.



Left to right: **CSM Dennis E. Defreese**, senior enlisted leader, 1st Bde. Cbt. Tm., 10th Mountain Div., **CSM Donald L. Rose**, senior enlisted leader, 4th Cbt. Avn. Bde., 4th Inf. Div./RC-North, and **CSM Marvin L. Hill**, senior enlisted leader, ISAF/U.S. Forces-Afghanistan listen to NCOs speaking during a noncommissioned officer induction ceremony held Dec. 28 at Camp Marmal, Afghanistan.

### PROMOTION SELECTIONS

#### FY 10 RC LTC Promotions

The fiscal year 2010 LTC Reserve Components promotion board results were released Jan. 19. AAAA congratulates the following 61 aviation branch officers.

Abke, David Allan  
AdamsBuckhouse, Jennifer Lyn  
Allmandinger, Joel Nathan  
Araj, Nader Suleiman  
Barkus, David Clark  
Barron, Terry Lee \*  
Bass, Guy Daniel \*  
Bigay, Michael M  
Blanchard, Russell Lee  
Boak, Paul Adam  
Boyer, John D  
Bridgman, James Henry  
Brosig, Max Anthony  
Bruce, Lori Lynn  
Bunker, Robert Alyn  
Caryl, James Robert  
Coachys, Michael B  
Criqui, Brett Dean \*  
Cutchin, Harvey Allan  
Dasher, Kevin Kenneth  
Day, Joshua Andrew \*  
Dooley, Randall Marshall  
Dubois, Hilary Claire  
Duckworth, Ladda Tammy  
Evans, Frederick John \*  
Ferner, Kevin Lynn  
Gackle, Mark Otto  
Gauval, Marc L  
Gerber, John Thomas  
Handy, Matthew Robert \*  
Howe, Bradley Kimmel  
Juliar, Mark Dale  
Kadavy, Robert Jon \*

## Attention AAAA Members Stay Connected!

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

Send your email address (Especially your AKO account) to the AAAA National Office email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org)  
Add [aaaa@quad-a.org](mailto:aaaa@quad-a.org) to your address book. This will assure that your email is not bounced by "spam" filters.





## PEOPLE ON THE MOVE

Krause, Michael Gabriel \*  
 Kubitz, John \*  
 Layne, Beason Talbot \*  
 Lyon, Arvill Joseph \*  
 Maier, Rochell Ann  
 McCauley, Matthew Kirkland \*  
 McWhirter, Robert Jeffrey  
 Meuth, Troy Donald \*  
 Miller, Joe Hughes II  
 Mulcahy, Brian Charles  
 Parchem, Johnathan Thomas \*  
 Petrino, James William  
 Rieske, Michael Dennis \*  
 Riley, Doyle David  
 Schell, Matthew Charles \*  
 Scott, Bruce Johnson \*  
 Seery, Timothy James  
 Self, Troy M \*  
 Settino, Richard William  
 Smith, Mark Andrew  
 Sorensen, Dennis John  
 Spivey, Joseph Russell \*  
 Stump, Warren Randall +  
 Sullivan, Robert Andrew  
 Thiebaud, Daniel Eric  
 Thomas, Julie Ann  
 Toole, Daniel Patrick  
 Wynn, William Sherman \*

### WARRANT OFFICER CANDIDATE SELECTION BOARD

Enlisted members of the Army and sister services were selected for the Warrant Officer Candidate Course by a board that met in mid-January at Recruiting Command headquarters in Fort Knox, KY. AAAA congratulates the following 31 selectees for the 153A, Rotary Wing Aviator Course:

Boatman, Daniel  
 Curry, Larry  
 Flaherty, Thomas  
 Gasser, Christopher  
 Gates, Tristan  
 Gaytangarner, Nicholas  
 Gelsomino, Michael  
 Grey, Michael  
 Grindstaff, Jesse  
 Hammack, Austin  
 Hodges, Dusty  
 Kiel, Jeffrey  
 McCollum, Andrew  
 Mueller, Chad  
 Nicholas, Christopher  
 Norris, Coleman  
 Ogle, Matthew  
 Oldham, Jonathan

Padilla, Samuel  
 Reed, James  
 Robertson, Andrew  
 Robey, Thomas  
 Robinson, Travis  
 Stafford, Tyler  
 Tanner, Brandon  
 Taylor, Aaron  
 Thomas, James  
 Weaver, Bradley  
 Whitlock, Corey  
 Wiggins, Daniel  
 Wilkerson, Jamie

### 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, AL. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

#### 87 Officers, Jan. 13

##### IERW AH-64D Track

LT Cody Killmer - DG  
 WO1 Daniel D. Huck - DG  
 WO1 John C. McIlwain - HG  
 WO1 Jared P. Morris - HG  
 WO1 Randall D. Peterson - HG  
 WO1 Jason O. Bostic  
 WO1 Kyle R. Caspersen  
 WO1 Pamela Coleman  
 WO1 Christopher A. Coussens  
 LT Alfred Cross  
 WO1 Ronnie W. Francis  
 LT Joseph Fuller  
 LT Benjamin A. Hansen  
 WO1 Stephen K. Hill  
 CW2 Sean R. Keller \*  
 WO1 Scott M. Lester  
 WO1 Shane T. Loyd \*  
 WO1 Ryan G. Muller \*  
 WO1 David A. Parry  
 WO1 Byron N. PreJean  
 WO1 Leonard J. Vidalez  
 WO1 Caleb J. Wilkes

##### IERW UH-60 Track, CLASS 10-12

LT Byron L. Critchfield \* - DG  
 WO1 Joe S. Aultman - DG  
 LT William A. Eggers \* - HG  
 LT Ashley R. Olds \* - HG  
 CPT Timothy F. Simmons - HG  
 WO1 Brian P. Rotante - HG  
 WO1 Anthony S. Anderson  
 LT Andrew J. Blik \*

LT Ryan K. Cantini  
 LT Joshua R. Castillo \*  
 LT Steven F. Dodson  
 LT Brian P. Dunphy \*  
 LT Daniel D. Hockstedler  
 WO1 Collin B. Hornaday  
 LT Matthew M. Kalin \*  
 LT Joshua B. Kassel  
 LT Jhordn Lewis \*  
 WO1 Richard C. Linthicum  
 LT Jay C. McWilliams  
 LT Joshua M. Nelson  
 LT Andrew M. Netzel \*  
 WO1 Dean A. Olson  
 LT Michael B. Pope  
 WO1 Charles M. Rambo  
 LT Kurt Steenbruggen  
 LT Brittany D. Summerhill  
 WO1 Stephen J. Szabo  
 LT Antonio Ureste  
 LT Andres Velazquez  
 WO1 Clint B. Young

##### IERW UH-60 Track, CLASS 10-13

LT Alexander M. Humes \* - DG  
 WO1 Dominic F. Tatro - DG  
 LT Kyle W. Alexander - HG  
 LT Christophoros Athanasopoulos - HG  
 LT Christopher O. Bowen \* - HG  
 LT Michael R. Griffin \* - HG  
 LT Brian K. Alliston  
 LT James M. Bates \*  
 WO1 Alexander C. Brown  
 LT Kevin M. Burns  
 LT Jessie P. Erwin  
 LT Joshua R. Ewing \*  
 LT Christina J. Fenstermaker \*  
 LT Steven A. Floreno  
 LT Anthony G. Gallegos  
 WO1 Michael J. Hawkes  
 WO1 Brian K. Holcombe  
 LT Roosevelt F. James  
 LT Daniel S. Johnson  
 LT Nicholas G. Kanakis \*  
 LT Sarah E. Keil  
 LT Conrad A. Lauer  
 LT William J. Long  
 LT Lena C. Petrilli  
 LT Eric R. Rathbun \*  
 LT Ryan S. Rose  
 LT Gregory S. Stoner \*  
 LT Jacob Veldhouse  
 LT Kevin T. Wood

##### IERW UH-60M Track

LT Joshua A. Nava  
 WO1 Tyler G. Adams  
 WO1 Gregory C. Delgado  
 WO1 Anthony J. Easlick  
 WO1 Joseph P. Tetreault  
 WO1 Jeremi L. Uhrig

#### 57 Officers, Jan. 27

##### IERW CH-47D Track

LT Andrew S. Nestor - DG

WO1 Manuel A. Lacsamana - HG  
 WO1 Chad M. Bayne  
 WO1 Christopher J. Chambers  
 LT Kenneth T. Hilkert  
 LT Kandy Hubbard  
 WO1 Douglas L. Kingsbury  
 LT Joseph A. Perkins  
 LT Andrew Shriber  
 LT Robert S. Taylor

##### IERW CH-47F Track

LT Ronald W. Braasch \* - DG  
 WO1 Joshua D. Weston - DG  
 LT Matthew Q. Cox  
 WO1 Seth E. Dibble  
 WO1 Peter C. Fell \*  
 LT Carlos Martinez  
 LT Forrest Neumann  
 WO1 Dustin H. Schnaible \*

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

LT William I. Warner - DG  
 LT Jesse W. Lansford - HG  
 WO1 Adrienne R. Anderson  
 LT Kristen Gellhaus  
 LT Patrick Gress  
 LT Adam Guay  
 LT Daniel J. Heumann  
 LT Daren S. Knarich \*  
 LT Kevin Lee  
 LT Norborne P. Pittman  
 WO1 Joshua N. Winkler

##### IERW UH-60 Track

LT Savannah Whitt - DG  
 WO1 Kyle R. Livingston - DG  
 LT Frank A. Czerniakowski \* - HG  
 WO1 Aaron T. Gelhaus - HG  
 LT Geoffrey P. Phillips - HG  
 LT Seth A. Vinchattle - HG  
 LT Kyle W. Ammon \*  
 WO1 Eric A. Brown  
 WO1 Nathaniel A. Burklow  
 WO1 Ryan E. Cain  
 LT Sean A. Clement  
 WO1 Thomas B. Elam  
 LT Jacob Gadd  
 LT Joshua Halu \*  
 LT Nathan Herrick  
 LT Robert P. Holmes  
 WO1 Matthew J. Humphrys  
 WO1 Christoher K. Lawrence  
 LT Bryan P. McAlister  
 WO1 Nicholas McReynolds  
 WO1 Nicholas B. Mobley  
 LT Joshua W. O'Kelly  
 LT Terikazu Onoda  
 LT Chris R. Quiocho  
 LT Blake D. Schwartz  
 LT Peter B. Todsden  
 LT Aaron Volbrecht  
 LT Clay D. Woody

DG = Distinguished Graduate

HG = Honor Graduate

\* = AAAA Member

+ = Life Member



### A BUSY FEBRUARY FOR THE HOUSE

Republican Party members with a 63 vote margin in the House are busy configuring to lead the 112th Congress in receiving the 2012 budget from the president, resolving the continuing resolution for the rest of the 2011 fiscal year by Mar. 4, preparing for the extension of the debt ceiling expected to be needed in the Mar. period, and supporting our armed forces by approving a 2011 defense appropriation act to facilitate the essential execution of the 2011 National Defense Authorization Act.

The 111th Congress's not passing any of the 12 appropriations, the looming national debt, and the lack of continuing resolution funding to implement the administration's new financial, health and other regulatory programs are setting the stage for engagement between the two major parties.

### NEW GI BILL TRADEOFFS

On Jan. 4 President Barack Obama signed the Post-9/11 Veterans Educational Assistance Improvement Act of 2010 which laudably corrected many issues with the original 9/11 GI Bill.

Changes crafted during the Dec. lame-duck session of the 111th Congress that were to be within the costs of the original Act, produced a bill that is \$734 million below cost neutral over a 10 year period.

Former Rep. Steve Buyer (R-ID), ranking member of the House Veterans Affairs Committee, observed that improving benefits of some veterans by cutting the benefits of others is one of those things they are always cautious about.

One of the many major improvements is to apply the benefits to gain skills in non-degree instruction such as on-the-job-training, apprenticeships and vocational-technical schools.

A major drawback was the setting of a \$17,500 annual cap for private institution tuition and fees while retaining "The Yellow Ribbon Program" for the school to voluntarily top-up the rest.

Another difficult change, without a grandfather clause, was interruption of the living stipends during semester breaks such as the Christmas holiday.

The White House Press Secretary, Robert Gibbs, told reporters that the administration will work with the Congress to continue improving the bill during 2011. For more information about the Post-GI Bill update that will go into effect on Aug. 1, 2011, go to: <http://www.gibill.va.gov>.

### 2012 DoD BUDGET

On Jan. 6 Secretary of Defense Robert M. Gates announced a number of decisions in the department's reform agenda that are expected to be reflected in the 2012 DoD budget which is going to Congress in mid-Feb. He began in the spring with a search for \$100B in DoD cost efficiencies to be reinvested in higher priority programs. Reportedly, in discussions with the president he then reached an agreement for a reduction in the directed DoD cut of \$150B over five years.



## LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

The 2012 DoD budget of \$553B, instead of the \$566B projected earlier, is to reflect the services use of the \$100B mentioned above: \$70B for modernization and \$28B for higher operational costs, and a \$78B budget reduction over 5 years.

Concurrently, Rep. Howard "Buck" McKeon (R-CA), chairman of the House Armed Services Committee in support of national defense is unhappy with the \$78B cut while Rep. Eric Cantor (R-VA), the House Majority Leader, is maintaining that the military won't be exempt from efforts to slash spending.

With calls for deeper cuts, it is important to recall that in the last two budget years DoD has curtailed or cancelled troubled or excess programs that would have cost more than \$300B.

The \$78B cut includes \$54B of DoD-wide overhead reductions, \$14B for shifts of economic assumptions, \$4B from Joint Strike Fighter savings and an Army and USMC end strength reduction of about 40,000.

### ARMY USE OF DoD BUDGET SAVINGS

The Army will provide improved suicide prevention and substance abuse counseling for soldiers; modernize Abrams tanks, Bradley Fighting Vehicles and Stryker vehicles; and accelerate fielding of the soldier level Army tactical communications network.

In response to command requests, the Army will buy more MC-12 reconnaissance aircraft, accelerate procurement of advanced Gray Eagle unmanned aircraft systems, and begin development of a new vertical unmanned aircraft system to support the Army in the future.

### DoD TRICARE SAVINGS

The 2012 DoD budget will propose reforms to better manage the unaffordable health care costs and impose a modest increase in working age retiree TRICARE fees indexed to adjust for medical inflation to achieve potential savings of \$7B over the next five years.

DoD medical costs have risen in the last ten years from \$19B to \$50B; TRICARE fees have not risen in 15 years. Some working military retirees are alleged to be improperly using TRICARE instead of their company health plans.

The TRICARE fee in question of \$460 per year does not compare favorably with the health care cost of federal workers at around \$5,000 per year. During the last few years Congress has protected the TRICARE community from such changes by refusing to accept them as

part of the DoD budget.

The TMC maintains the previously DoD-proposed TRICARE fees were outside the realm of "modest" and that it is unfair to use the benefits of civilian workers to justify a fee increase for the military.

### ARMY SUICIDE RATE SLOWING

The active duty Army suicide rates which have climbed since 2004 appeared to have reached a turning point in 2010 when compared to the 2009 rate of 162. The Army rate, which was half that of a comparable group of civilians in 2004, has risen to slightly more than the civilian rate. Gen. George W. Casey, the Army Chief of Staff, predicted that the deployment stressor will be reduced by Oct. 2011 when the dwell time between yearlong rotations is increased to the pre-9/11 level of two years.

The huge Army effort of determining the causes of suicides, seeking solutions, providing supporting resources, and working with the whole Army to prevent these losses continues.

### TMC SUPPORTS RENEWAL OF BILLS

The Military Coalition is supporting Congress members' reopening popular bills in the 112th Congress that were pushed to the side and cancelled at the end of the turbulent 2010 lame-duck session.

Examples include Rep. Joe Wilson (D-SC) introducing H.R. 178 to repeal the Survivor Benefit Plan/Dependency Indemnity Compensation (SBP/DIC) offset and Rep. Sanford Bishop (D-GA) introducing H.R. 333 supporting full concurrent receipt of disability and retirement pay for veterans.

### FUNDING DISCONNECT BETWEEN CHAMBERS

As a belt-tightening measure, the 112th Congress Republicans changed the rules to fund new programs with a "cut-as-you-go" approach. This method is more restrictive than the former "pay-as-you-go" practice still used in the Senate which may find bill payers by altering the tax code or simply increasing the budget. As a result the House may have difficulty finding bill payers by cutting funds from existing programs which are acceptable to the Senate.

This difficulty may complicate the House's ability to find funds for the programs recommended by the TMC.



# 

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

### Aviation Center Chapter



**Mr. James M. "CJ" Inglis**, a senior military analyst assigned with the U.S. Army Medical Evacuation Proponency Directorate at Fort Rucker, AL, is presented the Bronze Order of St. Michael by the director, COL Robert D. Mitchell on Nov. 19, 2010. Inglis was recognized for more than 30 years of military and civil service in support of Army Aviation and the Army Medical Department.

### Mid-Atlantic Chapter



**CW4 (Ret.) Andrew A. Toussaint** is presented a Bronze Order of St. Michael by (from right) Mr. Edward C. Thomas, deputy to the commanding general, U.S. Army Communications-Electronics Life Cycle Management Command (CECOM), LTC (Ret.) Edward L. Carnes, AAAA Mid-Atlantic Chapter president, and Mrs. Kit Roache, chapter secretary. Toussaint was recognized on Nov. 24, 2010 at CECOM headquarters, Aberdeen Proving Grounds, MD, for his outstanding support to the Army Aviation community while serving as Thomas' executive officer.

### Mount Rainier Chapter



**LTC Anthony P. Bolante**, aeromedical evacuation officer for the 66th Theater Aviation Command, is presented a Bronze Order of St. Michael by 66th TAC commander, COL Stephen G. Kent, at Joint Base Lewis-McChord, WA on Dec. 4, 2010. Bolante was recognized on the occasion of his change of duty for meritorious service in Army aviation positions of increasing responsibility over the past 23 years. He will assume responsibilities as commander of the 122nd Public Affairs Operations Center, 96th Troop Command, Washington Army National Guard, Tacoma, WA.

## AAAA Chapter News



### Aviation Center Chapter

The AAAA Aviation Center Chapter, Fort Rucker, AL president, Robert Carter (center) presents certificates of outstanding achievement to the Installation Noncommissioned Officer (NCO) and Soldier of the Quarter on December 3, 2010 during a ceremony at the Army Aviation Museum on Fort Rucker. Fort Rucker NCO of the quarter is **SSG James W. Borchardt** (left), assigned to the Fort Rucker Noncommissioned Officer's Academy; and the Fort Rucker Soldier of the quarter is **SPC Jamar F. Harris**, assigned as a clerk in the 1st Bn., 223rd Avn. Regt. S-1.



## Announcing The 2011 Army Aviation Hall of Fame Inductees

To be presented during the AAAA Annual Professional Forum and Exposition, April 17–20, 2011, Nashville, Tennessee:



**COL Patrick G. Forrester**

**SP5 Steven B. Hook**

**LTG Anthony R. Jones**

**LTC Hugh L. Mills Jr.**

**BG Edward J. Sinclair**

**CSM Buford Thomas Jr.**



Now is the time to submit your nominations for the 2012 induction into the Army Aviation Hall of Fame.

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

Nominations must be received in the AAAA National Office on or before May 1, 2011.

AAAA National Office – 755 Main Street, Suite 4D, Monroe, CT 06468-2830



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

## NEW MEMBERS

### Air Assault Chapter

SFC William E. Baker  
LTC Walter Duke Jr.  
CW4 Jason A. Fauth  
CW4 Charles Haseltine  
CW4 Jeffrey T. Kimm  
CW4 Timothy LeMaster, Ret.  
CPT Anthony B. Pankuch

### Aloha Chapter

SFC Grady D. Kyle III  
1LT Hayden Piscal  
CW4 Joseph Bryant Roland  
MAJ Joseph O. Tolentino  
SFC Gary Jeffrey Williams

### America's 1st Coast Chapter

MAJ William E. Temple V  
**Armadillo Chapter**  
LTC Fred Derrek Hryhorchuk  
CW4 Paul Kyle Paradis

### Aviation Center Chapter

Jerry A. Clarke  
CW4 Douglas Ray Goins  
Elvin Keith Gunter  
CAPT Guenter Koenig  
CW2 Robert Todd McVickar  
Paul John Patin  
MSG Jeffrey Allen Roth  
1SG William E. Self Jr.  
CW3 Joshua Sims  
LTC David Skinner  
MAJ Derek Allen Smith  
Gerald G. Smith  
CW3 Cameron Stone

### Bavarian Chapter

CW4 Joel E. Anderson, USAR  
CSM John Philip  
Sundermann

### Big Red One Chapter

CW4 Ronald Porter

### Black Knights Chapter

CDT Omar M. Alens  
CDT Mark A. Anderson  
CDT Michael Arcangelo  
CDT James O. Bailey  
CDT Kevin R. Bennett  
CDT Scott E. Betancourt  
CDT Sean E. Boniface  
CDT Robert M. Brooks  
CDT Stacie M. Burak  
CDT Robert J. Caraccilo  
CDT Jake J. Chaput  
CDT Michael J. Chiaia  
CDT Kasandra A. Clark  
CDT Reese H. Conrow  
CDT Steven J. Convery  
CDT Travis W. Corker  
CDT Zachary D. Daker  
CDT Jessica E. Davis  
CDT Timothy J. Davis  
CDT Angela M. Deger  
CDT Kyle P. Ditonto  
CDT Zachary T. Dugger  
CDT Taylor S. Durling  
CDT Ronald J. Edwards  
CDT Michael D. Eoute  
CDT Colin J. Farmer  
CDT Spencer Feliciano-Lyons  
CDT Chloe M. Flores  
CDT Marcus E. Fowler  
CDT Thomas G. Fowler  
CDT Kenneth A. Friede  
CDT Marc D. Fryt

CDT Daniel L. Garcia  
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CDT James A. Gleason  
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CDT Michael J. Kalik  
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CDT Benjamin S. King  
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CDT Casey R. Thome  
CDT Aaron J. Trobee  
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CDT Matthew C. Vane  
CDT Abram J. Wathen  
CDT Kenneth P. Wigboldy  
CDT Benjamin S. Wynia  
CDT Logan M. Wyszynski  
CDT Dustin M. Yates  
CDT Robert W. Zauche

### Cedar Rapids Chapter

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### Central Florida Chapter

Ms. Cynthia K. Adams

### Colonial Virginia Chapter

PV2 Joshua Parker Walden

### Connecticut Chapter

Lynn Coakley

Greg Monahan

F. Scott Tuck

Richard G. Williams

### Corpus Christi Chapter

Mark A. Velazquez  
**Empire Chapter**  
CW5 Michael L. Zanghi  
**Greater Chicago Chapter**  
SSG William A. Jacobs  
**Griffin Chapter**  
CW4 James R. Dowdy  
MAJ Dan Lawrence Isabell  
1SG Arthur P. Schriener  
**Idaho Snake River Chapter**  
SPC Zane R. Brown  
SSG Crystal Cantrell  
CPT Bryan Madden  
SGT Kyle B. Pearl  
SPC Jacob B. Sam  
**Jack H. Dibrell/Alamo Chapter**  
SFC Michael R. Faulk  
Roger S. Paugh  
1LT Samuel Joseph Scallon  
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CW2 Derrick Lorenzo Gray  
2LT Daniel F. Huckaby  
CDT Brent R. LaChance  
MAJ Lawrence G. Wedekind  
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Joseph Cerrata  
CW4 Joseph Witmer  
**Land of Lincoln Chapter**  
CW4 Mike Maroon  
**Lindbergh Chapter**  
Stephen E. Dickens  
CW4 Scott Wiley  
**Magnolia Chapter**  
MAJ Ian Shearer, Ret.  
**Mid-Atlantic Chapter**  
1SG Wayne C. Bard  
LTC Brent Finemore  
**Morning Calm Chapter**  
MAJ Richard D. Frank  
CW3 Joshua Wayne Howe  
LTC Mark Schiller Levine  
1LT Daniel Seamus Spratt  
**Mount Rainier Chapter**  
SSG Melinda E. Heikkinen  
1SG Mark D. Logan  
SFC Greg Sullivan  
**Narragansett Bay Chapter**  
CDT John A. Gomber  
**North Country Chapter**  
SGT Armando Saria  
**Northern Lights Chapter**  
MAJ Michael S. Mendenhall  
1LT Travis James Payne  
MAJ William Taylor  
**Phantom Corps Chapter**  
Larry Hood  
COL Kevin B. Smith  
**Ragin' Cajun Chapter**  
SSG Sean Powers  
SFC Jose M. Soto  
**Rio Grande Chapter**  
CW2 John W. Sowers  
**Savannah Chapter**  
SGT Zackery Kain Blansett  
CW3 Gregory Allen Laurence  
2LT Joseph Randall Newton  
CW3 Craig Root  
SGT Joshua Landon Still  
**Southern California Chapter**  
CPT Marco Acevedo  
Kevin Brabec

Elizabeth D. Iversen  
**Tennessee Valley Chapter**  
COL Jesse L. Barber  
Gary Birchfield  
Barry Blackmon  
Jason Gilchrist Blaxton  
SFC Daniel Campbell  
SFC Anthony Cervizzi  
2LT Jason Charlton  
Jose A. DeJesus  
Paul D. Dunbar  
Kaitlyn G. Erickson  
Keith Harbin  
Chad Andrew Hellums  
Leslie Ann Hyatt  
Patrick A. Lewis  
MAJ Virginia C. McDougall  
Amanda Medley  
CW5 Tim A. Parker, Ret.  
COL Steve Pelley  
CPT Matthew O. Peterson  
MSG Chris Redd  
Jason Rios  
Dr. Dawn M. Sabados  
Dennis G. Sparks  
Sherman Spencer  
Charlie C. Starling  
CW5 Achille J. Tartaglia Jr.  
MAJ Johnny Taylor II  
LTC Mark M. Vaughn  
Donald Wilbourn  
Mike Wiley  
MSG Terry R. Williams, USAR  
Ferne Wlodarski  
Troy Zeidman  
**Thunder Mountain Chapter**  
SFC Michael Diets  
MAJ Adam P. Reynolds  
**Voodoo Chapter**  
PFC Michael Paul Kahrs  
PFC Douglas J. Lecompte  
SSG Aaron Mahnke  
SSG John F. Nottingham  
SGT Darrel Lee Plants  
SSG Edward J. Thorn, III  
**Washington-Potomac Chapter**  
CPT Bridget Byrnes  
MAJ Owen Cheney  
Mr. David Myers  
Ms. Janel E. Shatzer  
**Wright Brothers Chapter**  
COL Alfred C. Faber, Jr.  
**Zia Chapter**  
MAJ Daniel Ryan Bartlett  
**No Chapter Affiliation**  
CW4 Michael D. Ballagh  
1SG David Biester  
SFC Rusty Lee Borders  
Grant Broom  
Jason Brown  
Glenn Ronald Currie, Sr.  
COL Edwin J. Den Beste  
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MAJ Matt Jonkey  
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PFC Constance B. Morrison  
SGT Joshua Pace  
LTC Robin Ray Smith  
SGT Patrick Blake Strahan  
Debra Taylor  
Zachary C. Turman  
1LT Trevor Weaver

### Lost members as of 013111

Help AAAA locate a lost member and receive a one month extension to your membership!

SSG Jacob Royal Alvey  
SPC Bobo Aye  
2LT Michael R. Boos  
SFC Eugene T. Bordelon  
CW3 Patrick F. Boudreaux  
SSG Randall W. Broyles  
WO1 Jeremy A. Cabatingan  
2LT Kitto R. Clinton  
SPC Jeremy S. Corley  
SPC Alistair J. Coyte  
SPC Eric R. Cunningham  
John Davis  
1SG Edward A. Dossett  
2LT Michael A. Echevarria  
2LT Jeffrey L. Epps  
SFC Victor Estrada  
WO1 Benjamin A. Falk  
Jeremy D.J. Fox  
CPT Eric R. Fritz  
2LT Melissa F. Fuller  
WO1 Steven M. Gibson  
WO1 Thomas P. Gorgeny  
Mr. Parker Griffith  
SPC Miguel Guzman Jr.  
SSG Dave P. Hamette  
PFC Nicholas Herring  
Mr. Brian A. Johnson  
WO1 Jeffrey L. Jones  
CDT Manuel A. Ledezma-Vera  
CDT Edward J. Leo  
WO1 Maggie R. Leturno  
SPC Rudy W. Littles  
BG Anne F. Macdonald  
PFC McRay Mark  
1SG Robert A. McConnell  
SGT Christopher McNeil  
CPL Lionel F. Mercader-Allen  
Michael Morrow  
Sean Muckleroy  
2LT Matthew J. Murray  
Mr. Don Orfield  
WO1 Robert D. Patrick  
SGM David R. Paul  
WO1 Jason T. Read  
SPC Joshua A. Robertson  
SGT Melanie K. Roling  
SFC Troy R. Rutz  
SSG Luis G. Saca  
Raymond E. Schwartz  
WO1 Lael L. Smith  
SGM John D. Soper Sr.  
COL William W. Stevenson, Ret.  
WO1 Arturo J. Terrasa  
SGT Marion Emmett Tucker  
SGT Wayne A. Williams  
LTC Robert A. Willis  
1LT Andrew T. Yakulis



# AAAA News



## NEW ORDER OF ST. MICHAEL RECIPIENTS

### SILVER

William J. Leary III  
 CW5 Gary H. Newsom  
 CW4 Robert K. Bonino  
 CW5 Wayne Leon Price, Ret.  
 CSM Rigoberto Hernandez Jr.  
 COL John J. Gallagher III  
 COL Joseph A. Bassani Jr.  
 COL Richard A. Evans  
 CW5 Howard L. Swan  
 COL Paul W. Bricker  
 CW5 Stephen L. Hubbard  
 COL Ronald F. Lewis  
 LTC Thomas McNamara, Ret.  
 COL Jeryl C. Ludowese  
 COL James Michael Simmons  
 CSM Anthony L. Samuels  
 CW5 Jeffrey A. Reichard  
 COL Yvette Kelley  
 COL Melvin J. McLemore, Ret.  
 CW5 Jeffrey W. Perkins  
 COL William W. Braley Sr.  
 CW5 David Duke Russell  
 Allen "Skip" D. Butler  
 BG Raymond P. Palumbo  
 COL Newman D. Shufflebarger  
 Michael E. Sloniker  
 CW5 Richard J. Gregg  
 CW4 Sheri M. Jones  
 CW5 Kenneth D. Roach, Ret.  
 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

LTC Joseph A. Edwards II.  
 David Campbell  
 CW4 Mark C. Mestre  
 MAJ David Broussard

SFC Jerry Vance  
 James Inglis  
 David Clark  
 CW5 Coy Pennington  
 Mark Larrabee  
 SSG Matthew Kinney  
 Jesse Lambert  
 1SG Jeffrey Herzog  
 SFC John O'Donnell  
 1SG Javier Garcia  
 Anthony Lascano  
 Al Sneckenberger  
 MAJ David C. Snow  
 CW3 Norman M. Armstrong  
 SFC Leon Black  
 CW3 Jim F. Feugate  
 CPT Eric M. Glassman  
 1SG Stephen H. Helton  
 CW3 Darren Hengemuhle  
 SSG Daniel A. Lambarena  
 1SG Anthony Lipitt  
 CPT Charn McAllister  
 SFC Gary W. McDonough  
 CPT Brent J. Pafford  
 MAJ Mathieu Petraitis  
 SFC Carl J. Selby  
 CPT Steven P. Sevigny  
 MAJ John Steen  
 1SG David M. Sweitzer  
 1SG Patricia A. Wahl  
 SSG Joseph A. Wolfe  
 CPT Andrew T. Yakulis  
 CPT William Hancock  
 SGT Joseph J. Huggins  
 MAJ Christopher M. Chung  
 SFC Alfredo Burgos  
 SSG Brandon M. Silk  
 1SG Tommy A. Snow Jr.  
 MAJ Thomas Burke  
 CW4 Scott Slider  
 MSG Rusty D. Rosencrance  
 CW4 John W. Talbot  
 MSG Robert B. Kiely  
 MSG John R. Rhodes  
 1SG Jeremy Wood  
 1SG James S. Halchischick  
 1SG Derek R. Williams  
 1SG Jack A. Dingus  
 CW4 Kris Cornelius  
 CW4 Rodney Hudson  
 CW4 Tyrone Crowder  
 CW3 Nikki L. Sandhoff

### SOLDIER OF THE MONTH

SSG Crystal Cantrell  
 July 2010  
*Idaho Snake River Chapter*

SGT Kyle B. Pearl  
 October 2010  
*Idaho Snake River Chapter*

SGT Armando Saria  
 October 2010  
*North Country Chapter*

### ACES

1SG John R. Keim Jr. Ret.  
*Delaware Valley Chapter*

### NEW CHAPTER OFFICERS

**Aviation Center Chapter**  
 CPT Lisa Shouse, Secretary

**Black Knights Chapter**  
 MAJ Casey Martinez, Secretary

**Morning Calm Chapter**  
 CSM Leeford Cain, Senior Vice President; LTC Erik Gilbert, VP Morning Calm North; MAJ Richard Frank, Secretary; MAJ Charles Zimmerman, VP Programs

**Mount Rainier Chapter**  
 COL Mike Courts, VP Scholarships; Flynn Spears, VP Civilian Affairs; CW5 Teresa Burgess, VP Reserve Component Affairs; 1SG Mark Logan, VP Enlisted Affairs

**Rio Grande Chapter**  
 CW4 Tony Johnson, Senior Vice President; CW2 John Sowers, Treasurer

**Stonewall Jackson Chapter**  
 LTC Alva L. Pace, Ret., Secretary; LTC Neal Edmonds, Senior Vice President; CW3 Jonathan Lindley, VP Membership; CW2 Joshua Martin, VP Programs  
 CPT James Sheldon, Treasurer

### NEW LIFETIME MEMBERS

BG John C. Bahnsen, Ret.  
 GEN Bryan D. Brown, Ret.  
 Steven E. Dickens  
 CW4 George Kegl, Ret.  
 David J. Kinney  
 LTC Bruce Mauldin, Ret.  
 COL Philip K. Miller  
 MAJ Jennifer A. Phelps  
 Donald Wilbourn

### NEW INDUSTRY MEMBERS

Air Rescue Systems Corporation  
 Ancra International  
 Calculex, Inc.  
 IEE, Inc.  
 K-Con, Inc.  
 Oxley, Inc.  
 Q4 Services LLC  
 Specmat Technologies Inc.  
 Will brook Solutions, Inc.

### IN MEMORIAM

COL Elton T. Gordon Jr., Ret.  
 COL J.Y. Hammack, Ret.  
 Daneil J. Stelzer

### AAAA SFI Scholarship Donors



AAAA recognizes the generosity of the following individuals who have donated over the past quarter. Contributions can be made online at [www.quad-a.org](http://www.quad-a.org) or mailed into AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468.

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

## UPCOMING EVENTS

### MARCH 2011

Mar 5-8 Heli-Expo 2011, Orlando, FL

### APRIL 2011

Apr 17-20 AAAA Annual Professional Forum & Exposition, Nashville, TN

### MAY 2011

May 3-5 AHS Annual Forum & Technology Display, Virginia Beach, VA

### JUNE 2011

June 20-22 AAAA Fixed Wing Professional Forum, Huntsville, AL

### JULY 2011

July 5-10 VHPA National Annual 28th Reunion, Orlando, FL

### AUGUST 2011

Aug 16-19 AUUSI's Unmanned Systems NA, Washington, DC  
Aug 27-29 NGAUS 133rd General Conference, Milwaukee, WI

## ARMY AVIATION UPCOMING SPECIAL FOCUS:



### March/April

- AAAA Annual Professional Forum and Exposition, April 17 - 20, Nashville, TN
- 2010 Photo Contest Winners



### May

- Reserve/Guard Aviation Update
- Annual Professional Forum & Exposition Recap

Contact: **Bob Lachowski**  
Advertising Director Tel: (203) 268-2450 x 131



## 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 \_\_\_\_\_ PEBD(mmddyyyy) \_\_\_\_\_

Address \_\_\_\_\_ Date Birth (mmddyyyy) \_\_\_\_\_

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

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☐ 3 Yrs \$111 ☐ 5 Yrs \$185

**PLEASE NOTE:** Effective 1 January 2011 the monthly USAWOA NEWSLINER will be delivered electronically. If you wish a paper copy via mail please check here ☐ and include an additional \$12 per year with your dues payment.

☐ Check or Money Order for dues is enclosed, made out to "AAAA".  
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### CHAPTER AFFILIATIONS (Check one)

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

Applicant's Signature and Date \_\_\_\_\_ Optional Sponsor or Recruiter (rank & name) \_\_\_\_\_  
Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)



# Art's Attic

By Mark Albertson

*Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done 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

FEBRUARY 1985

### ANOTHER MILESTONE FOR THE CHINOOK

The CH-47D Modernization Program reached another fielding milestone when the "D" model arrived at Ft. Bragg, NC. Fielding has been concluded at Ft.

Campbell, KY and continues at Ft. Stewart, GA. Fielding is scheduled for Ft. Lewis, WA in June. Thus far, 90 CH-47Ds have logged 26,000 flight hours, while achieving a 74 percent mission capable rate.



In a marvelous demonstration of versatility, four CH-47s, equipped with additional fuel tanks, flew 1,470 nautical miles on just two refuelings. The flight plan required lift off from Ft. Campbell for touch down at Palmerola Air Base in Honduras. Palmerola is located 5 miles south of

Comayagua, which is home to the oldest clock in the New World; a Moorish-built time-piece donated to the city by Philip II of Spain.

### FATHER AND SON

1LT Scott McConnell recently received his RW aviator wings. Presenter was his proud father, COL Lewis J. McConnell (ret). The elder McConnell was a member of the first graduating class from Ft. Rucker, January 29, 1955.



### AAAA MEMBERSHIP

On January 1, 1961, AAAA membership totaled 5,682 members. On January 15, 1986, AAAA membership rolls were as follows: Military membership: Generals, 135; Colonels, 729; LTCs, 1,270; Majors, 1,305; Captains, 1,691; LTs, 1,309; WOs, 3,058 and Enlisted (E1-E9), 2,038. Dept. of Army Civilians, 2,303. Total: 13,838.

Civilian membership: Industry (individual), 1,370; Industry (corporate), 1,412; Foreign, 332 and other, 7. Total: 3,121.

Total membership: 16,959. Totals reflect a nearly 300 percent increase in AAAA membership in 25 years.



## 50 YEARS AGO

FEBRUARY 1960

### PARACHUTE DROPS

In early December, U.S. Army Aviation Board tested the M4 High-Speed Air Delivery Container. Tests were conducted at the Army Quartermaster Research and

Engineering Field Evaluation Agency Airborne System Test Facility in Yuma, AZ.

Objectives included analysis of in-flight release of containers, behavior of same during descent and level of trajectory at various speeds. Twelve para-drops from 250 feet were conducted. Speeds ranged from 200-249 knots. Aircraft, AO-1 type. Container weights ranged from 370 to 670 pounds. Results of the tests were considered successful.

**Addendum:** Tests were conducted on the M4 container at the Marine Corps Landing Force Development Center, Quantico, VA, December 1961.

Test aircraft were the A4D Skyhawk and FJ-4B Fury.

High-speed in-flight releases were attempted.

Containers were found to pitch and yaw uncomfortably close to the underside of the test aircraft.

Further tests were terminated.



### MILESTONE

CWO Ralph M. Fitch, Jr., is believed to be the first aviator to log 1,000 hours in the H-37 Mojave. Fitch is attached to the 1st Aviation Company out of Ft. Benning, GA. He is a 13-year veteran whose previous duties included missile retrievals at White Sands and island-hopping flights at Eniwetok in the Marshall Islands Group. CWO Fitch has amassed some 4,500 hours of flight time.

**Addendum:** In 1974, the U.S. Government changed its official spelling of Eniwetok to Eniwetak in deference to the Marshall Islanders and their pronunciation of the name of the atoll. During World War II, the 22nd Marine Regiment and the 106th Infantry Regiment wrested Eniwetak Atoll from the clutches of the Japanese, February 17-23, 1944.





# 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 JOHN C. BAHNSEN, JR., RETIRED** ARMY AVIATION HALL OF FAME 2007 INDUCTION

Retired BG John C. "Doc" Bahnsen Jr. graduated from the U.S. Military Academy with a commission in the Armor branch in 1956. Following airborne training and his basic Armor officer course, he became an Army aviator in 1957. In due course, Bahnsen became rated in both fixed wing and rotary wing aircraft, culminating in his transition into the new AH-1G Cobra gunship in 1968. The combination of Bahnsen with the Cobra became one of the most lethal weapons systems of the Vietnam War. He had the uncanny ability to be where the enemy least expected him to be, finding and killing them, then looking for more.

Bahnsen exploited that instinctive sixth sense with a combat effectiveness that knew no peers.

He did multiple combat tours where his 24/7 presence and leadership carved out new thresholds of aviation combat effectiveness, almost beyond emulation or replication by his peers in combat.

His awards and decorations included the Distinguished Service Cross, five Silver Stars, four Legions of Merit, three Distinguished Flying Crosses, the Bronze Star Medal with three Valor devices, two Purple Hearts, the Meritorious Service Medal; 50 Air Medals, three with Valor devices; and the three Army Commendation Medals, one for Valor.

He had his own mortality reminders and left several Cobra helicopters for recovery with extensive combat damage.

A warfighter with the warrior ethos, Bahnsen was always, always on the attack-attack-attack. His tactics, techniques, practices and procedures literally re-wrote the book on the fly for future Army aviators to seize and surge to even higher levels of combat effectiveness.

No citation can really capture the incredible career of "Doc" Bahnsen, and his way-out-there stretching of one's career possibilities in Army aviation.





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