OCT2011 COVER_Cover1rev1.qxd 10/7/2011 2:28 PM Page 1

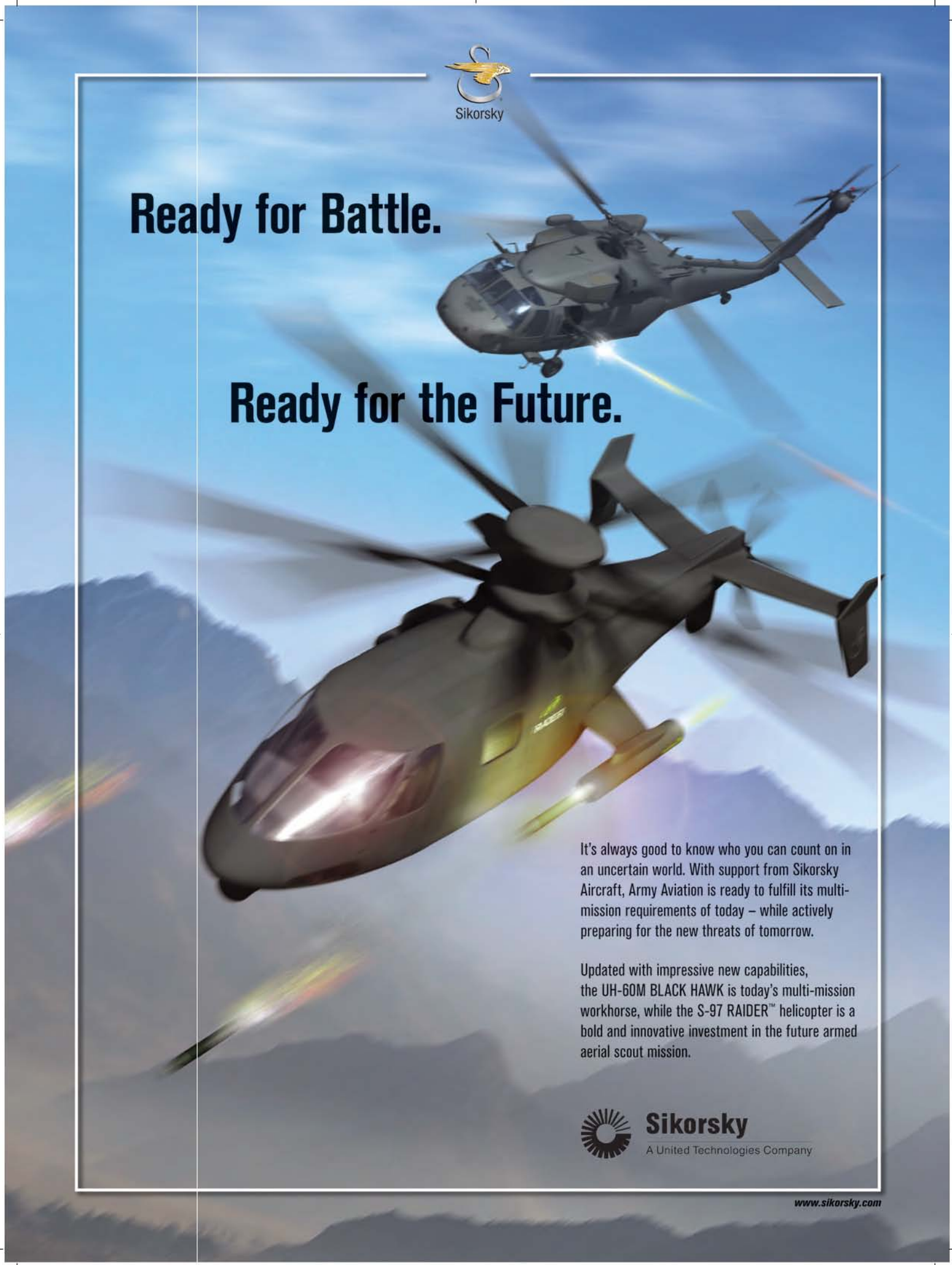
ARMY AVIATION

SUPPORTING THE U.S. ARMY AVIATION SOLDIER AND FAMILY

OCTOBER 31, 2011 $4.00

Rockwell Collins
Building trust every day

OCT 11 Section 1_June04.qxd 10/7/2011 1:24 PM Page 2



Contents

October 31, 2011, Vol. 60 No. 10

SPECIAL FOCUS

Aircraft Survivability

Aircraft Maintenance

FEATURES

DEPARTMENTS

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

OCT 11 Section 1_June04.qxd 10/7/2011 2:33 PM Page 4

ARMYAVIATION

Publisher
William R. Harris, Jr.

Associate Publisher
COL (Ret.) Daniel L. Ball

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

Director of Design & Production
Anne H. Ewing

Contributing Editor
Mark Albertson

Family Readiness Editor
Judy Konitzer

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

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

Web Address
www.quad-a.org

Editorial Address
755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870

ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – The advanced situational awareness capabilities of the Rockwell Collins display solutions for the UH-60 include "brownout" hover symbology, digital map, and battlefield graphics. Future enhancements for hostile fire indication, synthetic vision, and terrain awareness/warning will increase mission effectiveness and survivability in the Army's Utility Helicopter fleet. A common UH-60 cockpit – from pilot-vehicle interface to training – delivers the highest value over the life cycle. Learn more at www.rockwellcollins.com/rotarywing. *Caption provided by the advertiser.*

DEPARTMENT OF DEFENSE PHOTO BY SSG JIM GREENHILL

Briefings ...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

End of an Era and a New Beginning

U.S. ARMY PHOTO BY AMY WALKER

MG Randolph P. Strong, U.S. Army Communications and Electronics Life Cycle Management Command (CECOM) commanding general, (second right) helped fold the American flag during the Fort Monmouth final retreat ceremony at Cowan Park, Fort Monmouth N.J. on Sept. 15, 2011. Beginning in 1917 as a Signal Corps training facility and radio research and development laboratory called "Camp Little Silver," the post gave birth to the first tactical radios, telephones, and message systems for Soldiers, through its capstone accomplishment in leading the digitization of the tactical Army, to include Army Aviation.

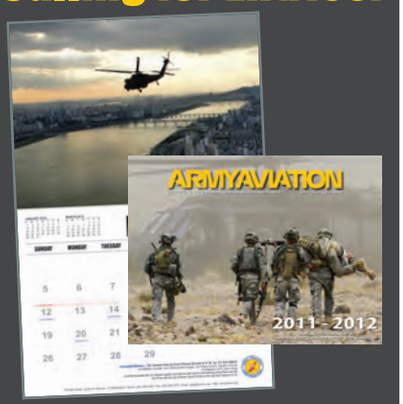
U.S. ARMY PHOTO BY AMY WALKER

While the 2005 Base Realignment And Closure (BRAC) Act closed Fort Monmouth, it also gave birth to the Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) Center of Excellence at Aberdeen Proving Ground (APG), MD. As part of the BRAC implementation, the functions of six C4ISR Materiel Enterprise organizations that once called Fort Monmouth home were consolidated at APG by moving 4,806 employee positions, 117 laboratories and 100,000 pieces of equipment and furniture all without interrupting support to Soldiers.

Military Retiree Pay Dates Change

Paydays for military retirees and those who receive portions of retired pay are changing as the Defense Finance and Accounting Service changes its pay schedule to comply with the 2011 National Defense Authorization Act. The 2011 NDAA requires military retiree pay to be processed on the first day of the month. When that day falls on a weekend or national holiday, the pay date is moved to the previous business day. This year, payments scheduled for Oct. 3, 2011 were issued on Sept. 30, 2011 and payments normally scheduled for Jan. 3, 2012, will be issued on Dec. 30, 2011. For the calendar year 2011, this means military retirees will receive 13 rather than the normal 12 payments. The 13th payday on Dec. 30 falls within the 2011 tax year, which could affect the tax liability of some retirees and those who receive portions of their retired pay. Check with a tax advisor, the Internal Revenue Service or your state tax authority. For tax year 2012 and beyond, retirees will receive their normal 12 payments. This change affects regular retired pay, concurrent retirement and disability pay and combat related special compensation; it also applies to retiree allotments, garnishments and court-ordered former spouse and child support payments. It does not affect annuity payments.

Photo Contest
Calling for Entries!



Winning entries will be published in the 2012-2013 AAAA Calendar and ARMY AVIATION Magazine
12 cash prizes will be awarded.
1st place ($500), 2nd ($300),
3rd ($200), 4th (100, and
eight honorable mentions ($50).
Visit www.quad-a.org for complete rules and entry forms.

AAAA National Awards

Nominations Open!
Suspense January 1, 2012
Go online to **www.quad-a.org** for more AAAA Awards details.

OCT 11 Section 1_June04.qxd 10/7/2011 1:24 PM Page 5

DRS
DEFENSE SOLUTIONS

Ready to Fly!

Introducing the flight-tested
GS205 Targeting System
- the smallest, lightest weight, fully environmentally qualified stabilized targeting system on the market.

Bring off-the-shelf targeting capability to small airborne and ground platforms, today!

- Providing high quality, long range imagery in a seven-pound, 5.5-inch-diameter package.
- Featuring DRS' 640x480 Micro-Integrated Detector Cooler Assembly
- Coupled with a dual-color, eye-safe laser rangefinder/laser designator and high resolution color TV imager
- Offering day/night reconnaissance, surveillance and target acquisition capabilities
- Also available with a 17-micron, 640x480, uncooled long wave thermal imager for situations complicated by battlefield obscurants

Designed and manufactured by DRS Sensors & Targeting Systems in Cypress, Calif., the flight-proven GS205 offers targeting capability for all laser-guided weapons.

A DRS Defense Solutions product.

To learn more about the GS205, visit us online at www.drs-ds.com or contact marketing@drs-ds.com.

Your Mission... *Our Commitment*

OCT 11 Section 1_June04.qxd 10/7/2011 2:34 PM Page 6

Picking Up the OPTEMPO

By LTG (Ret.) Dan Petrosky

We are heading into our busy season at AAAA with three events over the next few months. We are also engaged daily with putting together the AAAA Annual Forum; and will continue to visit our chapters.

We will be sponsoring the Luther G. Jones Professional Aviation Forum at Corpus Christi Army Depot October 25-27 and look forward to joining CCAD as they celebrate their 50th Anniversary. Today's CCAD team continues to produce remarkable results during Aviation's high OPTEMPO. It is always a great opportunity to visit CCAD and the folks that do so much do for our Army.

We hope to see you in Huntsville, AL November 14-17 for the Aircraft Survivability Professional Forum. This has always been an outstanding venue for Aviation Warfighters.

And finally, we will be hosting the Unmanned Aircraft Systems Professional Forum in Crystal City, VA December 14-19. Please see the web site for registration details.

All these events have yielded tangible results over the years for supporting our soldiers in harm's way.

We get research and development, training and doctrine, operators, and acquisition folks in the same room at the same time to work real world solutions.

While we have been organizing these events, the leadership team has been out visiting chapters. Our National VP Membership, CW5 Mark Grapin, and I attended the Aloha Chapter officer professional development and reception for the CH-47F Unit Equipping Ceremony. There is no doubt that the chapter has embraced not only its active duty members but also fully integrated the Hawaii Army National Guard members.

PHOTO BY LTC BRIAN WATKINS, 25TH CAB

LTG (Ret.) Dan Petrosky, AAAA President, responds to a question posed by COL Frank Tate, 25th Cbt. Avn. Bde. commander and Aloha Chapter president, during an officer professional development session at the Pacific Aviation Museum on Ford Island, Hawaii, Sept. 8.

We received a couple of suggestions; to re-vitalize the AAAA GEN Howze Gunnery Award and the possibility of AAAA recognizing outstanding medical personnel who are not authorized a flight status yet, but who continue to serve aboard Army aircraft. Our awards committee is coordinating with Fort Rucker to determine the way ahead.

We also visited the Tennessee Valley Chapter, our largest chapter, last month. They have done an outstanding job of involving the local community and particularly the local political leadership. Specifically, they planned and executed a visit by Fort Campbell Aviation families of deployed soldiers to Huntsville.

This event was co-sponsored by AAAA, the Huntsville and Madison City mayors and civic leaders, and the chapter. The event consisted of tours of the city, lunch, and other family friendly events designed by the AMCOM Chaplain.

They not only were well received by the aviation families but also made local newspaper headlines and TV news coverage. This event truly met the intent of taking care of our Aviation Soldiers and their Families.

Other chapters should at least consider similar events. I encourage you to contact Gary Nenninger, the chapter president, and his team to get more details at *gary.nenninger@l-3com.com.*

Speaking of chapters, we are about to start sending our chapter leaders the lists of their members that are 30 days away from renewing their memberships.We'd like for the chapter's VP for Membership to reach out directly to their members and make sure your needs are being met on both the local and national level.

Let us know how we can serve you better.

❖❖

LTG (Ret.) Dan Petrosky, President

Statement of Ownership, Management, And Circulation (Required by PS Form 3526)

Title of publication: Army Aviation (ISSN 0004-2480). Date of filing: September 15, 2011. Frequency of issue: Monthly, except April and September (10). Annual subscription price: $30.00. Location of known office of publication: 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Location of headquarters or general business office of the publisher: Same. Publisher: William R. Harris, Jr., 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Editor in Chief: William R. Harris, Jr. Owner: Army Aviation Publications, Inc. (AAPI), 755 Main Street, Suite 4D, Monroe, CT 06468. Known bondholders, mortgagees, and other security holders owning or holding 1% or more of the total amount of bonds, mortgages or other securities: None. The average no. of copies each issue during the preceding 12 months, and the actual number of copies of the issue published nearest to the filing date (latter appears in parenthesis) were: a. Total No. copies (Net Press Run): 18711 (18917) (1); b. Paid Circulation: (1) Sales through dealers, carriers, street vendors, and counter sales: NA (NA).; (2): Paid or Requested Mail Subscriptions NA (NA); c. Total Paid and/or Requested Circulation: 17466 (17707); d. Free distribution by mail: Samples, complimentary, and other free copies: 72 (500); e. Free Distribution Outside the Mail (Carrier or Other Means): N/A (N/A); f. Total Free Distribution (sum of 15D and 15e): 72 (500); g. Total Distribution (sum of 15C and 15f): 17538 (18207); h. Copies Not Distributed 1173 (710); i. total (Sum of 15g and 15h): 18711 (18917); Percent Paid and/or Requested Circulation (15c/15gx100): 99% (93%).

I certify that the statements made by me in this statement and dated October 1, 2011 are correct and complete. William R. Harris Jr., Publisher

OCT 11 Section 1_June04.qxd 10/7/2011 1:24 PM Page 7

More capabilities. More support.

AVIATION SUPPLY CHAIN

MAINTENANCE REPAIR & OVERHAUL

STRUCTURES & SYSTEMS

GOVERNMENT & DEFENSE SERVICES

AAR has more of what government and defense organizations worldwide require — for airlift support, maintenance and modifications, logistics, mobility products and integrated communications. AAR solutions improve readiness and efficiency for critical missions ranging from defense to humanitarian relief.

Agile, reliable and proven, AAR is a vital supplier to government and defense customers.

- *Contact AAR Aircraft Services – Melbourne for complex rotorcraft support and modifications made easy. Experienced military specialists. We bring our hangar to you.*

Visit AAR at Dubai Air Show, 13–17 November.

AAR®
aarcorp.com

OCT 11 Section 1_June04.qxd 10/7/2011 2:12 PM Page 8

"Dirt Foot"

By MG Anthony G. Crutchfield

In this issue, focused on the Branch's aviation maintenance update, I want to start out by noting how I continue to be amazed by the high level of professionalism of our maintainers across all of Army Aviation.

Our maintenance leaders and Soldiers are among the best and brightest the Army has placed on the battlefield, across the institutional Army and the Branch's jewel – Corpus Christi Army Depot (CCAD).

Added to our all volunteer Army, are two groups that offer unique capabilities, experience and flexibility to ensure our Branch continues to meet the high demands placed on us by the Army.

These groups consist of our Department of the Army Civilians (logistics assistance representatives (LARs), engineers, equipment specialists, and logisticians, to name a few) and our civilian contractors, many of which are former military, provided by our industry partners.

With our Soldiers, DACs, and contractors all working in concert to conduct aviation field/sustainment level maintenance and logistics support, it is no wonder why Army aviation remains an invaluable, highly responsive asset to the ground force commander.

It Is Not Time to Close Up the Log Books Yet

We are approaching a decade of persistent conflict and as we move past Iraq and Afghanistan, it is a good time to refocus on the basics. As right as we get things most of the time, we do have a few "issues" with our aircraft maintenance that, if not corrected, could become catastrophic.

Nothing is more basic in maintenance than the phrase "Do it right the First Time (DIRT-FT);" the phrase is prominently posted in quality control (QC) shops all around the Army.

I remember back when I was a lieutenant, we affectionately referred to it as "Dirt Foot."

USAAGC COURTESY PHOTO

Anytime a technical inspector (TI) came back with a log book and directed that one of my platoon maintainers had to do this or that in order to be "signed off," much to the chagrin of the young Soldier that now had to complete the corrective action… me and my platoon sergeant would just look at each other, look back at the Soldier, and say…"Dirt Foot!"

There is nothing more you need to say, no one can be mad about it…the TI is following the regulations and procedures that make our aircrews safe.

Nearly 30 years later, I have learned that while it would be great if everyone would just *do it right the first time*…there is always human error to contend with and maintenance mistakes will be made.

In Aviation, We Don't Always Get a Second Chance

First line supervisors try to ensure maintenance is done right the first time. However, one of the most crucial cogs that we have in the Army Aviation maintenance machine is the TI; these technical specialists are an absolutely invaluable resource.

Whether they are Soldiers, DACs or contractors – their competence and attention to detail is absolutely vital to the mission to ensure our aircraft maintenance is completed to standard before it is handed over to an aircrew; DIRT-FT, we don't always get a second chance.

In August of 2011, I received an out-brief of the findings from an AH-64D crash in Afghanistan.

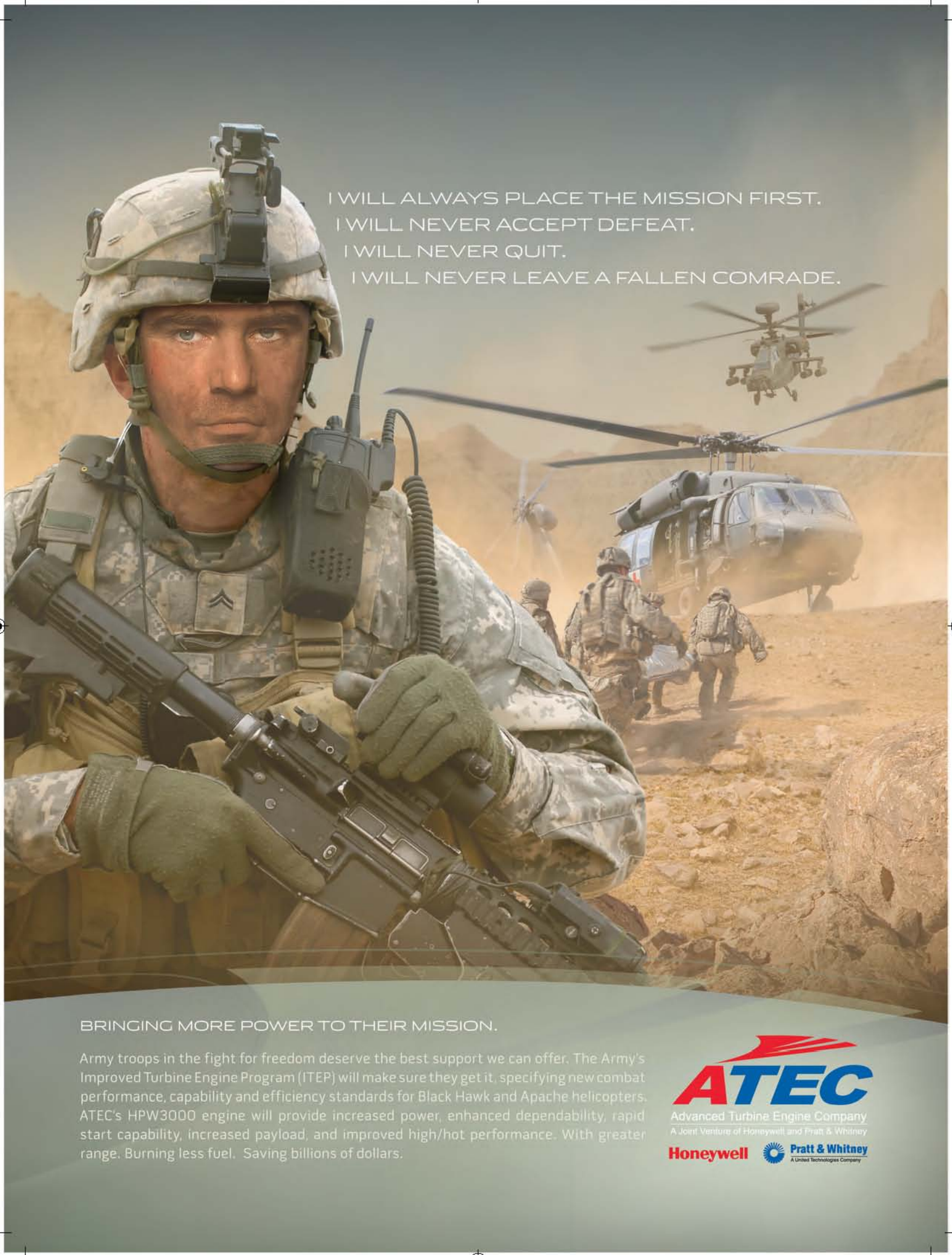
The aircraft, which crashed after a failure of the AH-64's main rotor pitch change (PC) link, sustained nearly $120K worth of damage.

We were fortunate that the aircrew survived the crash.

The finding of the investigation board was that human error caused the mishap.

An unserviceable part, the PC link, was placed back into the supply sys-

OCT 11 Section 1_June04.qxd 10/7/2011 2:12 PM Page 9



USAACE COURTESY PHOTO

BRINGING MORE POWER TO THEIR MISSION.

Army troops in the fight for freedom deserve the best support we can offer. The Army's Improved Turbine Engine Program (ITEP) will make sure they get it, specifying new combat performance, capability and efficiency standards for Black Hawk and Apache helicopters. ATEC's HPW3000 engine will provide increased power, enhanced dependability, rapid start capability, increased payload, and improved high/hot performance. With greater range. Burning less fuel. Saving billions of dollars.

ATEC
Advanced Turbine Engine Company
A Joint Venture of Honeywell and Pratt & Whitney
Honeywell
Pratt & Whitney
A United Technologies Company

OCT 11 Section 1_June04.qxd 10/7/2011 2:14 PM Page 10

tem due to human error and ultimately installed on an aircraft where it failed in flight causing the crew to execute a forced landing.

The system broke down and TIs failed to catch major errors.

That out-brief deeply affected me; we trust in our TIs to catch mistakes – not make them.

So, I asked the Aviation Branch Safety Officer (ABSO), CW5 Ross Morrison, to draft an email to our Army Aviation commanders and maintainers so that they could be on the look-out for similar systemic failures in their formations.

Specifically, I challenged them to ask themselves, their Soldiers and unit leaders the following questions:

1. Are we performing maintenance by the book?
2. If so, are we documenting those actions properly?
3. How do we select, train, and certify our TI's?
4. How do we ensure continuity and oversight for our contract maintenance support?
5. How do we monitor quality control during relief in place/transfer of authority, specifically with respect to stay behind equipment and parts?

Ask yourself these questions now.

The questions need to be asked and answered by the maintainers, Soldiers and Leaders before you hand that aircraft to the aircrew.

How does your formation stack up when you answer those questions fully and honestly?

Our aircrews and the Soldiers we support are all depending on your answers.

I'm not going to break each of the questions down in this forum – I am counting on you, the reader/leader, to do that.

I do, however, want to focus you on question #1.

You cannot proceed to question #2 until you can answer question #1 in the affirmative, with certainty.

Did you instantly answer "Yes?"

Are we performing maintenance by the book?

Are you sure; life and death sure?

Do I really expect Soldiers who have been doing the same maintenance procedure for the last 5, 10, 15 years to have the checklist out and NOT just recall the steps from memory? You bet I do!

Leaders must put actions in place to ensure this happens; not just check the block before we move on to question #2.

We must follow each of the requirements found in our technical manuals, DA Pamphlets, Army Regulations, etc. to properly maintain our aircraft.

This will not 100% guarantee that maintenance is done right the first time, but it sure will help!

The Time to Reflect Is Now

The concepts in the questions I asked you in this article are relatively simple: by the book maintenance, proper documentation of maintenance, the training of our maintainers, continuity and oversight, and quality control.

Were you honest with yourself?

Did you change your answer to any of those questions at any point during this article?

Did you get past question #1, or not?

I am extremely confident that we have the best maintainers and maintenance support in the military but I also know that reinforcing the basics, especially now, 10 years after these wars began, is going to be the key to our continued success as we move forward.

I am proud of what you do and appreciate your hard work and dedication.

Never doubt that your Aviation Branch and Army leaders appreciate your superb efforts, commitment and sacrifices and are doing everything we can to make sure you have the best equipment, best maintenance, best training, best leadership, and best Soldiers in the world in order to complete your mission.

I also know that while no one ever intends to make a mistake, it is a leader's job to ensure that when asked to perform these complex tasks we "Do it right the first time"… remember, we don't always get a second chance!

Above the Best!

❖❖

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

OCT 11 Section 1_June04.qxd 10/7/2011 1:25 PM Page 11

When You're the Target, You Need to Know

Goodrich Laser Warning Systems help to safeguard crews on thousands of military aircraft and ground vehicles worldwide. Alerts are activated precisely when you're targeted by lethal threats like Laser Range Finders, Laser Designators and Laser Beam Rider missiles.

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

right attitude/right approach/right alongside

www.goodrich.com

GOODRICH

OCT 11 Section 1_June04.qxd 10/7/2011 1:25 PM Page 12

The Next Generation Kiowa Warrior for the Next Generation Scout

No doubt, the OH-58 Block II is the right helicopter for our future warfighter. Netting billions of dollars in taxpayer savings, the Block II builds upon the reliable, combat-proven capability of the OH-58D and the advanced technology infusion of the OH-58F to deliver the fastest-fielding, lowest-cost solution available. The Block II's enhancements will cost-effectively bring the increased readiness, high/hot performance and heightened capability our future warriors need to get the job done. The Bell OH-58 Block II. Developed by an American company; built by American workers. *On a Mission.*

© 2011 Bell Helicopter Textron Inc.

OCT 11 Section 1_June04.qxd 10/7/2011 1:25 PM Page 13

Bell Helicopter

A Textron Company

Call 800-FLY-BELL or visit www.bellhelicopter.com to find
the solution that's best for your mission-specific needs.

OCT 11 Section 1_June04.qxd 10/7/2011 2:15 PM Page 14

Warrant Officer Promotions

By CW5 Michael L. Reese

The promotion rates for warrant officers last month signified another reminder to the force of how the Army is in the onset of a transitional period.

Although difficult, competitive promotion rates are necessary to ensure the health of the branch where ideally the best are rewarded for continued service at higher pay grades.

Our system is not one that is designed for every officer to be promoted but is one that every officer has the opportunity to be competitive; this month I will focus on *promotions*.

There were several indicators pointing toward a decline in promotions this year which included; realignment of board dates, change in selective continuation policy for CW4s, reinstatement of time in grade for CW2 and CW3; and increased emphasis on professional military education (PME).

With all of these factors considered the primary cause for the sharp decrease of selection rates for all grades is the over-strength warrant officer personnel status.

As of June 2011, CW5s were at 131% strength and CW4s at 112%, this coupled with the increased number of zone eligible officers had a significant effect on this year's rates.

To prepare for boards we must understand that competitive boards are a shift towards normalcy and the extremely high selection rates over the previous ten years were the anomaly.

Additionally, preparation for promotion begins upon first duty assignment where timeliness of pilot in command (PIC) status, tracking, and performance of key additional duties determine potential.

Individual responsibilities such as maintaining the Officer Record Brief, DA photos, and an accurate Official Military Personnel File must be high on each officer's priority list. Maintaining records and attending PME does not ensure promotion however, these are the minimum prerequisites that are expected. The factors providing the greatest chance of advancement are solid Officer Evaluation Reports linked with level of responsibilities.

CW3 Selections

The selection rate for CW3 has stabilized over the last four years averaging about 70% in the primary zone (PZ) and more than 25% above the zone (AZ).

Several approved/impending changes will impact the ability for CW2s to compete for promotion in the future, they are: reduced time at Fort Rucker for flight school due to elimination of training backlog; increased time in grade (TIG) for WO1 (pending); increased time in grade for CW2/CW3 (approved); and increased Mobile Training Teams for the Warrant Officer Advanced Course. TIG extensions are necessary to allow officers adequate time to develop commensurate with rank.

Ideally (when all policies are implemented), a junior warrant officer will be enabled to attain PIC as a senior WO1 or junior CW2 providing the experience to track as a midgrade to senior CW2 and enable the Officer to attend PME at the appropriate time.

The predicted trend for promotion to CW3 is expected to be the same for next year.

CW4 Selections

At 62%, the CW4 pickup rates were 20% lower than last year and nearly 30% from the previous five.

The decrease was due to the aggregate strength of CW4s which has been exacerbated by previous selective continuation (SEL-CON) policies and extremely high selection rates over the last nine years.

Also affecting this year's rates was the larger population of PZ due to expanded zones from several years ago. Policies designed to improve rates are revising SEL-CON policies which have removed automatic continuation in service for CW4s twice non-select and granting constructive credit for Warrant Officer Advanced Course for over 700 officers.

The predicted trend for promotion to CW4 is the same for next year.

CW5 Selections

The sharpest decrease in promotions this year was selection to CW5 which was 25%. This steep decline is directly attributed to the over strength status of CW5s which is 131%; and until the on-hand number of CW5s decreases, selection rates will continue to be low for the foreseeable future.

The management of CW5s rests with Human Resource Command (HRC) which receives assistance/guidance from the Aviation Branch Chief.

There are several issues that have resulted in over strength status that include: imbalance of CW5s in certain MOSs; long term duty assignments at one station; Worldwide Individual Augmentation System (WIAS) taskers; and, a number of CW5s filling non-MTOE/TDA positions.

All of the issues are being worked and each is difficult to manage since each have unique second and third order effects, but within the near future most of the issues will be resolved which should provide a more acceptable promotion rate.

Promotion rates have historically spiked and dipped based upon the "needs of the Army" and the trend for the future is for highly competitive rates.

The onus is on the individual officer to perform at a level that demonstrates potential to work at higher pay grades and the obligation also rests with commanders ensuring officers are appropriately rated. When these basic responsibilities are met, we will ensure the health of the Aviation Branch.

Above the Best!

❖❖

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.

OCT 11 Section 1_June04.qxd 10/7/2011 1:25 PM Page 15

3 for 3

JAGM

JOINT AIR-TO-GROUND MISSILE

TWO PROVEN PARTNERS. ONE UNBEATABLE SYSTEM SOLUTION.

From a superior team comes a superior system solution: Raytheon and Boeing's Joint Air-to-Ground Missile (JAGM). Combining proven, best-in-class technologies backed by unmatched aircraft integration capabilities, JAGM delivers superior warfighting performance, a reduced logistics burden, and lower total lifecycle costs, plus the ability to easily accommodate additional technology capabilities. JAGM: the most affordable, reliable and lowest-risk solution for the U.S. Army, Navy and Marine Corps.

BOEING | Raytheon

www.raytheon.com | Keyword: Jag1

Follow us on:

© 2011 Raytheon Company. All rights reserved.
"Customer Success Is Our Mission" is a registered trademark of Raytheon Company.

Multiple reasons why:

Raytheon and Boeing have teamed to offer the U.S. Army, U.S. Navy and U.S. Marine Corps the most affordable, reliable and lowest-risk solution for the Joint Air-to-Ground Missile (JAGM) requirement.

By combining the respective strengths of Raytheon and Boeing, JAGM delivers benefits that no competitive solution can:

- A single-rocket motor solution that meets all requirements
- Fifth Generation Tri-Mode Seeker decreases cost while increasing reliability and operational advantages to the warfighter
- Uses a combat-proven airframe
- Aircraft integration solutions that optimize platform capabilities and increase warfighter capabilities
- Unerring accuracy in all weather, in all modes of engagement
- Provides fixed and rotary winged aviators with networked line-of-sight and beyond-line-of-sight capabilities

OCT 11 Section 1_June04.qxd 10/7/2011 2:16 PM Page 16

The Next Ten Years

By CSM Tod L. Glidewell

As I write this article, we are preparing to observe the tenth anniversary of September Eleventh and Veterans Day. On September Eleventh, two-thousand and one, many American lives were changed forever when four planes struck the World Trade Center, the Pentagon, and a field in Shanksville, Pennsylvania, escalating the War on Terror.

At that time, our Branch was very busy; little did we know, we would become even busier. As this war escalated, many Soldiers who would choose to fight against those who threaten our way of life were still in high school or had not yet entered the Army. It is those individuals who will lead this branch into the future.

I can assure you that the next ten years will not be like the last ten years. Our success lies in the ability to retain quality individuals who are trained and ready professionals prepared to carry our branch forward into the future with the necessary equipment to complete the mission.

Although much has changed since that day ten years ago, one item has remained constant; a professional all-volunteer force that comprises this branch remains the most requested combat enabler of the ground commander.

As I write this article, we cannot predict the requirements in the coming year in Operation Enduring Freedom or Operation New Dawn.

However, no matter the result, I believe that the demand for Army Aviation will remain constant no matter where we pursue the War on Terrorism or conduct operations in support of Homeland Security and Disaster relief.

Changes In The Foreseeable Future

First and foremost, we are only as good as our people. This means that Soldiers need to care for each other and ensure no one is left behind. Leaders should also be taking care of their Soldiers.

U.S. ARMY PHOTO, FT. RUCKER, AL PAO

CSM Patrick J. Laidlaw (center), Army Capabilities Integration Center Directorate, U.S. Army Aviation Center of Excellence (USAACE), and his wife, Alexandrea, are congratulated by Aviation Branch command sergeant major, Tod L. Glidewell, on the occasion of his retirement after 35 years of service during a ceremony at Fort Rucker, AL on June 23. Laidlaw, whose previous assignments included Corps of Cadets CSM, U.S. Military Academy, West Point, NY; 11th Avn. Regt. CSM in Operation Iraqi Freedom 1; and 2nd Squadron, 6th Cavalry Regt. CSM, is one of only two Aviation command sergeants major to have ever held a three star general officer-level nominative position.

In my opinion, the most important factor is taking care of your "three to six," meaning the three to six Soldiers that every leader is directly responsible for in their formation.

Simply, it starts at the team leader level where each leader is directly responsible for three to six Soldiers that directly report to them and rises to the division commander level, which typically consists of three to six brigade commanders.

If we each hold our three to six Soldiers responsible and accountable for their actions, standards, and discipline of their subordinates then the unit should run smoothly. However, sometimes bad things happen in good units.

Monitoring trends provides indicators that reveal it is time to reevaluate the ways of conducting business.

Good leaders lead in combat and garrison. The lost art occurs when Leaders do not hold their three to six Soldiers accountable, micro-manage, or strip away authority at home station.

Bottom line, take care of your Soldiers and ensure they are mentally and physically fit to perform the mission and lead our Army in the future.

Priorities For The Next Fiscal Year

The Commanding General has made enlisted training a primary focus during this next year. We have completed a review of enlisted training and have taken a hard look at what we can improve.

We will continue modernization of our programs of instruction (POI), but POIs are only valuable if customer feedback is received. I request that if

OCT 11 Section 1_June04.qxd 10/7/2011 2:19 PM Page 17

you have not visited your Branch school houses then I challenge you to do so, especially USAALS, which is not business as usual.

I can guarantee you that most commanders have never been to Fort Eustis and most CSMs last visited the area during their Advanced NCOES course. We need your feedback and help to improve the product we are producing for your formations.

Balanced MOSs and ASIs

All indications are that retention will surely change as we move forward into this next year. Soldiers will be considered based on time remaining requirements and needs of the Army based on military occupational skills (MOS).

Recent trends in reenlistment and the economy have enabled our branch to retain Soldiers at a higher than average level. Although we have retained experience which has greatly increased mission effectiveness, it has hurt promotions and upward mobility.

As a result, we have several MOSs over-strength and the Branch has been looking at ways to re-class or cross-level Aviation Soldiers and reinvest their knowledge and experience within the Branch.

We recently worked hand-in-hand with Human Resources Command (HRC) to voluntarily re-class approximately 30 NCOs into the 15E MOS for the coming year and may look at it as an option for following year as well. Our goal was to move sorely needed quality control, maintenance, and aviation safety experience into a new field while providing upward mobility for those in the MOS being vacated.

We are closely monitoring our additional skill identifier (ASI) population as well; especially the N1 associated with the 15T, 15U and 68W MOSs.

Mobile training teams and resident courses have trained the authorized population very well over the last few years and resulted in the ASI becoming over-populated. As a Branch, we need to manage this population closely and when individuals are promoted or moved out of a valid position, they need to remove the ASI. If not, we will lose available training seats and possibly the course like we did the Safety NCO Course.

During this next fiscal year, we have zero active duty positions for the 15U and one for the 15T next year; components 2 and 3 have been reduced as well.

CSM Stidley is working to reinstitute the Safety NCO Course, as we have plenty of slots available for survival, evasion, resistance and escape (SERE) training. Rather than go in-depth into these topics at this time, I will leave the SERE and the Safety NCO course for future articles.

Continuing Transformation

During the next decade we will continue to transform moving from the current formations to the Full Spectrum Combat Aviation Brigade (CAB) and current heavy CABs with Gray Eagle UAS capability.

As our brigades continue to evolve in manned/unmanned teaming and gunnery, the added capability will bring new potential and demand, while providing leaders with an unparalleled situational awareness.

This new capability will provide a reconnaissance, surveillance and target acquisition (RSTA) ability to every division that we have pioneered over the last few decades.

You can expect continued growth of unmanned aircraft systems (UAS) MOSs to meet the current authorized and growing future requirements.

The 15W MOS is projected to grow and become one of the largest MOSs within our Branch.
The 15E MOS will experience plenty of growth over the next few years as well and both MOSs will provide opportunities for Soldiers in over-strength MOSs to re-class.

We need to ensure that, just as we did when we fielded the Gray Eagle companies and the Full Spectrum CABs, we are capturing the lessons learned and tactics, techniques and procedures (TTPs).

21st CAV is ramping up to ensure we are doing this and that the knowledge is reinvested into our formations and schoolhouse.

I believe the future is still very bright; however, as I stated when I took this job two years ago, cost is an enemy of Army Aviation.

In an era of declining resources, we must continue to look at our business practices and to deliver highly trained technically and tactically proficient warfighters to our formations.

These individuals must have utmost confidence in their equipment and its ability to safely perform in the environment where our nation's enemy operates.

As we look into the future at the development of Joint Vertical Lift and Joint Multi-Role, you can expect that we will evolve to a reduced logistical footprint. Common systems, components, and maintenance practices would allow us to merge MOSs and reduce operating costs.

Again, I thank you for everything you do every day for our Soldiers, their families, our civilian workforce, and this Nation.

❖❖

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.

ASK THE BRANCH CSM

Q: ***CSM – what is Quad A doing for the enlisted Soldier?*** A little over a year ago while conducting a visit to USAALS, BG (Ret.) Jim Hesson asked the USAALS deputy, Mark Jones, what we could do to get more enlisted involvement in Quad A. Mr. Jones, having years of experience working with many of our NCOs responded, "most enlisted Soldiers want to know what Quad A does for the enlisted Soldiers."

Well, most of you know what benefits this professional organization provides our Soldiers; however, that doesn't mean Quad A is not listening and looking for new ideas.

These gentlemen along with some special people at Quad A are proud to announce the new post career employment website coming this fall.

The employment website will offer Quad A enlisted members the opportunity to link up with the aviation industry for employment opportunities after their service to our Nation.

Again, a special thanks to Mary Seymour, BG (Ret.) Hesson and the entire team for listening and making this a reality. Read more about this great new program in this edition.

Above the Best
Glidewell

OCT 11 Section 1_June04.qxd 10/7/2011 2:20 PM Page 18

Maintaining the Momentum

By BG William T. Wolf

US ARMY CRSSC COURTESY PHOTO

Fall is a time of change – forests transformed with brilliant hues of orange and gold, the hot, humid days of summer giving way to crisp autumn air and the promise of upcoming holidays and a new year just ahead.

It's also the time of year we traditionally change command at the U.S. Army Combat Readiness/Safety Center, and I'll be handing over responsibilities as commanding general and director of Army safety later this month.

But before I go, I'd like to share how proud I am of the superb job each of you has done for safety during my tenure here.

I came to the USACR/Safety Center just as our Army was making a remarkable turnaround in safety performance.

Between fiscal 2005 and fiscal 2008, accidental fatalities fell nearly 30 percent even as the OPTEMPO in theater hit record highs. That incredible momentum continued into 2009 and 2010, when fatal accidents dropped to their lowest level since September 2001. And while it will be several weeks before fiscal 2011 totals are final, projections show we should be on par with the past two years.

What all of you – our leaders, Soldiers, family members and civilians – have accomplished is something unprecedented in our Army's history: not just simply reducing, but slashing accidental fatalities during a time of war.

We're getting better and better as an Army at engagement and standards enforcement, the two most crucial elements of safety. This is especially true on duty, where we expect double-digit reductions in most accident categories for this fiscal year.

Considering the demands of two separate conflicts and the millions of duty hours performed both in theater and in garrison these past 10 years, that's truly outstanding news.

Off-duty Safety the Biggest Challenge

Off-duty safety remains our biggest challenge – as it has been for almost 40 years – and I encourage you to continue engaging with your Soldiers and their Family members.

It's hard to enforce standards when your Soldiers aren't with you, and that's why we have to continually stress the importance of discipline and the Warrior Ethos during and after the duty day.

Additionally, we must include family members in our safety programs. No one knows a Soldier better than his or her parents or spouse, and they're the best advocates we have for safety off duty.

It all goes back to fostering a holistic safety culture and instilling a safe lifestyle Soldiers carry with them wherever they go and whatever their activity.

Programs Helping to Make a Difference

While people are the most important tool in our safety arsenal, we can't forget about the wonderful programs that have proven effective during the past several years.

Privately owned vehicle and motorcycle crashes remain the number 1 accidental killer of our Soldiers, but we have made tremendous gains with programs like the Motorcycle Mentorship Program, the Motorcycle Progressive Training Model and Remedial Driver's Training.

Commanders have the ultimate responsibility for implementing and growing programs like these, and I ask that you do everything possible to make them succeed.

Continue Engaging the Soldier

Finally, please continue working with your young Soldiers to develop them into tomorrow's safety Leaders.

Not that long ago, safety was a compliance-based, check-the-block requirement that was often viewed as an afterthought rather than a priority.

That mindset is rapidly changing, and we now have a perfect opportunity to make safety a career-long and life-long value for the many thousands of young men and women in our ranks today.

Engage with them, listen to them and learn from them – they are our Army's present and future, and we owe them the safest start possible.

Through a decade of conflict and the hardships of wartime service, each of you has proven there's no force on earth that can match the dedication and integrity of this great Army Team.

We've come a long way because of you, and I look forward to hearing of even more success in the months and years ahead.

It has been an honor and a privilege to serve alongside you, and you have my heartfelt thanks and eternal gratitude for everything you do to keep our Soldiers, families and civilians safe and ready for the fight.

Army Safe is Army Strong!

❖❖

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

Are You A Single Parent?

Families come in all shapes and sizes. So do our life insurance policies.

- ***Low-cost life insurance:***
- Coverage 24/7, on or off duty with **no war, terrorism or area restrictions**
- Supplement your SGLI with AFBA for as low as **$6.50 a month for an additional $100,000 of coverage**
- Emergency death benefit up to **$15,000**, for insured persons, mailed out within 24 hours notice
- **$40,000** family survivor college scholarship*

- **SmartStart Children's Life Insurance**—up to $15,000 of coverage for a single payment of $225
- ***Access to financial services:***
- **Homeowner, auto & property insurance available** through AFI
- Low-cost **home & personal loans** available through 5Star Bank FDIC
- **Free financial planning guide**

AFBA®

Call or visit us online for a personalized quote
(800) 776-2322 www.afba.com

Insurance products are offered by affiliates of 5Star Financial, LLC. **Insurance underwritten by 5Star Life Insurance Company (Administrative Office - Alexandria, VA).** Some products not available in all states.
* For full scholarship details, visit http://www.afba.com/About-AFBA/About-The-Company/Member-Benefits.aspx

79100

OCT 11 Section 1_June04.qxd 10/7/2011 1:26 PM Page 20

COL Heitkamp
Commander

CW5 Evans
School CWO

CSM Morant
School SGM

Future 151A Aviation Maintenance Officer Application Prerequisites and Training

By CW4 Aaron Hairston and CW5 Jimmie H. Evans

The 151A Aviation Maintenance Officer is the technical and logistical expert within the combat aviation brigade (CAB) who will provide valuable interpretation of regulations, technical manuals, and orders pertaining to aircraft maintenance in Army aviation for subordinates, peers, and CAB commanders.

Commanders and subordinates look to the 151A as a direct line to managing the full scope of Army aviation maintenance assets in rotary- and fixed-wing aircraft.

Noncommissioned officers across 14 different military occupational specialties (MOS) often ask the question of how to become a 151A.

With only three boards per year and a selection rate of five to six fully qualified applicant selections per board, this makes the 151A MOS one of the most challenging MOSs to qualify for.

USAALS COURTESY PHOTO

CW2 Charles Brown mentoring the 151A Warrant Officer Basic Course and 151A Aviation Warrant Officer Advanced Course students. Students from left to right: CW2 Chad Moore, CW3 Michael Peacock, CW3 Keith Lightner, WO1 Jeremiah Still, WO1 Matthew McMillan, WO1 Phillip Shields, CW2 Benjamin Maez, CW2 Adrian Rushton, WO1 Michael Wratchford.

Prerequisites

Applicants will need to set themselves apart from their peers and not only meet the minimum prerequisites.

As of now, the minimum prerequisites for a 151A include:

- be a SGT (E5) or above,
- hold an MOS in CMF 15 (excluding MOS 15P/Q/W),
- work five of the last eight years in CMF 15,
- be a Basic Noncommissioned Officer Course (BNCOC) graduate in a feeder MOS,
- have at least one year of experience as a section chief or supervisor as defined in DA Pam 611-21 with supervisory experience documented in the Noncommissioned Officer's Evaluation Report (NCOER), and
- have less than 12 years of Active Federal Service (AFS) on the date that DA Form 61 is signed.

During the February 2011 Worldwide Aviation Leader Conference (WALC), fellow 151A aviation maintenance officers discussed the requirements for 151A selection.

It was noted that 151A applicants did not currently need a senior warrant officer letter of recommendation in order to submit an application.

The Warrant Officer Training Division with the U.S. Army Aviation Logistics School researched this and found that all other technical warrant officer MOSs require a senior warrant officer letter of recommendation.

Prerequisite Changes

The Warrant Officer Training Division, which trains both the 151A Basic and Advanced Warrant Officer Courses, along with the USAALS Command Warrant Officer, CW5 Jimmie Evans, recommended some changes be made to the minimum prerequisites for a 151A. These recommended changes include:

- hold an MOS in CMF 15 (excluding MOS 15P/Q/W),
- be a SGT (E5) or above and have completed the Advanced Leader Course (ALC) in a feeder MOS,
- have worked five of the last eight years in CMF 15 (excluding MOS 15P/Q/W) and at least three years field experience in a leadership position (for example, platoon sergeant, maintenance sergeant, technical inspector, phase team leader, etc).
- Recruiters, drill sergeants and other non-technical positions are not considered field experience; therefore, one must submit copies of ALL NCOERs.

The preponderance of NCOERs

OCT 11 Section 1_June04.qxd 10/7/2011 2:45 PM Page 21

must endorse outstanding and exceptional duty performance through bullet comments, rater, and senior rater blocking and quantify supervisory experience.

■ All packets must possess a letter of recommendation from a senior 151A Aviation Maintenance Officer or Maintenance Test Pilot (CW3-CW5) who is assigned to the applicant's organization attesting to the applicant's technical and tactical competence.

In organizations where no senior 151A Aviation Maintenance Officer or Maintenance Test Pilot (CW3-CW5) is assigned, a letter of recommendation from an unassigned senior 151A Aviation Maintenance Officer or Maintenance Test Pilot (CW3-CW5) will also meet this requirement.

■ Lastly, an applicant must have less than 12 years of AFS on the date that DA Form 61 is signed.

Strengthening Your Packet

There are additional things potential candidates can do to make their packet stronger and stand out over others.

Soldiers can take that extra step and complete the Airframe and Powerplant (A&P) Program, Federal Aviation Regulation (FAR) Training, Federal Aviation Administration (FAA) Certification, attend a certified Aviation Maintenance School program and study areas such as safety, technical drawings, weight and balance, hydraulics, pneumatics, sheet-metal, composite repair and aviation supply operations.

The subjects covered are what the majority of Soldiers are completing and submitting in their packets.

Therefore, it is recommended that if one is considering becoming a 151A Aviation Maintenance Officer/Technician that they complete one or more of the above subject areas to better themselves and enhance their maintenance career.

The USAALS Warrant Officer Training Division and a majority of the Army's 151As collectively want to ensure commanders in the field can count on and use their maintenance managers.

They want to ensure that when a 151A arrives at a unit that the commander receives a fully qualified and trained Aviation Maintenance Officer who can manage, lead, develop, and coordinate all aspects of aircraft maintenance in Army aviation. The 151As across the Army are making great efforts to make this happen.

Thanks to Major General Anthony G. Crutchfield, Commanding General, U.S. Army Aviation Center of Excellence and CW5 Michael L. Reese, Chief Warrant Officer of the Aviation Branch, for supporting the restructure of the Basic and Advanced Warrant Officer Courses and allowing the 151A to train in those additional areas needed to use their full potential.

The 151A selection requirements are becoming more demanding and rightfully so. The demand on the 151A is becoming more challenging in Aviation Maintenance supporting commanders in order to accomplish the mission.

Are you qualified? Apply and lead in this challenge with Brother 151As!

Support and Sustain, Above the Best!

❖❖

CW4 Aaron Hairston is an instructor/writer and CW5 Jimmie H. Evans the school chief warrant officer of the U.S. Army Aviation Logistics School at Joint Base Langley-Eustis, VA.

OCT 11 Section 1_June04.qxd 10/7/2011 1:26 PM Page 22

Prove It

How will we know which Armed Aerial Scout helicopter is best for the U.S. warfighter? By proving it through robust competition. Let's give the Army real choices with a real competitive flyoff. Our EADS North America AAS-72X is the only twin-engine Scout helicopter that has demonstrated it meets the mission while flying farther, longer and at higher altitudes, including operating at 6,000 feet/95 degrees. Saying you're the best isn't good enough—you need to prove it.

www.ArmedScout.com

AAS
72X

OCT 11 Section 1_June04.qxd 10/7/2011 1:26 PM Page 23

LOCKHEED MARTIN

AMERICAN EUROCOPTER

EADS
NORTH AMERICA

OCT 11 Section 2_June04.qxd 10/7/2011 1:52 PM Page 24

COURTESY OF PMO ASE

Update

By COL John R. Leaphart

SPECIAL FOCUS
AIRCRAFT SURVIVABILITY

"Develop and field world class aircraft survivability systems that maximize the survivability of Army aircraft against a continually evolving threat without degrading combat mission effectiveness."

That is the mission statement for the Army's Project Management Office (PMO) for Aircraft Survivability Equipment (ASE).

Two phrases are critical in defining the trade space that the PMO lives in on a daily basis as we seek to execute the intent of that statement – "maximize the survivability of Army aircraft" and "without degrading combat mission effectiveness."

It is a continual trade of bringing new capability that increases survivability on a platform without impacting the amount of fuel and ammo that platform is able to take into the fight.

There are several guiding principles that help define how we approach that trade space.

The Trade Space

One is moving towards common, modular, self protection systems that can be applied across multiple platforms and accept capability upgrades in a plug and play fashion.

We will also develop technologies that integrate into net-centric systems and emerging operations concepts, allowing the threat data collected by ASE systems to be shared with other platforms and the network.

Future self-protection systems and capabilities will be developed by leveraging technological developments across time as we begin to prepare now for the ASE suite that will exist on the next generation of Army rotary wing aircraft.

Finally we must balance our investment portfolio for in-service and future systems. The intended end state of this is an integrated ASE suite that defeats all threats regardless of airframe or mission.

That's where the fun really begins…Integrated ASE (IASE).

Integrated ASE

The message from the field has been loud and clear – we must integrate the suite of ASE systems that we currently install on Army aircraft.

However, coming to a common definition of integration is problematic. There are multiple definitions and concepts of integration that range from the integration of the individual system onto various platforms to the "one threat, one icon" view.

Ideally, the hardware solution for IASE probably looks like a multi-spectral sensor array controlled by a single processor that has the ability to detect and declare against all threats.

It also has an integrated set of countermeasures controlled by the same processor. However, there are a number of issues that prevent an immediate move to developing this solution.

The Army's investment in the current ASE suite drives us to stay within the existing ASE footprint as much as possible and makes the move to a fully integrated suite of ASE some-

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 27

TACAN+
TACTICAL AIRBORNE NAVIGATION SYSTEM

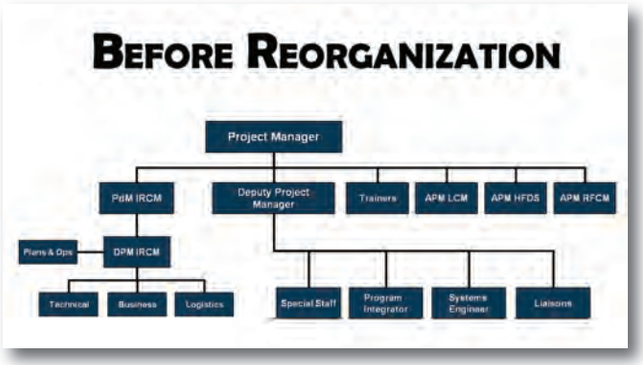
The newly redesigned airborne TACAN+ is always ready for the mission. This powerful 500-watt system features new air-to-air bearing capability, improved tracking algorithms and interfaces to support analog, ARINC 429 and MIL-STD-1553 architecture. Weighing in at only 5.2 lbs, the TACAN+ is tested to rugged military standards and is subjected to Highly Accelerated Stress Screening (HASS) and Highly Accelerated Life Testing (HALT) to achieve maximum system reliability.

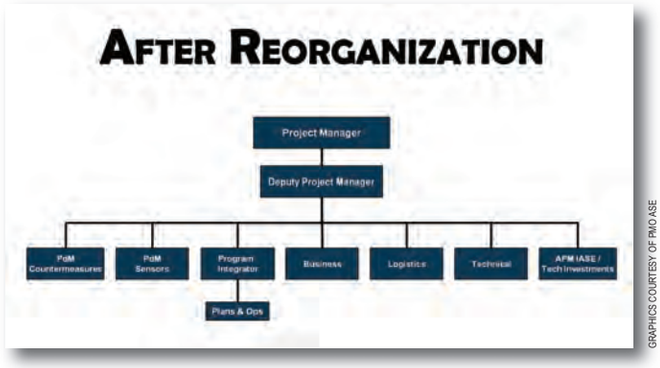
Learn more about the TACAN+ system at www.L-3Avionics.com.

Avionics Systems

L-3com.com

OCT 11 Section 2_June04.qxd 10/7/2011 2:40 PM Page 26





GRAPHICS COURTESY OF PMO ASE

thing we focus on for the next generation aircraft.

So how do we drive integration into the current suite and make systems that were designed to operate independently begin to operate holistically?

Achieving IASE

At PMO ASE, we have defined an integration approach that is driven by four major tenets. The first is *sensor and threat correlation*. By this we mean taking data from a multispectral sensor array and correlating that data to identify the specific system threatening the aircraft.

The second tenet is *suite control*.

This refers to a processing capability that is capable of making decisions based on the threat correlation as to which countermeasure to employ against which threat at the right place on the engagement timeline.

Another driver for integration is taking advantage of opportunities to reduce space, weight, and power (SWAP) on the aircraft by looking for ways to collapse the *processing for multiple systems into a single processor.*

The final tenet for integration is to adapt the current suite of systems to operate in a *Modular Open Systems Architecture (MOSA) environment*, which will enable the existing systems to operate in a holistic fashion so that the output and reaction of multiple individual systems appears to be that of a single system.

Reorganizing

We are also adapting our organizational structure to support this approach. If the ideal for IASE is a multispectral sensor array controlled by a single processor that also cues an integrated suite of countermeasures, then our product line organization ought to reflect that.

Consequently, we are moving away from spectrum focused product offices and moving towards function focused product offices. This helps build the organizational foundation for the future of IASE.

Effective 1 September, 2011, PMO ASE has two product offices, one for sensors and one for countermeasures.

The sensors office has responsibility for all of our sensor systems – the AAR-57 Common Missile Warning System (CMWS), the AVR-2A/B Laser Detector, and the APR-39 Radar Warning Receiver. This office will also have responsibility for our Hostile Fire Detection System (HFDS) efforts since that is largely a sensor fusion effort.

The product office for countermeasures will have the ALQ-212 Advanced Threat Infrared Countermeasure (ATIRCM) and it's follow on, the Common Infrared Countermeasure (CIRCM).

We have also stood up an APM for IASE. That office will be responsible for developing the software, algorithms, and architecture necessary to make our current suite behave like a single system.

At the same time, we are not forgetting about working now to begin development of the fully integrated ASE suite that will go on the next generation of Army aircraft.

We are working hard with the science and technology community to understand what investments we need to make now so that the technology necessary to make the next generation of ASE a success is ready when the aircraft are.

Following the four tenets of integration will yield valuable lessons for the future; and the PMO reorganization will give us the organizational structure necessary to focus our resources, intellectual and fiscal, in the most efficient way possible.

❖❖

COL Russ Leaphart is the U.S. Army project manager for Aircraft Survivability Equipment located in Huntsville, AL.

From Surveillance, to Mission Control, to Target Exploitation

All assets with a single contract to Hawker Beechcraft, you can procure a surveillance equipped King Air 350ER to detect and identify targets, and the lethal AT-6 to prosecute those targets. With Hawker Beechcraft synergy, the complete system is greater than the sum of the individual parts.

LEARN MORE, VISIT HawkerBeechcraft.com
AFRICA, EUROPE & MIDDLE EAST +44 (0)124.523803
ASIA-PACIFIC +852.3756.3755 UNITED STATES & THE AMERICAS +1.316.676.0800

Hawker Beechcraft

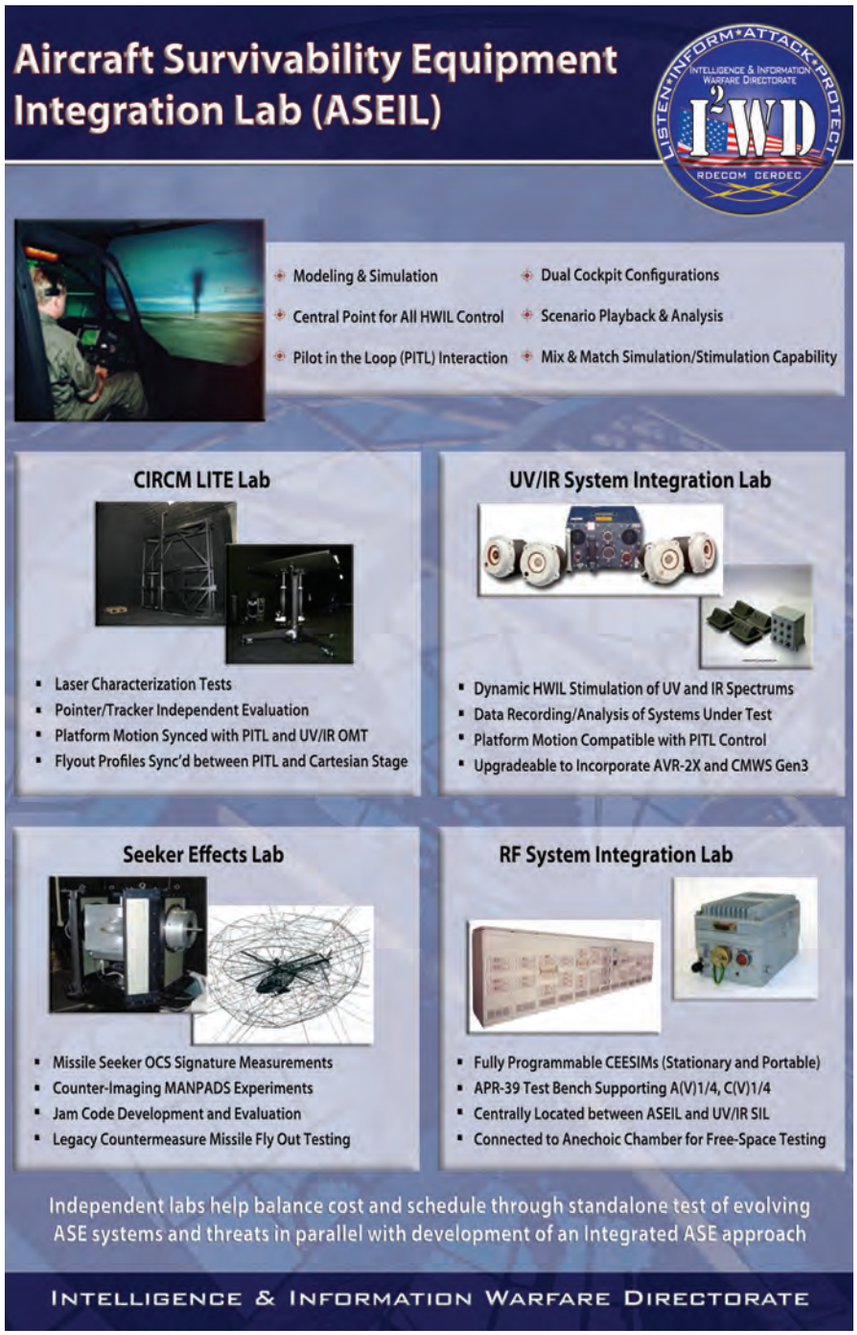
2011 Hawker Beechcraft Corporation. All rights reserved. Hawker and Beechcraft are registered trademarks of Hawker Beechcraft Corporation.

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 28

SPECIAL FOCUS
AIRCRAFT SURVIVABILITY

Evaluating Aircraft Survivability Equipment (ASE) Integration

By Mr. Anthony Lisuzzo, Dr. Leslie Litten, and Mr. Scott Hayward



Traditionally, ASE was developed with requirements for a single spectrum solution. But, even basic threats generally have multiple signatures which are not being leveraged for threat identification and countermeasure selection.

The benefits of onboard integration become more apparent as threats evolve to defeat our single spectrum survivability equipment.

Real time spectral and spatial correlation of multiple threat signatures yields significant improvements to threat identification, pilot warning, and countermeasure cueing.

An excerpt from Project Manager (PM) ASE's brief to AAAA from April 2011 regarding the mission and vision for ASE: "End-state: an integrated ASE suite that defeats all threats regardless of airframe or mission."

As the services and industry bring integrated solutions to the users, the responsibility falls to the testing community to design and develop integrating test methods and standards of evaluating integration.

To support the fielding of integrated ASE solutions, the Intelligence and Information Warfare Directorate (I2WD) and PM, ASE are partnering to develop the Aircraft Survivability Equipment Laboratory (ASEIL) at the Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) Center of Excellence at Aberdeen Proving Grounds in Aberdeen, MD.

"The ASE Integration Laboratory will provide a holistic test and evaluation approach."

"Our lab will increase aircraft survivability by driving today's suite of systems to a common set of highly capable hardware which will enable the defeat of complex threats."

"We are very excited to stand up this capability and build towards being a Center of Excellence," commented Mr.

Tony Lisuzzo, the director of I2WD.

Testing Complex System of Systems

Integration of ASE comes with a distinct set of requirements for system and platform interoperability.

Each aircraft can have different ASE installed spanning multiple versions of radar, laser, and missile warning, or infrared/radio frequency (IR/RF) countermeasures.

Integration software designed to operate under configurations of ASE could have significantly different results than when installed into a platform with different versions of the same basic sensing technologies.

Furthermore, replacing or improving the capabilities of one piece of ASE begins to ripple through an integrated platform affecting the overall survivability.

The basic requirements for integration are to improve confidence in threat identification, decrease time to declare on threats, and select appropriate countermeasures. Traditionally, these requirements have been tested separately in independent test facilities for each piece of ASE under conditions specific to one spectrum.

Integrating ASE requires integration of lab capabilities and having a common testing architecture.

Since each lab capability is relevant to different and sometimes multiple portions of the engagement timeline a top down approach to scenario development and control is required to accommodate hardware in the loop (HWIL) test and evaluation.

The ASEIL will serve as a library for modeling and simulation (M&S) assets that can recreate an entire engagement from flight plan to threat placement(s), countermeasures, and pilot in the loop maneuvers.

While M&S serves as a valuable tool in an overall test plan, I2WD and PM ASE will take the ASEIL one step further by integrating the existing HWIL evaluation laboratories.

The labs at I2WD already provide ASE system evaluation for IR, RF, ultra-violet (UV), and IR warning systems, RF countermeasures, and both expendable and non-expendable IR countermeasure, pilot in the loop aircraft simulators, and even RF ground electronic warfare (EW) assets.

By integrating these labs into a common architecture the capability to conduct end-to-end engagement testing with HWIL will be available to evaluate the capabilities and effects of integrating ASE.

Integrated End to End Testing Benefits

More than one piece of ASE, from sensors to comparators and individual threat warning, to pilot vehicle interface (PVI), to countermeasures, affects the overall survivability of our aircraft when engaged on the battlefield.

Once our platforms are integrated, each of the systems and their interoperability become a greater factor in the chances our pilots and aircraft survive each engagement.

C Currently, to quantify survivability, we rely on technical performance parameters specific to the system under test. However, survivability is the combination of metrics for many interconnected systems. Similarly, it is difficult to equate individual performance measures, such as declaration time or confidence in threat ID, to performance measures of a separate system further down the engagement timeline chain, i.e. countermeasure effectiveness.

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 30

Under the test approach of the ASEIL, the test engineer can adjust test parameters in one HWIL lab by the real time results computed from another location for the same scenario, exponentially increasing the engineering trade space for integrated development and testing.

Beyond simply quantifying integration, the ASEIL will be able to examine change effects, as individual pieces of ASE are upgraded or replaced the relative improvements from one system to the next will magnify gains already made.

For example, incremental improvements to radar warning could pay huge dividends in threat ID and countermeasure selection that would not have been immediately apparent or quantifiable, when coupled with the existing capabilities of laser or missile warning.

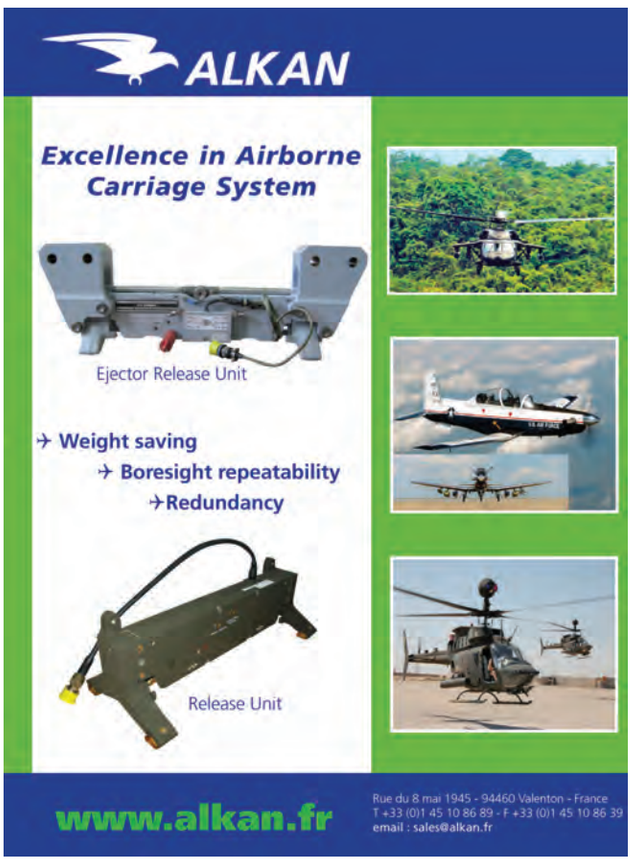
Using an end to end testing approach, the community can evaluate the benefits to previously unrelated survivability gains, such as countermeasure selection and effectiveness.

Integrating the ASE laboratories also provides a central point of modeling and simulation to interface with other war fighter labs and evolutionary programs.

Capabilities of immediate interest for cross organization integration and interoperability would be the Program Executive Office, Command, Control, Computers-Tactical (PEO C3T) Victory program, Future Airborne Capability Environment (FACE), and the Army's Common Operating Environment (COE).

The common operating environments and interfaces being developed can be influenced by evaluating the gains of these efforts relevant to PM, ASE.

The ASEIL can also be used as a test bed for implementation of the Iron Symphony standard for air and ground electronic warfare communications.



How to Quantify Improvements

Translating requirements to real world expectations of a system has been a challenge for many years.

Consider the questions: How will a design decision result in a 5% improvement in survivability? How can it be proven if another system affects the result?

How can the improvement be justified as cost effective? How are multiple tests and test scenarios reconciled to eliminate variables in execution and analysis? Within the integrated test architecture these questions can be answered.

By incorporating each system/subsystem and using simulations and HWIL to examine the effects of each segment of the engagement timeline, we can effectively answer how a change early in the engagement affects the overall engagement outcome, namely the chances that the target survives a threat.

Networking Independent ASE Laboratories

Once the ASEIL is established, investigations into incorporation of outside labs into the architecture will be pursued. Remote labs at Redstone Test Center at Redstone Arsenal in Huntsville, AL, as well as advanced manned flight simulators at Patuxent Naval Air Station, are possibilities.

The true extent of the ability to emulate real world battlefield conditions for the purposes of test have yet to be realized and applied to the goal of testing and evaluating the next generation of integrated survivability.

Conclusion

In order to quantify and examine the capabilities of integrated solutions, I2WD, with the help of PM ASE, is standing up the ASEIL that enables holistic evaluation of new/integrated ASE.

By setting up and integrating multiple HWIL laboratory nodes that work together within a common operating architecture, complex inter-relationships between on board systems and survivability requirements, as a whole, can be evaluated and verified.

The architecture is being designed to incorporate and network additional nodes as they come online within the ASE community.

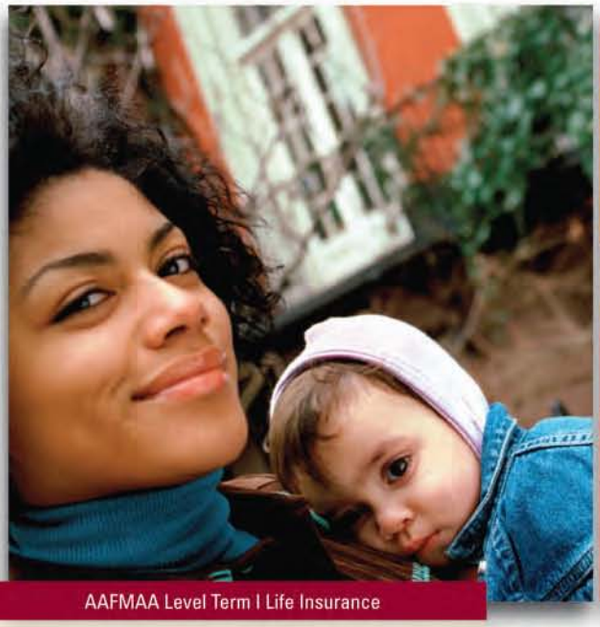
The ongoing efforts of PM ASE and I2WD are the first steps towards achieving a higher level of confidence in our ASE by providing the level of quantifiable metrics our pilots require to adapt and complete their missions across the globe.

❖❖

Mr. Tony Lisuzzo is the director, Dr. Leslie Litten the senior engineer, and Mr. Scott Hayward an electronics engineer with the Intelligence and Information Warfare Directorate (I2WD) of the Communications-Electronics Research, Development and Engineering Center (CERDEC) at Aberdeen Proving Ground, MD.

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 31

Life insurance for service members starting out and those getting out.



AAFMAA Level Term I Life Insurance

Coverage	AAFMAA	SGLI
$400,000	$19.00*	$26.00**
$600,000	$27.00*	N/A

*Monthly premiums shown. Subject to terms and conditions of the policy. Coverage ends at age 50 or 60 based on nicotine use. ** Does not include $1 charge for TSGLI.

AAFMAA Level Term II Life Insurance

$400,000
Follow-On Coverage
10 years, Age 50

AAFMAA	VGLI	
$29*	$144**	$268**
No Increases	Age 50-54	Age 55-59

*Level Term II monthly premium. This is best non-nicotine rate class. Rates may be higher depending on individual health and lifestyle. **Monthly premiums shown

When you plan ahead, plan on AAFMAA being there for you. For new families on tight budgets, our Level Term I low-cost life insurance can save you up to 27% over SGLI. And if you're getting out, our Level Term II policy is a very attractive alternative to VGLI, especially for service members 35 and over. Just look at all the advantages of AAFMAA. The premiums are significantly less. The rates reward good health. Our Membership Coordinators are salaried employees, so there's never a commission. And all our policies come with Survivor Assistance Services. At AAFMAA, we aren't interested in being the biggest.

We simply want to be the best.

Instant
Get a Free Quote
www.aafmaa.com

No war, No aviation, and No terrorist clauses.

Insurance from a name you can trust®... **AAFMAA**

Stability • Reputation • Low Cost • Since 1879

1-877-398-2263 www.aafmaa.com

Army and Air Force Mutual Aid Association, 102 Sheridan Avenue, Fort Myer, VA 22211-1110
The U.S. Government does not sanction, recommend or encourage the sale of this product. Subsidized life insurance may be available from the Federal Government.

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 32

Army Reprogramming Analysis Team:

Adaptive Change

By Mr. Michael J. Crapanzano

SPECIAL FOCUS
AIRCRAFT SURVIVABILITY

ARAT COURTESY PHOTO

The ARAT Warfighter Survivability Software Support Portal (AWSSSP)

2011 has been a year of change for the United States Army; troop reductions in Iraq, increased operational tempo in Afghanistan, and looming cuts in Defense spending.

As we approach 2012, even more change is on the horizon as the Army endeavors to execute its mission requirements within those future budgets. In short, the Army will become more efficient in its use of resources.

The Army Reprogramming Analysis Team (ARAT) program, which marks its 20-year anniversary this fall, is chartered with providing the Army, and system developers, an efficient and effective means of maximizing resources.

In the Beginning

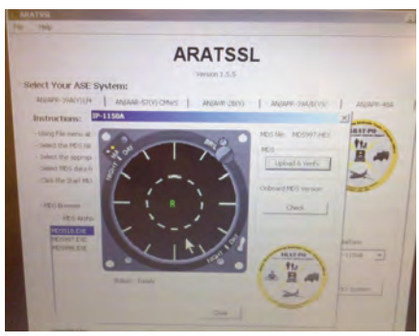
The ARAT was created in 1992 to give the Army a core capability to rapidly respond to changes in threat electronic warfare systems.

The lessons learned by Army Aviation during OPERATION DESERT STORM clearly demonstrated that we had neither a process nor an infrastructure to rapidly modify aircraft survivability equipment (ASE) mission software – the ARAT was formed to fill this capability gap.

Assigned to the Communication Electronics Command's (CECOM) Software Engineering Center (SEC), ARAT's charter was developed and approved by Army Material Command and the Department of the Army.

The ARAT charter established the organizational elements needed to carry out its primary mission of proactively supporting the tactical commander in operations around the globe.

That support is accomplished by a) providing timely warning of a change in the threat environment and that a reprogramming requirement for U.S. systems exists, and b) by rapidly reprogramming and then providing the software and hardware to fielded force protection systems.



ARAT COURTESY PHOTO

Performing software reprogramming via ARAT supplied MLV kit.

Mission Requirements

While the ARAT program provides a unique and distinct capability to commanders, the Soldier in the field is our ultimate customer. As a result, our commitment to them is comprised of five mission requirements:

Reprogramming Infrastructure Development - Develop, establish, and equip a software rapid reprogramming infrastructure capable of responding to threat changes within the time periods specified in Army Regulation 525-15, Software Reprogramming Policy for Electronic Warfare and Target Sensing Systems.

Threat Analysis - Analyze threat data to identify new or changed threat signatures from the Air/Land battlefield that may affect one or more rapidly reprogrammable force protection systems.

System Impact Analysis -Assess the impact of new or changed threat signatures on fielded rapidly reprogrammable force protection systems and make recommendations for hardware, software, and/or tactics changes.

Mission Software Reprogramming - Create and validate new reprogramming mission software to respond to the new or changed threat signatures.

Mission Software Distribution - Provide a communications means to distribute the new reprogramming mission software from CONUS to the fielded force protection system units and supply those units with data entry capabilities (i.e., Mission Loader Verifiers) to install the new reprogramming mission software.

OCT 11 Section 2_June04.qxd 10/7/2011 1:53 PM Page 33

Constantly Changing

Obviously, many things have changed over the last two decades in terms of Army capabilities. So too has the ARAT changed in support of those capabilities.

The ARAT provides the Army an affordable and organic infrastructure that detects, determines, develops and disseminates mission files to Aviation and ground-based force protection systems, such as the Counter Remote Control Improvised Explosive Device (RCIED) Electronic Warfare (CREW).

As the Army develops even more multi-spectral systems, the ARAT will continue to provide a core capability that can quickly adjust to changes in those systems as well as changes in the threat environment.

We continue to refine our processes and infrastructure as we focus on reducing the time required to proactively have mission data available and ready to support mission operations.

Another considerable change to the ARAT was its involvement in the BRAC (Base Realignment and Closure) during 2010. Since the ARAT is part of CECOM, our operations to include the program office, software engineering, and operations center labs moved from Fort Monmouth, New Jersey to Aberdeen Proving Ground (APG), Maryland over the autumn of 2010.

Our relocation requirement was to move without any impact to mission support to Soldiers or their systems' capabilities. The ARAT team executed its transition to APG flawlessly, as evidenced by the majority of our Soldier customers having no idea that we moved.

This organization has and will always put a priority on customer service and providing the best services possible in our support to the soldier.

I believe a recent note I received from a CW3 instructor at the Army TACOPS course sums up the quality of the team supporting ARAT.

"I would like to thank everyone at ARAT for all the support. Absolutely the best organization I am associated with. You provide great products, which I could not safely function without. The amount of user concern applied by everyone I have interacted with at ARAT cannot be found anywhere else associated with the government."

That is a testament to the quality and devotion of the men and women working on the ARAT team in carrying out their mission…and that it equals those of the Soldiers we support.

ARAT COURTESY PHOTO

ARAT's Automated Test Rack utilized for rapid testing of MDS files.

In addition, this was all accomplished while simultaneously continuing to add capabilities such as revised ARAT SSL mission loader capabilities, improvements to the ARAT Warfighter Survivability Software Support Portal (AWSSSP), and the transition of systems to ARAT for support, such as the AN/AAR 57 Common Missile Warning System (CMWS), DUKE V3, and the AN/APR-39C(V)1 Radar Signal Detection Set (RSDS).

As systems and programs of record (POR) are deployed to the field, ARAT will continue to work with program managers and developers with transition strategies that allow the incorporating of those systems within the ARAT's rapid reprogramming process.

Effective Solutions

As with many lessons of history, the more we change the more we stay the same. In 2010 the Army revised several ARAT-governing regulations and doctrinal policies.

These changes drove updated mission requirements as the ARAT role was detailed with expanded support across the electronic warfare spectrum, to include supporting both air and ground force protection and target sensing systems.

As a result, the ARAT revised its charter to align with increased mission demands – to take a state-of-the-art infrastructure to an even greater level of providing effective and efficient capabilities to Soldiers.

Other changes have been less positive. The recent CT10-133 makes it difficult for Soldiers to upload, transport and download MDS data. The ARAT is finding a work-around.

The Way Ahead

As we move into the future, change will continue to affect the Army we support and how we provide that support. At times, the change comes from within. In other times, the reason for change is externally driven.

The one constant of change is how we react individually and as an organization – change can be embraced or resisted. The ARAT has opted to utilize recent and pending changes to accommodate and adjust to change in a manner that allows it to continue its mission while accommodating reducing resources.

This is something that ARAT has done over 20 years…and will continue to do. After all, the ARAT mission is based on changes in both U.S. and threat systems. Our ability to detect, develop and disseminate those changes will continue and broaden over the foreseeable future as the ARAT supports systems working in any part of the electronic spectrum.

The ARAT has several core requirements but only one core responsibility – to give our Soldiers the most capable system we can to assure their mission success and survivability in the battle space….and that will never change.

❖❖

Mike Crapanzano is the chief of the Army Reprogramming Analysis Team and deputy director of the Intelligence, Surveillance, Reconnaissance Directorate of the Communications-Electronics Command Software Engineering Center at Aberdeen Proving Ground, MD.

OCT 11 Section 2_June04.qxd 10/7/2011 1:54 PM Page 34

Getting combat power to the fight – and keeping it flying - is what it's all about.

AMCOM Overview: Supply & Maintenance Support To The Warfighter

By MG James E. Rogers

As we conclude our tenth year of supporting combat operations, AMCOM continues to refine and improve its support to our forces. Like every other organization in our Army, we have changed, grown, and adapted to the demands of war.

Our mission set today includes our traditional role in supporting the development and sustainment of aviation systems, including the crucial repair, overhaul, and production missions performed at our two depots.

But we are doing many other things we didn't do back in 2002. And for those traditional missions, we are working constantly to do them better, faster, and cheaper. In this issue we'll describe how we're accomplishing this.

COL Chris Carlile, commander of ***Corpus Christi Army Depot***, presides over an industrial operation employing 4,000 people. His missions are critical to sustaining our fleet and keeping our aircraft flying.

In addition to overhauling critical aviation components such as blades and engines, his artisans restore crash battle damaged aircraft to mission ready condition.

Over the years, the CCAD team has instilled a culture of Lean manufacturing and management processes into their operations to achieve substantial cost savings and productivity increases. Chris's article will introduce you to the scope of these changes by describing the OH-58D cabin modification program – a completely new way of doing business.

In late 2004, on an experimental basis, AMCOM began managing Ft. Rucker's training fleet sustainment mission, to see if expertise resident in AMCOM could generate improvements in supply and maintenance performance there.

COL Rick Crogan, commander of our ***Aviation Center Logistics Command***, now presides over this very successful operation.

In his article, he will describe how his team is generating increases in throughput of aircraft going through scheduled and unscheduled maintenance – which is enabling USAACE to meet its demanding Flight School XXI training milestones.

This is truly a unique partnership and an example of how smart application of business practices can provide tangible benefits to military operations.

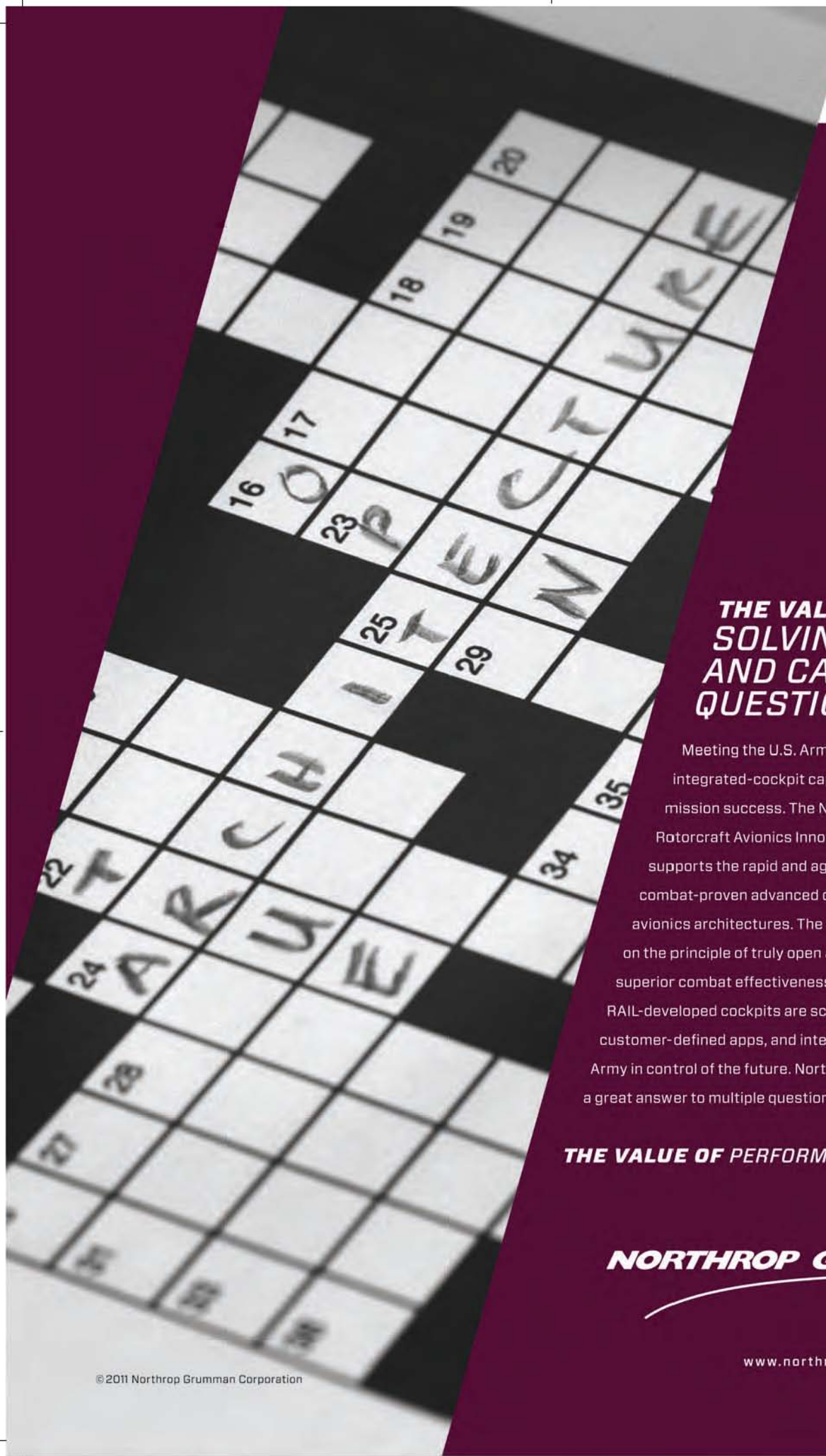
Also in 2004, AMCOM deployed an Aviation Classification Repair Activity Depot (AVCRAD) to Kuwait, to establish a forward repair presence in theater. AMCOM then was assigned four AVCRADs – specialized Army National Guard units that were trained and equipped to provide a depot maintenance capability forward. Since then, all four AVCRADs have rotated Soldiers and commanders into and out of theater, and the footprint covered by them has steadily expanded.

AVCRAD Soldiers now man the ***Theater Aviation Sustainment Maintenance Group*** (TASMG), and they support our deployed forces in Iraq, Afghanistan, and Kuwait.

COL P.J. Cisar, current commander of the TASMG, will introduce you to his team and to the support they are providing, from forward operating bases back to Kuwait.

The last piece of the AMCOM con-

OCT 11 Section 2_June04.qxd 10/7/2011 1:54 PM Page 37



THE VALUE OF SOLVING COST AND CAPABILITY QUESTIONS.

Meeting the U.S. Army's needs for future integrated-cockpit capability is critical to mission success. The Northrop Grumman Rotorcraft Avionics Innovation Lab (RAIL) supports the rapid and agile development of combat-proven advanced cockpits with integrated avionics architectures. The RAIL test bed is built on the principle of truly open architecture to deliver superior combat effectiveness and cost efficiency. RAIL-developed cockpits are scalable, receptive to customer-defined apps, and interoperable — putting the Army in control of the future. Northrop Grumman RAIL: a great answer to multiple questions.

THE VALUE OF *PERFORMANCE.*

NORTHROP GRUMMAN

www.northropgrumman.com/rail

©2011 Northrop Grumman Corporation

OCT 11 Section 2_June04.qxd 10/7/2011 1:54 PM Page 36

COURTESY PHOTO DEFENSE VIDEO IMAGING SYSTEM

The end of the supply chain – we try to make it shorter and faster, every day.

tribution will be provided by Mr. Keith Roberson, a former Deputy Program Manager-Utility who is now the director of AMCOM's ***Integrated Materiel Management Center*** (IMMC).

The IMMC is making some of the most sweeping changes in AMCOM.

Subordinate elements of the IMMC handle our Aviation Reset mission, our Airframe Inspection and Repair (AIM) program, and manage an effort to establish an Aviation Maintenance Enterprise contract.

Mr. Roberson's article will address these initiatives and more, and will include a discussion of how a focus on common standards across all aviation and supply activities will pay dividends for the Army.

I hope you take the time to read about how these separate organizations within AMCOM are making real differences in how we support and sustain our fleet and our Soldiers.

Our challenge will always be to change and adapt to the needs of the Army, and to perform all of our tasks efficiently and effectively.

We look forward to the challenge!

❖❖

MG Jim Rogers is the commanding general of the U.S. Army Aviation & Missile Life Cycle Mangement Command, Redstone Arsenal, AL.

OCT 11 Section 2_June04.qxd 10/7/2011 1:54 PM Page 35

P H A N T O M P R O D U C T S

ARB

AMBER ROTATING BEACONS

Phantom AZL-15™

- 7-10 mile visibility
- Remotely Controllable
- 5-Color Available
- Steady or Flashing
- Overt to Covert Remotely
- Runs on 4 AA Batteries
- .6lbs, 4″x 4″x 3″

BellaBeam® ARB

- 3-5 mile visibility
- Dark Activated Switch Available
- Bi-color Available
- Steady or Flashing
- Runs on 4 AA Batteries
- 6.5″x 1.5″

SEE THEM WORK!

Covert. Tactical. Durable. Phantom.

Phantom Products, Rockledge, FL 32955
PH: 888-533-4968 FX: 888-533-5669 www.phantomlights.com
Made in U.S.A. careers@phantomlights.com

PHANTOM PRODUCTS MADE IN U.S.A. MILITARY LIGHTING

SPECIAL FOCUS
AVIATION MAINTENANCE

Corpus Christi Army Depot Ramps Up

Critical OH-58D Kiowa Warrior

Wartime Replacement Aircraft Program

By COL Christopher B. Carlile

PHOTOGRAPHS BY MS. NICOLE PLASCENCIA, CORPUS CHRISTI ARMY DEPOT PUBLIC AFFAIRS OFFICE.

CCAD's first Wartime Replacement Program OH-58D Kiowa Warrior, nearing completion.

What was thought to be an aircraft of the past is making a much needed resurgence, and in a big way.

Bell Helicopter ended production on the OH-58 Kiowa Warrior (KW) in 1999, but today brand new D-models are headed back to the fight thanks to the Wartime Replacement Aircraft (WRA) program at the Corpus Christi Army Depot (CCAD).

Used extensively in Afghanistan and Iraq, the OH-58 Kiowa Warriors are in short supply due to the previously proposed phase-out and replacement by, initially the RA-66 Comanche, then the Armed Reconnaissance Helicopter, ARH-70 Arapaho, programs that have since been cancelled.

The Army is approved to be at a fleet level of 368 aircraft for the KW.

Increasing the number of 58s is crucial at a time when cost-effective measures are critical to support of the war effort.

WRA is currently funded to replace 42 aircraft to allow the Army to get its Kiowa Warrior fleet back to the sustainable number of 368 units.

CCAD rolled out its first KW cabin in 2009 and first crash battle damage (CBD) aircraft in 2010.

Now, nearly three years later, the Depot is teaming with the KW Program Management Office (PMO) at Redstone Arsenal, in Huntsville, AL to save millions of dollars per aircraft using the WRA.

WRA Phases

The WRA is a four phase program, two of which take place at the Depot.

Phase 1: An OH-58A Model Kiowa is inducted at the Aviation Forward Maintenance Activity (AFMA) site in San Angelo, TX and stripped down. Its parts are harvested and sent back into supply.

Phase 2: Referred to as the Cabin Modification Program; here the aircraft makes it first trip to CCAD.

It's taken and stripped to a bare metal structure and routed through initial pre-shop analysis, cleaning, and stripping, before heading into a final pre-shop analysis (PSA 2), structural repair, and lastly, paint.

Phase 3: The cabin gets inducted at Bell Helicopter in Amarillo, TX.

Bell converts the bare metal cabin into a D-Model configuration.

Once configured, they populate and build it with a new wiring harness and all the items from the roof line down, except Line Replaceable Unit (LRU) type items. Bell does not populate the cockpit or avionics suites, radios, or similar items.

Phase 4: The cabin returns to CCAD for final assembly and population of items not installed by Bell.

Instead of repairing heavily CBD 58s, using the Phase 2 Cabin Modification Program will save nearly half the price of a CBD repair.

Electrician and Afghanistan veteran Brad Crager does rewiring on the first crash battle damaged OH-58 to go through Corpus Christi Army Depot.

After Phase 3, some cabins are stored by the Aviation & Missile Command's Integrated Materiel Management Center, or IMMC, until they are needed.

If there is a severely damaged KW, program managers evaluate and decide if using a Phase 3 cabin might be a better option than repairing the CBD aircraft.

If that's the case, the CBD data plate is removed and the CBD aircraft is scrapped. The data plate is then put on the new 58D.

Since the program began in 2009, CCAD has produced 15 cabins and as of August, eight are at Bell pending return. Bell Helicopter is involved every step of the way.

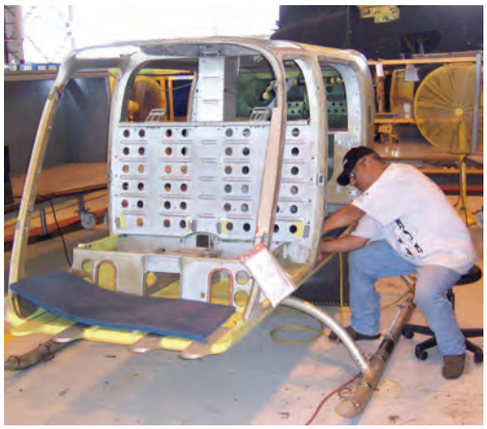
At Rolls-Royce we are proud of our history supporting US Army Aviation. We have a track record of unmatched combat reliability and a proven commitment of support for Army endeavors at home and abroad.

Rolls-Royce strives to provide unrivalled support, reliability and mission critical capability to the fight that is equal to the courage and bravery that Army Aviators and Crews exhibit every day. **Trusted to deliver excellence**

www.rolls-royce.com

Rolls-Royce

OCT 11 Section 2_June04.qxd 10/7/2011 1:55 PM Page 40



An OH-58A cabin being worked on, getting ready to head to Bell Helicopter in Amarillo, TX

The first cabin returned to CCAD Phase 4 will complete final structural modification and assembly by October 1 and final flight test in November.

"The OH-58s are the eyes in the sky that make things happen while keeping ground support troops safe," said retired U.S. Army 1SG Marco Garcia, OH-58 Program Manager Lead at CCAD. Garcia has field combat experience with the Kiowa Warrior and understands the impact it has on the battlefield.

Adding that one of the biggest successes of the program is CCAD's ability to work with the KW PMO, Garcia said, "The relationship between CCAD and the KW PMO is outstanding. We communicate every day. I know what they're doing and they know what I'm doing daily."

Skilled People Key to Success

While communication is a key to fueling the program, CCAD's main advantage in putting the KW back on the map is its skilled workforce. CCAD pulled from their workforce of nearly 6,000 to find prior military OH-58 mechanics replete with hands-on experience.

These artisans were moved to the KW program from different areas of the Depot, ranging from composite shops, mechanics from UH-60s and Apaches, and even one from the cleaning shop.

Two such artisans are Brad Crager and Dale Bower, former U.S. Army soldiers, who now work the OH-58 program at CCAD.

Crager and Bower, along with oth-

A completed OH-58A Cabin awaits shipping to Bell Helicopter in Amarillo, TX

ers, did most of the rewiring, assembly, and component work on the first 58 to go through CCAD. Both worked on 58s in Afghanistan performing daily maintenance at the Forward Area Refueling Point or FARP. Crager refers to the 58 as a little workhorse - "Its combat hours are ridiculous."

According to Army records the Kiowa Warrior has logged more than 600,000 combat hours between Iraq and Afghanistan where it endures not only sandy conditions but snow and high altitudes as well.

According to Army Air Cavalry Squadrons, since 2001, Kiowa Warriors have accounted for 47% of the total reconnaissance and attack aviation platforms, flying more than 52% of total reconnaissance and attack hours in Afghanistan and Iraq.

While the Wartime Replacement Aircraft program is just getting off its feet at CCAD, hangar space is currently being cleared to produce more 58 cabins for these warriors that just won't quit.

"The OH-58 helicopter helps save lives on the battlefield.

Knowing that there is a shortage of OH-58 aircraft at this time, it is my responsibility to help produce as many aircraft as I can in order to support this effort," said Garcia.

❖❖

COL Chris Carlile is the commander of Corpus Christi Army Depot, Corpus Christi, TX.

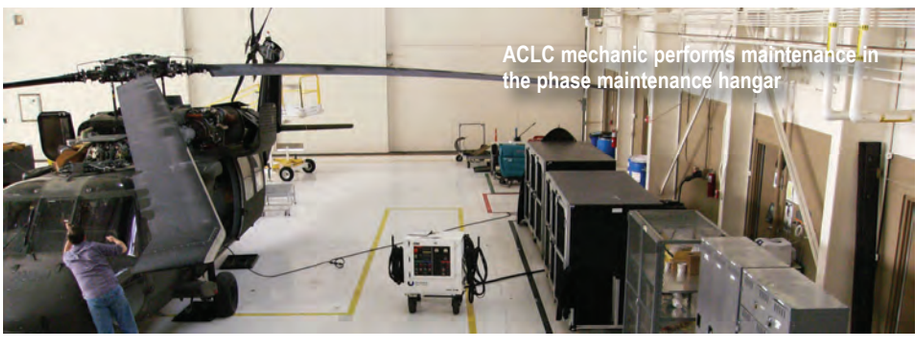
OCT 11 Section 2_June04.qxd 10/7/2011 1:55 PM Page 42

Knox personnel setting up docking station around CH-47.

PHOTO BY AFS COMMUNICATIONS

ACLC: Feeding The Beast... On A Budget

By COL Richard E. Crogan



ACLC mechanic performs maintenance in the phase maintenance hangar

As we enter the second decade of persistent conflict there is one undeniable fact, the appetite for aviation assets and support seems insatiable. This ravenous tendency is easily understandable and must be fed, because Army Aviation exists to support the Soldiers on the ground.

In the past year alone seats in Initial Entry Rotary Wing (IERW) classes have jumped over 15% from 52 students a class to 60 a class. This increase puts extra stress on our aircraft fleet and logistics support operations.

Aviation Center Logistics Command (ACLC) exists to provide the required maintenance and logistics support to make this happen, while still striving to be good stewards of our resources.

Defining the Beast

ACLC is the AMCOM organization tasked with oversight for the largest aviation maintenance support contract in the Army, a 3.2 billion dollar multi-year contract with over 4000 employees supporting five airfields.

ACLC ensures that the aircraft maintenance needs of the U.S. Army Aviation Center of Excellence (USAACE) are conducted in a safe and professional manner while still supporting a cost culture mindset.

An increase of 15% seems small until you realize each of those additional seats in IERW translates to an advanced aircraft (OH-58D, AH-64D, UH-60A/M, CH-47D/F) seat, so there is a ripple effect.

This requires a flexible, adaptive organization that embraces and leads change as opposed to reacting to it.

Properly maintaining a fleet of over 550 aircraft is a very expensive proposition but it also means the potential exists for big savings.

How does ACLC go about simultaneously increasing the aircraft availability numbers, yet gain efficiency and save the Army money?

As counterintuitive as it may seem, you can't do one properly without the others happening as side effects.

Reshaping the Process

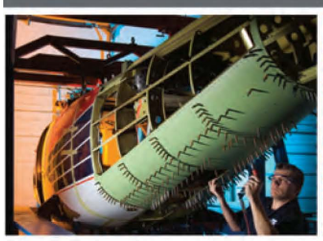
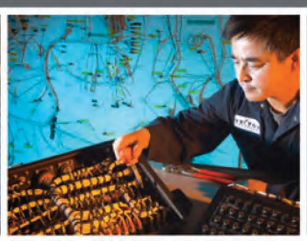
In the last 12 months the United States Army Aviation Center of Excellence eliminated a student pilot training backlog of over 300 officers. This was a gargantuan effort and took a lot of work by everyone at USAACE to make it happen and ACLC is proud to have been part of the accomplishment.

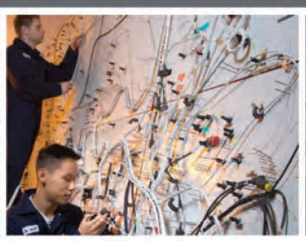
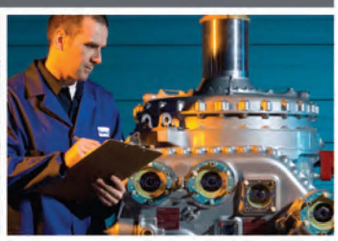
AMCOM's Office of Continuous Improvement provided Lean Six Sigma Black Belts to facilitate the process of Value Stream Mapping Flight School XXI.

ACLC was part of the USAACE

OCT 11 Section 2_June04.qxd 10/7/2011 1:55 PM Page 43

ENGINES • DYNAMIC COMPONENTS • STRUCTURES • AVIONICS

MAINTENANCE
REPAIR
OVERHAUL

24/7
READY TO SERVE AROUND THE WORLD

VECTOR AEROSPACE

TOLL FREE: 1.888.729.2276
WWW.VECTORAEROSPACE.COM

OCT 11 Section 2_June04.qxd 10/7/2011 1:55 PM Page 44

PHOTO BY LISA GEE, AFS COMMUNICATIONS

Aircraft refinishing specialists at Lowe's paint facility, work on blasting the paint off a UH-60A.

Tiger Team that developed a holistic view of every stage of training, from sequencing the arrival of the Officers and Warrant Officers through departure to their first units.

This holistic approach allowed USAACE to identify numerous opportunities for improvement and streamline the process. As a result, units will receive more WO1s and 2LTs than in the past, rather than CW2s and 1LTs who were promoted in flight school.

Achieving Results

ACLC has only been in existence since 2004 and during that time has achieved astounding success, but we're constantly striving for further improvement and increased efficiency. Mission capable (MC) rates have increased from 42% to 75% and non mission capable-supply (NMCS) rates have plummeted from 15% to 3.6%.

During the past three years Flight School XXI numbers have gone from an annual student load of 1,200 to 1,388 for FY11, and for FY12 we project 1,463 - a 23% increase over five years.

To provide the world class support required to make this happen, ACLC and our contractor Army Fleet Support (AFS), has undertaken a multitude of projects using best business practices, including Lean Six Sigma methodology, to gain efficiency, save or avoid spending money, and increase aircraft availability.

Recently the phase maintenance programs were evaluated and after a thorough rework the following benefits were realized:

CH-47 Phase time reduced by 38% to 30 days, resulting in 6 additional aircraft available and a cost avoidance of $103 Million;

UH-60 Phase time reduced by 53% to 25 days, resulting in 8 additional aircraft available and a cost avoidance of $73.5 Million;

AH-64D Phase time reduced by 23% to 16 days, resulting in 4 additional aircraft available and a cost avoidance of $135.6 Million.

The UH-60 project earned a Shingo Award, considered the Nobel Prize equivalent for manufacturing process improvements.

Constantly Adapting for Success

Over the years ACLC has continued to refine its mission support and organization, and continued to reap the benefits. ACLC earned the Army Chief of Staff Supply

OCT 11 Section 2_June04.qxd 10/7/2011 1:55 PM Page 45

Excellence Award for the best TDA Supply Support Activity in 2006, 2009 and 2011. The NMCS rate reductions have resulted in cost avoidances of $2.7 million.

This fiscal year, One Time Repair authorities have achieved cost avoidances of $16M and an additional $532K has been saved by use of Special Repair Authorities. Additionally, the ASL value was reduced from $78M to $71M while maintaining high demand satisfaction.

Engine analyses resulted in 16 TH-67 engines returned to service (vice replacing through the supply system) with a cost avoidance of $4.5M (garnering a second Shingo Award). Total cost avoidances equaled in excess of $335M, achieved while we improved mission performance and supported increased flight hours flown by USAACE (which is 34% of the entire U.S. Army hours flown).

To support this increased load a third maintenance shift was stood up at five different airfields, along with proper quality assurance and logistical support.

The past year has shown us that not only do we need to be flexible in an ever changing environment but also that we must constantly look to the future and the ability to sustain a larger mission.

Looking to the Future

In FY12 flight hours are increasing 8.6% to 280K flying hours. To ensure success for the USAACE and ACLC mission, a weekly logistics review meeting for all aspects of logistics and maintenance support is conducted, attended by representatives from AMCOM's Integrated Material Management Center, Aviation and Missile Research, Development and Engineering Center (AMRDEC), Corpus Christi Army Depot (CCAD), and the Defense Logistics Agency (DLA). This discussion allows full involvement and solutions from all Program Managers.

The task to provide the parts and supplies to meet this increased demand will be daunting but utilizing forecasting, demand analysis, and excess analysis tools, we will constantly seek efficiency and effectiveness for the Center's Prescribed Load List (PLL) and Bench Stock. ACLC's Review Board strives to stock the right parts and right quantities.

Currently we stock 9,222 lines valued at $71M, while maintaining an ASL Zero Balance of 4% or less and a 0% demand denial rate. The inventory management efforts, as well as the Class IX Exchange Pricing (EP) Arbitration for USAACE/ACLC, have saved $138.5M.

Building a bright future, ACLC in FY11 managed 8 construction projects totaling $7.2M to support the mission both today and tomorrow.

ACLC and the Ft. Rucker Garrison conduct an annual review of 1.3M square feet of assigned space; the results drive both improvement planning and requests for new Major Army Construction support.

This review, included with the annual Installation Status Report (ISR), has supported the improvement of over 47 facilities over five airfields, providing an improved infrastructure for the flight and maintenance programs.

ACLC will remain vigilant and proactive in supporting the mission of USAACE even as the mission load is increased, knowing that aviation maintenance must be safely and professionally accomplished.

Partnered with AMCOM and USAACE, ACLC and AFS will provide world class support to the Aviation Warfighter, today and in the future, and the beast will be fed.

❖❖

COL Rick Crogan is the commander of the Aviation Center Logistics Command, Ft. Rucker, AL.

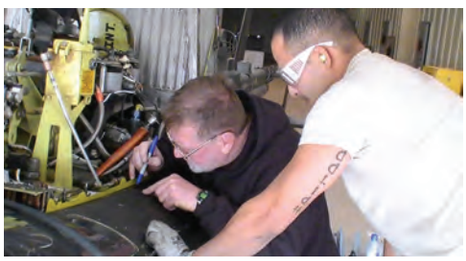
OCT 11 Section 2_June04.qxd 10/7/2011 1:56 PM Page 46

Seaport deployment and redeployment support is provided in theater by the TASMG.

ALL PHOTOS COURTESY OF LTC ADAM R. FLASCH, DEPUTY CDR, TASMG - CENTCOM

The Theater Aviation Sustainment Maintenance Group – CENTCOM: Aviation Depot Maintenance Enabler

By COL Paul J. Cisar



TASMG employees conduct a detailed airframe inspection using non-destructive testing techniques.

In early 2002 a requirement for depot level repair capability within Iraq and Afghanistan was identified. The Aviation and Missile Command (AMCOM) sourced the requirement for depot maintenance and sustainment support with the Theater Aviation Sustainment Maintenance Group (TASMG).

Five National Guard units execute the Central Command (CENTCOM) TASMG mission: the Headquarters Aviation Depot Maintenance Roundout Unit (ADMRU, Maryland Army National Guard), and the four regional Theater Aviation Sustainment Maintenance Groups (1106th TASMG (California Army National Guard), 1107th TASMG (Missouri Army National Guard), 1108th TASMG (Mississippi Army National Guard), and 1109th TASMG (Connecticut Army National Guard). These units rotate on a continual basis with each having completed at least two rotations.

The TASMG mission is to provide depot level and back-up field level maintenance support to combat and theater aviation brigades (CAB/TAB) deployed in the CENTCOM area of responsibility. In addition to its direct support mission, the TASMG also operates the Theater Aviation Repair Parts Supply Support Activity and South-west Asian Forward Repair facility supporting the National Maintenance Program.

Currently, the HQs ADMRU, with Soldiers from the four TASMGs, is deployed in task forces in locations in Afghanistan, Iraq, and Kuwait.

The TASMG is a combined team of Soldiers, civilians, and contractors. They assumed the mission on December 9, 2010 and have continued to build upon previous rotations' successes.

Afghanistan

The TASMG operates three detachments within Afghanistan. Each provides area support to the CABs operating within their Regional Command (RC).

The combined team of Soldiers, civilians, and contractors support maintenance and sustainment operations throughout the Aviation forward operating bases (FOBs).

From battle damage repair to aircraft phase maintenance, this team of dedicated professionals provides critical depot repairs forward, enhancing CAB readiness levels.

Throughout this rotation the three detachments surpassed milestones in both work orders and man-hours.

The high operational tempo of Afghanistan has significantly increased the TASMG workload, resulting in 6,500 plus work-orders generating 87,000 man-hours of production, a thirty-percent increase over previous rotations.

The TASMG's ability to perform sheet metal repair at forward locations is a combat multiplier.

The TASMG is a key enabler to the CABs sustaining high operational readiness (OR) rates. The TASMG completes this rotation with the development and implementation of a new program to improve aviation support synchronization.

This new synchronization concept resulted in improvements in account-

OCT 11 Section 2_June04.qxd 10/7/2011 1:56 PM Page 47

ability throughout the theater and has streamlined multiple processes including evacuation of battle-crash damaged aircraft.

Iraq

The TASMG operates a detachment in support of Aviation FOBs spread throughout Iraq. Upon arrival in Iraq, the TASMG in coordination with HQs, United States Forces-Iraq (USF-I) immediately identified the critical tasks required to support the force reductions and retrograde of equipment in support of the Operation New Dawn drawdown.

The TASMG successfully executed the closure and transfer of its operations in Joint Base Balad, to Tallil while maintaining support to Aviation units.

The Iraq detachment also executed the mission of accounting for equipment at over a dozen FOBs, shipping nearly 1,600 items out of Iraq and accounting for over $17 million in critical parts and equipment.

As the Iraq drawdown continues, the TASMG is postured to support rotary wing maintenance throughout all phases of the draw down of forces in Iraq.

Kuwait

The TASMG in Kuwait serves as the foundation and provides support to its forward deployed detachments.

TASMG-Kuwait primary missions are to operate the Forward Repair Activity (FRA), and the Supply Support Activity (SSA). The FRA fixes critical aviation components within theater, saving both time and money.

During this current rotation, the TASMG repaired worn or damaged parts and returned them to the supply system, saving the Army over $63 million dollars in cost avoidance.

One of the TASMG's unique capabilities is the forward repair of the Ballistic Aviation Protection System (BAPS).This system costs the Army on average $22,000 per set, and requires two pallets to ship overseas.

The TASMG operates the only authorized BAPS repair facility in the U.S. Army; able to repair BAPS at a unit cost of $1,600 compared to the replacement cost. From Dec. 1, 2010 to Sept. 30, 2011, TASMG repaired 913 panels for an estimated cost savings of $2 million.

This capability significantly improves efficiency by reducing inventory needed and shipping costs, and reduced customer wait time by over 90%.

In addition to its sustainment and maintenance functions, the TASMG executes the reception, staging and onward movement of aircraft for Iraq and Kuwait.

This mission includes the build-up and tear-down of aircraft flowing into and out of Iraq through the air and sea ports of debarkation.

As part of this mission the TASMG completes the final desert modifications prior to unit flying into Iraq.

The Theater Aviation Sustainment Maintenance Group remains a critical link between U.S. Army Aviation and Missile Command and forward deployed aviation units.

This depot level repair and sustainment support capability remains the critical link to ensure the unit's motto is fully realized throughout the CENTCOM theater: "Semper Volans – Always Flying."

❖❖

COL P.J. Cisar is the commander of the Theater Aviation Sustainment Maintenance Group in CENTCOM.

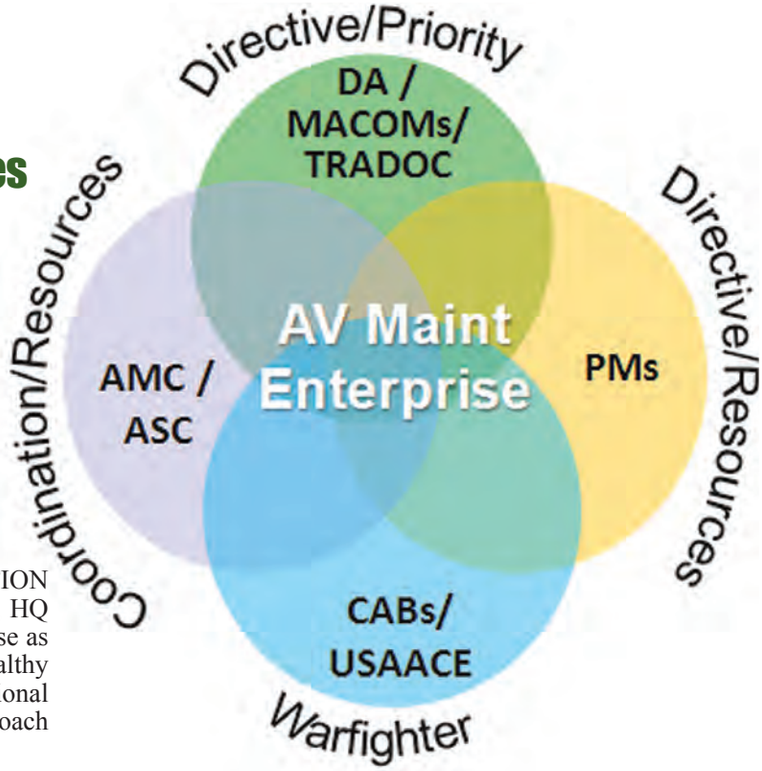
OCT 11 Section 2_June04.qxd 10/7/2011 2:50 PM Page 48

SPECIAL FOCUS
AVIATION MAINTENANCE

Aviation Maintenance Enterprise

Focusing Unity of Effort Across All Maintenance Activities on Generating Affordable Combat Power

By Mr. B. Keith Roberson



In the March/April 2011 issue of ARMY AVIATION COL Bill Morris, then Director of Army Aviation, HQ DA G 3/5/7, discussed the Army Aviation Enterprise as "an underlying structure that keeps Army Aviation healthy and ensures the future aviation force can meet operational requirements …" We have further expanded this approach to address aviation maintenance.

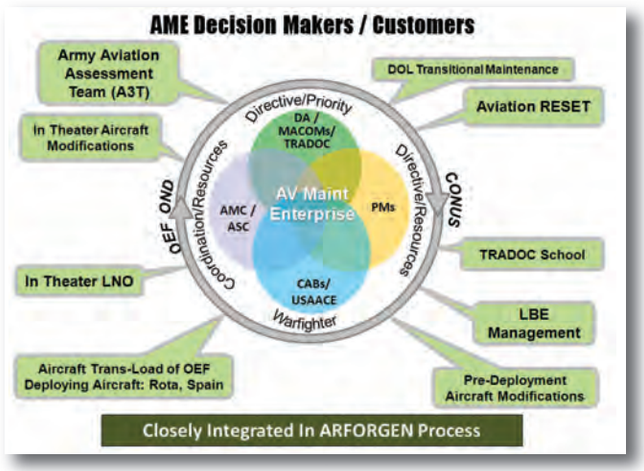


Figure 1: AME Decision Makers/ Customers

The Aviation Maintenance Enterprise (AME) approach establishes unity of effort across all Army Aviation maintenance activities with the objective of generating effective and efficient combat power today and well into the future.

The AME maintenance management approach, closely integrated in and synchronized with the Army Force Generation (ARFORGEN) process, provides enterprise level maintenance activities.

This allows us to identify, manage, and adjudicate gaps and duplication while synchronizing and prioritizing increasingly scarce resources.

While the AME is intended to maximize cost savings, its one imperative is to provide the Combat Aviation Brigade (CAB) Commanders and other aviation units with what they need, when they need it for the Warfight.

Initiatives

The AME is tackling aviation maintenance issues on a broad front. Three noteworthy initiatives are: realignment of existing Aviation Field Maintenance Activities (AFMA) and installation Directorate of Logistics (DOL) Aviation Logistics Management Division (ALMD) activities, establishment of an overarching Army Aviation maintenance contract, and implementation of an airframe inspection and maintenance (AIM) program.

Properly executing the AME requires establishing a unified plan for the activities merging under the Aviation and Missile Command (AMCOM) into a single Army field service management organization.

The AME strategy will combine Aviation field and limited sustainment maintenance performed at field level activities under one management structure to support CABs and assigned Project Management Offices' modification work orders (MWOs) supported by the Program Executive Office (PEO) Aviation.

WHEN ZERO IS A PERFECT SCORE

NO MORE DISPOSABLE ROTOR BLADES

PREVENT UNCOATED BLADE DAMAGES. FLY WITH HONTEK-COATED BLADES.

Hontek-coated UH-60 L blades as received at Ft. Hood Army Reset Depot after serving one year in Afghanistan. Only minor damages visible.

BE READY. Train and fly with Hontek-coated blades and Save $$$. Hontek-coated blade track records: 30 UH-60M and 22 UH-60A/L. 32,000 total flight hours. ***The excellent field repairs by the soldiers achieved ZERO main rotor blade replacement due to erosion.*** Previous deployments without Hontek-coated blades required 26% replacement rate in Afghanistan and 30% rate in Iraq.

HONTEK

PROVEN **EROSION PROTECTION**

www.Rain-Sand-Erosion.com
161 South Satellite Road, South Windsor, CT 06074
Phone: 860-282-1776, Email: shek.hong@hontek.com

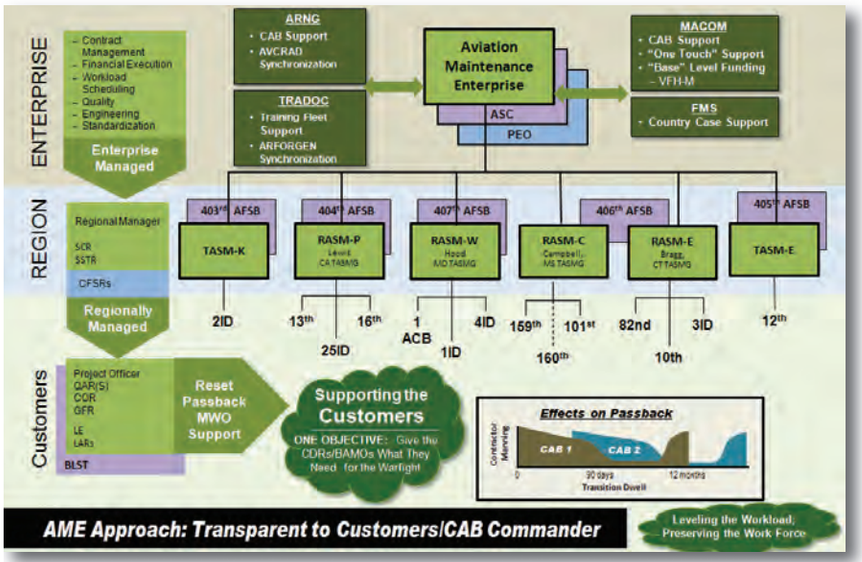


Figure 2: AME Approach

Reset

Currently, a large portion of work covered by the AME effort is the Army Aviation Reset mission. Requirements will include Reset and modification support combined with the Aviation DOL operations as part of a realignment of the Installation and Management Command functions to Army Materiel Command.

As a result, AMCOM will assume responsibility as the single organization for non-organic aviation maintenance and logistical support under this restructure.

This new AME structure, which strategically aligns current Aviation Field Maintenance Directorate (AFMD) Reset Sites with Aviation DOL activities, Army Field Support Brigades (AFSBs) and National Guard Theater Aviation Sustainment Maintenance Groups (TASMGs), formerly Aviation Classification Repair Activity Depots (AVCRADs), is represented in Figure 2. To accomplish this effort, a new overarching multiple award aviation maintenance contract will be established.

The new contract will cover four regions and major locations where aviation field maintenance work has a high potential for being performed as shown in Figure 3.

The Benefits

With DOL aviation activities combined with each Reset site, units will realize improved "pass back" support as the enterprise can leverage expertise, best practices and level load work between activities.

The AME contract strategy reduces the Government's administrative burden and standardizes quality control over all activities.

The aggregate result of the AME contract approach will provide quality products with aviation maintenance touch labor efficiency, faster response to aviation customer needs, and optimize supply chain support for these aviation maintenance activities.

The approach also will provide a means of executing the Airframe Inspection and Maintenance (AIM) described below. Currently, no cyclic Army Aviation sustainment program exists to mitigate risk associated with the long term effects of airframe aging and use.

Present scheduled field inspection and phase maintenance does provide adequate levels and frequency of inspections to address near-term safety and operational availability requirements; however, they do not address the long term effects of airframe aging and use (corrosion and structural cracks).

Aviation Reset, a field level maintenance program, performs extensive disassembly, inspection, and repair which has detected and resolved numerous airframe defects.

Overwhelming evidence from more than six years of Aviation Reset data support the conclusion that many effects such as airframe cracks and corrosion are not detected by scheduled field/phase maintenance.

To mitigate the risk associated with these undetected airframe defects, AMCOM in coordination with PEO Aviation proposed an AIM program that would perform a cyclical in-depth, field level aircraft airframe inspection and repair on those aircraft that are not subject to a timely Recapitalization, Upgrade or Reset Special Technical Inspection and Repair (STIR).

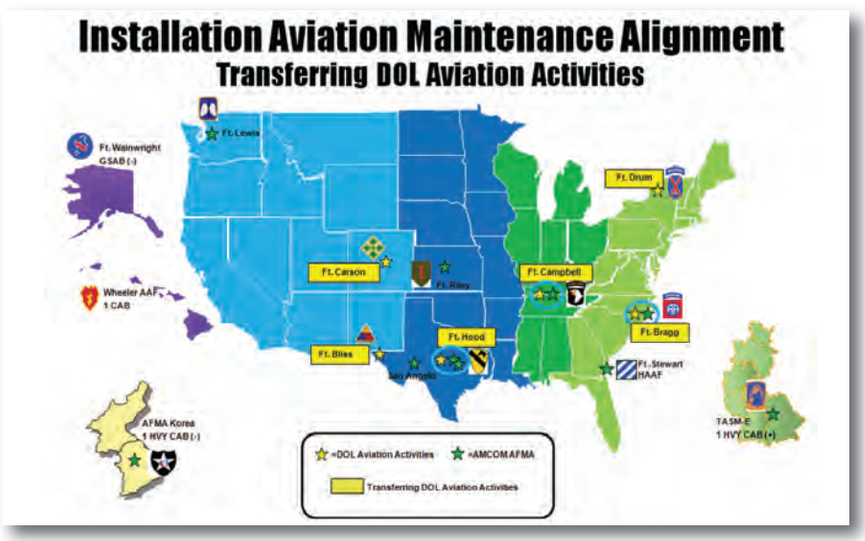


Figure 3: Installation Aviation Maintenance Alignment

AIM

The AIM program would adopt a scheduled maintenance process that expands current field level disassembly and inspections to focus on structures (rather than components). The scope and schedule will be synchronized to ARFORGEN requirements and tailored for each Mission Design Series aircraft.

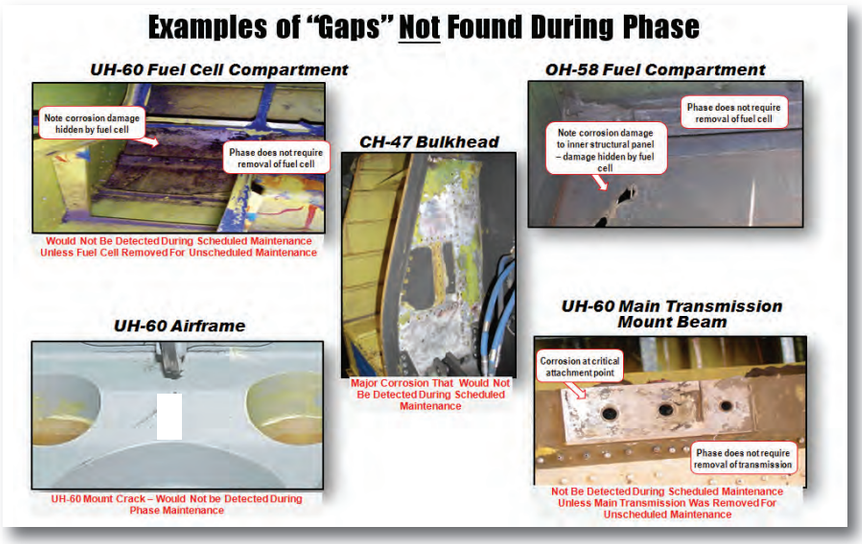


Figure 4: Examples of "Gaps"

The level of AIM aircraft disassembly, inspection and repair will be greater than what is performed today under current field inspections/phase maintenance but will be less than what is being done for Reset STIR as AIM's focus is on the airframe.

An AIM Pilot Program, using a sample population of UH-60 aircraft, has been established to ascertain the current overall condition, document the condition assessment findings, document the task, processes and procedures employed into an AIM technical bulletin (TB), and repair or overhaul them into a fully mission capable (FMC) condition equivalent to that of a resultant Reset aircraft.

AIM Objectives

The AIM Pilot Program has two basic objectives:

The first is to provide evidence on the material condition of non deploying/Non-ARFORGEN aircraft relative to the material condition of deploying ARFORGEN aircraft.

Based on repair data from Reset maintenance on aircraft, many aircraft defects were found that are undetected during routine maintenance.

This finding represents an opportunity to improve the long term health of Army Aviation in terms of operation availability and readiness.

Army aircraft that have not yet deployed in support of overseas contingency operations have not had the benefit of an in-depth inspection and repair process like Reset.

The UH-60 AIM Pilot program will provide evidence of the material condition of the sample aircraft relative to the material condition of deploying ARFORGEN aircraft and, thus, provide a valuable risk assessment which will ultimately lead to Army level decision regarding maintenance policy and procedure updates or changes.

The program is currently in progress at Fort Campbell.

The second objective of the AIM Pilot Program is to provide a UH-60 AIM process proofing that would determine the tasks, procedures and processes prescribed in a TB issued to the field should the AIM process be adopted by the Army.

We at AMCOM believe that instituting AIM as a cyclic Army Aviation sustainment program is essential to ensuring we maximize the useful life of our Army aviation fleet.

The establishment of the Aviation Maintenance Enterprise, assigning responsibility for all installation aviation maintenance activities under AMCOM, establishing an overarching aviation field maintenance contract, and implementing AIM will increase efficiency and ensure that Army Aviation will continue to meet its operational requirements today and well into the future.

❖❖

Mr. Keith Roberson is a member of the Senior Executive Service and the director of the Integrated Materiel Management Center, U.S. Army Aviation & Missile Command, Redstone Arsenal, AL.

AAAA AWARDS
OPEN FOR NOMINATIONS

AAAA National Awards
Presented at the AAAA Annual Forum and Exposition

- Joseph P. Cribbins Department of the Army Civilian of the Year
- James H. McClellan Aviation Safety
- Henry Q. Dunn Crew Chief of the Year
- Aviation Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Michael J. Novosel Army Aviator of the Year
- Robert M. Leich Award
- AAAA Army Reserve Aviation Unit of the Year
- AAAA John J. Stanko Army National Guard Aviation Unit of the Year
- AAAA Active Army Aviation Unit of the Year
- AAAA Outstanding Aviation Unit of the Year
- AAAA Top Master Chapter of the Year
- AAAA Top Senior Chapter of the Year

Suspense: January 1, 2012

AAAA Hall of Fame Inductions

Suspense: June 1, 2012

Recognize Excellence... Send in your Nominations Today!

Nomination forms are available from the AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450 FAX: (203) 268-5870 and on the AAAA Website: www.quad-a.org.

OCT 11 Section 2_June04.qxd 10/7/2011 1:57 PM Page 52

Electronic Warfare in the Combat Aviation Brigade

By CPT Nadia L. Romero and SFC Michael J. Flory

ARMY PHOTO BY WO1 JEFFERY HUGHES

SSG McClurg, Electronic Warfare Specialist, works with SPC Thomas L. Priddy, a Soldier from the 7-17th Pathfinder Detachment, during a security patrol near Kandahar Air Field.

The 159th Combat Aviation Brigade (CAB), 101st Airborne Division (AASLT) out of Fort Campbell, Kentucky, is halfway through its current deployment in southern Afghanistan, but it is still hard at work expanding capabilities within Army aviation.

The 159th CAB is the first Army aviation brigade to deploy with an organic electronic warfare (EW) cell – a career field new to the Army and rapidly growing.

Comprised of one officer (35G – Signals Intelligence Officer), one warrant officer (290 – Electronic Warfare Warrant Officer) and four non-commissioned officers (27E – Electronic Warfare Specialists), the members of this cell all graduated from the first Electronic Warfare Operator course at Fort Sill, OK.

While most of the Army's EW Soldiers are assigned to ground maneuver units, protecting Soldiers from radio controlled improvised explosive devices (RC-IED), the 159th CAB EW Soldiers provide EW support for both ground and air missions.

This is a unique requirement perfectly suited to the 159th CAB organic infantry company's expanded role, and the responsibility for a forward operating base (FOB).

With no template or previous examples available to them, the 159th CAB EW section is paving the way for all future CABs to fully exploit the use of this unique capability.

The 159th CAB supports all maneuver brigades in Regional Command-South (RC-S), to include special operations task forces with multi-function aviation operations. These operations include air assaults, air resupplies, reconnaissance, security, and MEDEVAC, often in dangerous areas and during enemy contact.

The CAB's EW cell is committed to dominating the electromagnetic spectrum (EMS) in order to provide as much protection and early warning to the aviators, aircrew and ground troops while conducting any of these missions.

The EW Role

Electronic warfare has been actively employed since the dawn of modern warfare.

EW played a vital role in dominating the electromagnetic spectrum over the enemy from the first radar systems of World War II to today's counter IED systems.

While jamming is the most commonly requested capability, it is only a small part of what EW can bring to the fight. EW can provide the "find" and "fix" portion of the F3EA (find, fix, finish, exploit, assess) targeting methodology.

When targeting insurgent communication networks, as an example, it can also enable the "finish." This is achieved through the CABs organic attack platforms.

EW can also mitigate risk by pro-

OCT 11 Section 2_June04.qxd 10/7/2011 1:56 PM Page 49

OCT 11 Section 2_June04.qxd 10/7/2011 1:57 PM Page 54

ARMY PHOTO BY WO1 JEFFERY HUGHES

The 159th Cbt. Avn. Bde. Electronic Warfare Cell operating out of Kandahar Air Field, Afghanistan – from the left: SFC Sean Beaupre, NCOIC; CPT Nadia Romero, OIC; WO1 Jeffery Hughes, EWWO; SFC Michael Flory, Sr. EW Specialist; SSG Orion McClurg, EW

ARMY PHOTO BY SGT SHANIKA FUTRELL

SSG McClurg, an electronic warfare specialist, conducts pre combat checks with a Pathfinder Soldier from the 7th Sqdn., 17th Cav. Regt. Pathfinder detachment.

viding early warning of the enemy's intent to attack MEDEVAC and air assault aircraft, which are typically very high risk missions.

The 159th CAB's EW cell's top priority is to protect the Soldiers and aircrews through control of the EMS.

One of the most dangerous missions performed by the CAB is air assaults. These operations involve risk to both aircraft and Soldiers, and are often a top priority for EW assets.

While a major portion of the EW cell's concern is for missions like this, they must also stay current on all emerging threats and enemy tactics, techniques, and procedures (TTPs). They do so by maintaining constant situational awareness of current operations and any situation that EW can potentially affect.

The Pathfinders

The 159th CAB is unique in that it is one of three aviation brigades with an organic Pathfinder company. The expanded and aggressive mission set of 159th CAB's Pathfinders provides an additional opportunity to employ EW in an aviation unit.

The company of Pathfinders is split between two FOBs and supports two very different missions.

Both elements conduct daily patrols with a partnered Afghan unit, but they also maintain their ability to serve as a quick reaction force for any hasty contingency involving downed aircraft or personnel recovery.

Both elements use counter RCIED electronic warfare (CREW) devices during missions in order to protect them from radio controlled IEDs.

These devices are capable of denying the detonation of RC-IEDs, protecting the Pathfinders' and their Afghan partners' lives.

To stay one step ahead of the enemy, the Pathfinders also use dismounted direction finding equipment to intercept and locate insurgent communications. The CAB's EW staff trains these Pathfinders on proper employment techniques of all devices in order to ensure they are properly employed and effective.

The employment of different types of direction finding equipment, both aerial and ground systems, is handled by the EW cell.

These assets provide a benefit not seen before in a CAB. They provide the ability to find and fix insurgent communications in order to provide real time warning to aviators and crews as well as to the ground forces being supported.

This is invaluable, as it provides 159th CAB's assets the ability to react quickly to threats and reposition to engage and finish the enemy with real time intelligence.

With all of the current technology, there is still no stopping our adversaries from continuously adapting to our TTPs. No matter how careful we are during the planning or execution of missions, there are times when our enemy gets lucky, sometimes with catastrophic results.

There may be times when an aircraft is shot down, or forced to land in an area with little or no security. When these critical events occur, the EW cell is quick to coordinate all of the necessary support for the recovery effort, providing airborne electronic attack and early warning coverage. These effects aid in protecting the downed aircraft, isolated personnel, and recovery teams.

Multitasking for Mission Success

There may be times when EW personnel are simultaneously controlling an aerial EW platform, receiving threat updates from the intelligence section, and interfacing with the ground forces.

All of this can be extremely stressful, yet EW personnel within the CAB have executed such tasks flawlessly, demonstrating their professionalism and dedication, and validating the necessity of EW.

While the 159th is the first Army CAB to deploy with an EW cell, EW integration and employment into the brigade combat team and CAB is still growing and ever evolving.

The lessons learned here in Afghanistan will assist in developing future friendly forces' TTPs, as well as the EW curriculum taught to the electronic warfare Soldiers of the future.

❖❖

CPT Nadia L. Romero is the Electronic Warfare Officer and SFC Michael J. Flory is a senior Electronic Warfare Specialist in the EW cell of the 159th Cbt. Avn. Bde. stationed at Ft. Campbell, KY and currently deployed in support of Operation Enduring Freedom.

OUR TECHNOLOGY TURNS HITS INTO MISSES.

BAE Systems a proven leader in electronic countermeasures, producing more aircraft self-protection systems than any other company in the world.

The Advanced Threat Infrared Countermeasures system provides reliable, reusable jamming to defeat current and future threats, and is credited with saving soldiers in complex engagements from IR-guided missiles.

Our unsurpassed electronic countermeasures heritage demonstrates how We Protect Those Who Protect Us® and deliver real advantage to warfighters.

BAE SYSTEMS

REAL PROTECTION. REAL ADVANTAGE.

www.baesystems.com

Photo Courtesy of U.S. Army

OCT 11 Section 2_June04.qxd 10/7/2011 1:58 PM Page 56

Shaping MEDEVAC's Future: Medical Evacuation Proponency Update

By COL Robert D. Mitchell

Members of Co. C, 6th Bn., 101st Avn. Regt., prep for a mission in Afghanistan in August 2010.

U.S. ARMY PHOTO BY SFC SADIE BLEISTEIN

As a part of our mission, the U.S. Army Medical Evacuation Proponency Directorate (MEPD) synchronizes the capabilities and requirements for the aeromedical evacuation mission into the holistic force health protection system.

Co-located with the U.S. Army Aviation Center of Excellence (USAACE) at Fort Rucker, AL, the MEPD has responsibility for integrating air ambulance capabilities into the overarching Joint Capabilities Integration and Development System (JCIDS) process as it relates to the Army's aviation acquisition and combat development processes.

In addition, the MEPD director also serves as the aviation consultant to the Army Surgeon General.

In essence, as the key stakeholder for the air ambulance mission within the Army Medical Department (AMEDD), the MEPD is the medical community's integrator and the point of fusion across the entire doctrine, organization, training, materiel, leadership, personnel and facilities spectrum known as the DOTMLPF process.

To accomplish this, MEPD works closely with the Capabilities Development and Integration Directorate of USAACE to keep them apprised of emerging changes to medical DOTMLPF issues, while keeping the AMEDD's Medical Capabilities and Integration Center and its combat developers apprised of emerging aviation DOTMLPF capabilities that could affect the air ambulance mission.

The MEPD works closely with the USAACE commanding general and his staff on all matters that could affect accomplishing the aeromedical evacuation (MEDEVAC) mission on current and future battlefields.

MEDEVAC Challenges

One of our primary efforts in fiscal year 2011 was a comprehensive MEDEVAC study with two primary research questions.

Research question 1 (RQ1) asked: "What are the gaps in MEDEVAC execution for current operations, especially those operations involving geographically dispersed units – such as providing forward support from a location separate from their parent General Support Aviation Battalion (GSAB) headquarters – and what capabilities might mitigate these gaps?"

This RQ1 was derived from an Army Capabilities Integration Center directive 2010.1 and asked the Army Surgeon General to continue to monitor the transformation of the air ambulance companies as they were reorganized and integrated into the GSAB, and report any significant shortfalls as a part of the Total Army Analysis process.

The second question (RQ2) asked: "What are the optimal capabilities of a Future Vertical Lift (FVL) medical evacuation platform given a baseline scenario and parameters associated with the treatment and ground evacuation capabilities in theater?"

Simply stated, what are the optimal capabilities required of an FVL air ambulance aircraft as related to expected patient outcomes?

This RQ2 relates to Army aviation modernization efforts associated with the UH-60 aircraft fielding in the early 1980s, when the Army found that enroute medical care capabilities onboard an air ambulance were not fully integrated during the combat developments process.

One of the realized shortcomings was that the cargo cabin was not wide enough to accommodate a standard length NATO litter. This in turn forced the design of a costly and somewhat effective "add-on" solution commonly called a "litter carousel" system.

The MEPD initiated the study to ensure the integration of medical capabilities for enroute care into the FVL/Joint Multi-Role (JMR) sys-

OCT 11 Section 2_June04.qxd 10/7/2011 1:58 PM Page 57

tems-of-systems design process.

This initiative should reduce costs and save time in the design process, as the Army seeks to field a multi-functional utility aircraft for the future in a resource constrained environment.

Assessing RQ1

For RQ1, the MEPD conducted a DOTMLPF assessment to determine the gaps in the current force structure and to propose solutions for future force design.

The intent was to define any problems associated with current force structures and to solicit recommendations from aviation and aeromedical leaders regarding potential solutions.

Previous to this study we had partnered with the USAACE to examine current lessons learned from Operation Iraqi and Enduring Freedoms that indicated that requirements for MEDEVAC companies often exceeded the capabilities of the GSAB, particularly when operating split-based.

What we found in this previous analysis was that a significant number of MEDEVAC companies deployed independently of their parent GSAB, often to remote locations, which tended to negatively impact other combat aviation brigades.

This off-cycle deployment and remote-basing created lessons learned that augmentation of the MEDEVAC Company was required with additional ground and air maintenance, petroleum oil and lubrication support, personnel administration, food services and other personnel capabilities not resident in the organic MEDEVAC Company.

The outcome of this assessment was a directive from the TRADOC commander to continue data collection and analysis to better understand the employment and readiness issues of MEDEVAC units and their parent GSAB's within the combat aviation brigade force modernization effort.

Study Results

This study is critical for the future joint force design of the FVL aircraft, because it analyzes the MEDEVAC DOTMLPF considerations necessary to identify direction for the Army in terms of materiel solutions.

The analyses indicate some clear and congruent issues associated with the MEDEVAC force structure.

First, we note many areas of the organizational design appear to be adequate based on the assessment of our leaders. All elements of DOTMLPF were rated as reasonably sufficient with the exception of *maintenance* and *personnel*.

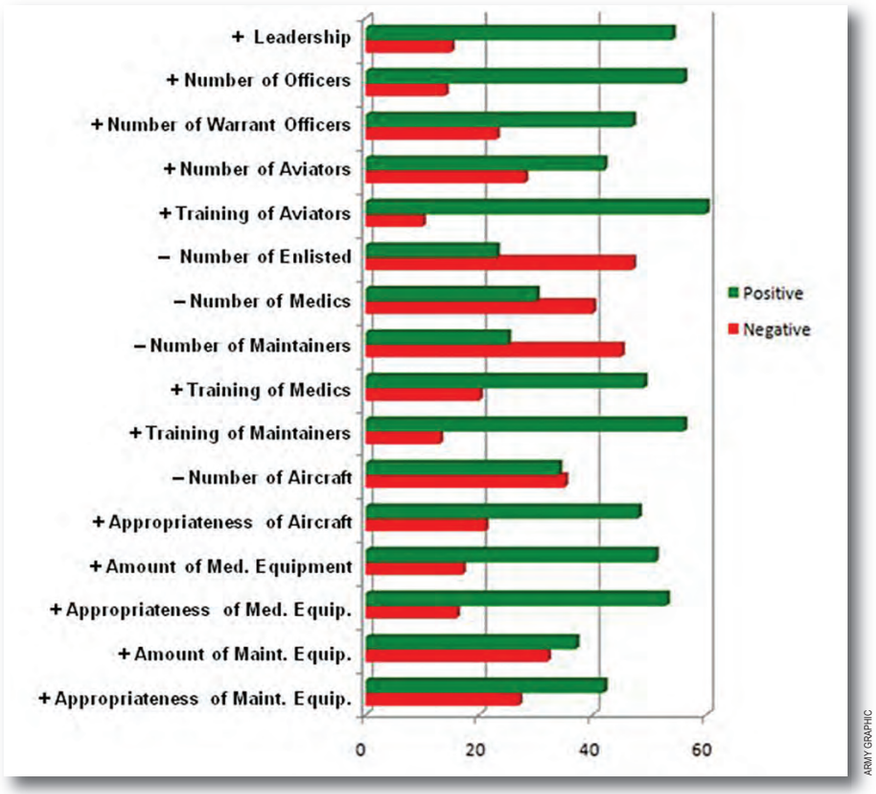


Table 1. Survey responses with assessment of key issues related to current operations.

Despite the proper design in these areas, the number of enlisted Soldiers and the number of assigned maintainers, and the amount of allocated maintenance equipment, were identified as areas of concern for geographically dispersed operations.

For current operations the number of maintainers and available maintenance equipment were notable shortcomings.

Surveying aviation and aeromedical leaders, we noted that an opinion disparity exists between those who served in MEDEVAC units versus those who had not served in the areas of medic and maintainer training – as well as in the amount and appropriateness of maintenance equipment.

Those who had not served in MEDEVAC units rated these areas much higher than those who had

ACHIEVE WITH HONOR
GROW THROUGH KNOWLEDGE

Making a Difference for Army Aviation Soldiers and Their Families

AAAA SCHOLARSHIP FOUNDATION supports the personal development of AAAA members and their families with annual education scholarships and interest-free loans. The FOUNDATION thrives on the generosity of private donors, industry, honorary and memorial donations.

Help us at Army Aviation to continue our mission towards higher education. Contribute to #10516.

For more information on donations and scholarship applications call 203.268.2450 or visit www.quad-a.org

OCT 11 Section 2_June04.qxd 10/7/2011 1:58 PM Page 58

U.S. ARMY PHOTO

A litter team transports a simulated patient from an HH-60 Black Hawk medical evacuation helicopter during a March 24, 2011 training event at Joint Base Balad in Iraq. The MEPD is working to ensure the integration of better medical capabilities for enroute care into the Future Vertical Lift aircraft design process.

served. Table 1 shows the positive and negative responses for the various assessed categories.

Those areas assessed to be problematic (statistically, binomial distribution) are noted with a negative (-) indication compared with the positive (+) findings.

Addressing the Findings

From a holistic perspective, the problem areas in the medical evacuation company design are in maintenance and manpower.

The maintenance structure supporting the MEDEVAC companies appears to be insufficient in terms of number of assigned maintainers and quantity of equipment; however, this shortfall is currently being solved by contractor logistic support and the art of command. The leaders' qualitative comments detailed these problems.

Details of the exact shortages coupled with costing of any changes are part of the follow-on analysis.

By determining the current organizational problems within the MEDEVAC unit, the results of this study can be leveraged to support the joint force design for future vertical lift MEDEVAC units. Our mixed-methods approach to evaluating the medical DOTMLPF considerations provides a baseline for assessing future Army materiel solutions.

Working RQ2

Again, RQ2 asked, "What are the optimal capabilities of a Future Vertical Lift medical evacuation platform given a baseline scenario and parameters associated with the treatment and ground evacuation capabilities in that theater?"

Due to the complexity of this question and the importance of modeling queuing for patients, the study team proceeded with the design of a *discrete event simulation* with post-hoc optimization.

The simulation allowed for analysis of complex systems involving both deterministic and stochastic processes; while the post-hoc optimization allowed for manipulation of specific important variables (in a design of experiment fashion) to achieve specific objective functions such as minimize time, maximize usage, minimize cost, etc.

This analysis is still ongoing and is being coordinated with the Air Maneuver Battle Laboratory and the FVL working group in order to inform and advise combat developers and original equipment manufacturers, and other key stakeholders, about the unique requirements associated with battlefield enroute care aboard a future air ambulance platform.

By using a discrete event simulation designed around real world patient streams and various types of injuries in an Afghanistan type environment, the MEPD is able to assess the effects of aircraft capabilities on medical mission execution, as well as the necessary associated combat service support footprint.

Some of the noteworthy emerging findings are:

- MEDEVAC aircraft lack sufficient speed to enable efficient coverage of the future tactical environment (300 x 300 kilometers) without significant augmentation of more assets.
- MEDEVAC aircraft lack the sufficient range (unrefueled) to facilitate Role II to Role III or higher evacuations.
- MEDEVAC aircraft lack sufficient cabin space to facilitate efficient life-saving medical treatment and the integration of medical equipment.
- The location and number of MEDEVAC aircraft in theater is driven by design constraints and the one-hour time response range rather than on patient flow rates.

As one can imagine, an increase in aircraft range, speed and cabin space offers an increase in MEDEVAC capabilities. In fact, if MEDEVAC aircraft had the ability to fly faster at 250 knots as one of our excursions shows, commanders would have extraordinary flexibility in MEDEVAC force deployment options and logistical array. This presents tremendous potential for the future.

Going Forward

The MEPD will continue to leverage quantitative and qualitative analysis to estimate its requirements for the future to provide leaders the decision support that they require.

The Army expects all organizations to assess requirements reasonably and as analytically as possible.

The staff of the Medical Evacuation Proponency Directorate continues to execute this mission daily.

❖❖

COL Robert Mitchell serves as the aeromedical evacuation consultant to the Army Surgeon General and is the director of the U.S. Army Medical Evacuation Proponency Directorate at Fort Rucker, AL.

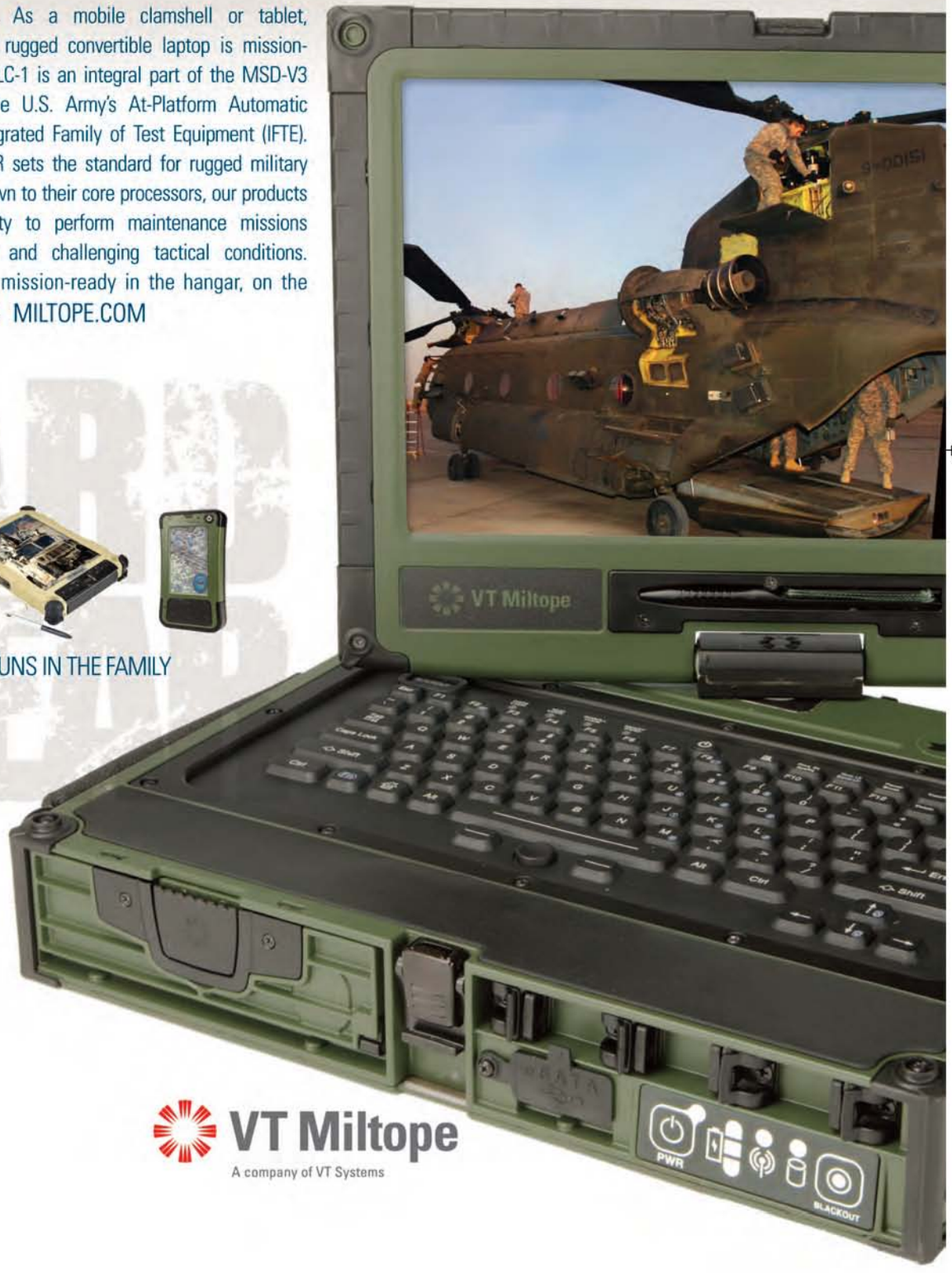
OCT 11 Section 2_June04.qxd 10/7/2011 3:23 PM Page 59

Computers · Disk Drives · Mass Storage · Printers · Network Communication Devices · Product Support for Military & Commercial Applications

TOUGHEST KID ON THE FLIGHT LINE

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 warfighters' ability to perform maintenance missions in extreme environments and challenging tactical conditions. The VT Miltope Family… mission-ready in the hangar, on the flight line, or on the move. MILTOPE.COM

RUGGED RUNS IN THE FAMILY



VT Miltope
A company of VT Systems

OCT 11 Section 2_June04.qxd 10/7/2011 3:00 PM Page 60

An Apache helicopter takes off at Dugway's Michael Army Airfield as the Shadow unmanned aircraft is readied for its flight onto the battlefield.

U.S. ARMY PHOTO BY KARI HAWKINS, AMCOM PAO

UAS, Apache and Kiowa Make MUSIC in the Desert

By Kari Hawkins

In the desert far from the offices of the Program Executive Office for Aviation at Redstone Arsenal, a vision of the future for Army aviation became reality.

The vision – manned-unmanned teaming of aviation systems – solidified in the airways above Dugway Proving Ground, Utah from Sept. 14 thru 16 as the Army's Apache and Kiowa helicopters teamed with Raven, Puma, Shadow, Hunter and Gray Eagle unmanned aircraft systems to complete three demonstration missions.

The stage for the demonstrations was the tarmac at Dugway's Michael Army Airfield where each aviation system took off and landed during the Manned Unmanned System Integration Capability (MUSIC) activities Thursday for national media and Friday for invited guests from across the military and the Team Redstone community.

U.S. ARMY PHOTO BY KARI HAWKINS, AMCOM PAO

LTC Nick Kioutas, who works with unmanned ground vehicles at Redstone Arsenal, talks with Mike Mushovic of AeroVironment about the operation of the new Mini-Universal Ground Control System during MUSIC's VIP day on Friday, Sept. 16.The system, which combines the control station, remote video terminal and battery of today's Universal Ground Control System into one system, is still under development.

Multiple Goals

During the demonstrations, three scenarios were played out: a surveillance mission involving the Raven, Shadow, Gray Eagle, Hunter and Apache; a second surveillance mission involving Gray Eagle and Puma, and a reconnaissance and attack mission involving Hunter and Kiowa.

All three scenarios relied on the Universal Ground Control Station and the One System Remote Video Terminal to integrate the systems together.

"As we move towards interoperability we've been doing these exercises in the labs, in simulations," Ed Gozdur, deputy product manager for common systems integration, said. "Here, we get to fly. These are a few historic moments. For the first time a week ago (in demonstration runthroughs) the Universal Ground Control Station flew Shadow, Hunter and Gray Eagle from the same cockpit with the same hardware."

Besides demonstrating manned-unmanned teaming and the effectiveness of the Universal Ground Control Station during the four weeks of rehearsals at Dugway preceding the demonstrations and during the demonstrations themselves, two other accomplishments were achieved.

One was to demonstrate that one universal operator can fly three unmanned aircraft simultaneously.

OCT 11 Section 2_June04.qxd 10/7/2011 1:59 PM Page 61

The other demonstrated how the One System Remote Video Terminal can be used to provide commanders at the tactical edge with video information they need to make quick decisions.

"From platform to platform, we are increasing flexibility and information to allow commanders to make tactical decisions like they never could before," Gozdur said.

COL Tim Baxter, the recently appointed project manager for Unmanned Aircraft Systems, commended the team of contractors and government employees who have spent the last one and a half years planning for the Manned Unmanned System Integration Capability demonstration, popularly known as MUSIC.

"What you are seeing here is the result of unprecedented cooperation" that Baxter said he has never seen before in his 27 years of service.

U.S. ARMY PHOTO BY KARI HAWKINS, AMCOM PAO

MAJ Jeff Poquette, the assistant product manager for Small Unmanned Aircraft Systems, looks over the condition of the Puma held by contractor Mike Reagan after a landing where the unmanned aircraft seemingly crashes and falls apart. In actuality, it was designed for a sudden vertical drop with parts that are easily put back together.

Vision and Horizontal Integration

Although planning for MUSIC began in the spring of 2010, Tim Owings, deputy project manager for Unmanned Aircraft Systems, said the organization's employees set out more than five years ago to "provide seamless integration with manned and unmanned teaming like it's never been done before.

The vision in 2005 was for unmanned aircraft systems to be influential on the Army."

That vision would require common systems integration, known as horizontal integration of all unmanned aircraft systems.

"We started the drumbeat of success set on the vision and began working the issues," Owings said.

New technologies were introduced both for unmanned systems and manned systems that allowed them to communicate, including the One System Remote Video Terminal that allows operators and pilots to view video from multiple platforms; the Apache manned-unmanned capability to receive full motion video; the addition of a digital data link on Raven; the Gray Eagle's capability growth from one to three sensors; and the development of the Universal Ground Control Station and its mini-version for the Raven and Puma.

Along the way, the cultural thinking of manned versus unmanned on the battlefield became manned and unmanned working together.

In 2008, Dugway was chosen as a testing site for these system capabilities, and the rest is history.

"All these things together complete the package of interoperability," Owings said.

"The products that led to it didn't happen on their own. It took people being involved.

We had multiple contractors who worked together and cooperated and trusted each other in ways they never did before.

"This demonstration is a culmination of the vision and the cultural shift that allowed this vision to take place. … this is going to shape the Army for a long while."

A Line in the Sand

Even so, the demonstration may not have even happened if Owings and others on the unmanned aircraft systems team hadn't chosen a date for MUSIC some one and a half years ago.

"We were doing a lot of stuff in the lab," he said. "But the last tactical mile from lab to field can seem insurmountable.We drew a line in the sand and said this is the date when we're going to show it all, whether it impresses or embarrasses.

It forced everyone on the team to have some skin in the fight.

Setting the date easily knocked two years off the time of development."

Demonstrating the manned-unmanned interoperability is not only good for the future value of aviation systems but also for the influence that the demonstration brings to the war fight.

"There are interoperability issues within the Army and on the battlefield," Baxter said.

"Unmanned aircraft systems have become the intersection or the critical link to bringing together the aviation community, intelligence community, forces, maneuvers and communications community."

❖❖

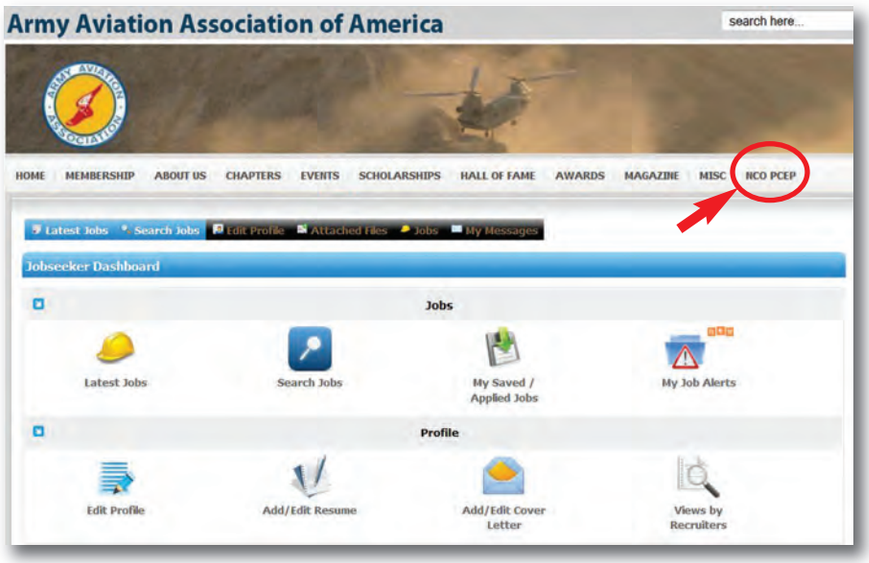
Kari Hawkins is with the U.S. Army Aviation and Missile Life Cycle Management Command public affairs office at Redstone Arsenal, AL.

OCT 11 Section 2_June04.qxd 10/7/2011 1:59 PM Page 62

Answering the Question, "What's in it for Me?"

The NCO Post-Career Employment Program

By BG James M. Hesson, Retired and Mary Seymour



AAAA's website, www.quad-a.org, gives members direct access to the post-career employment programs job opportunities. Just click on the menu area labeled NCO PCEP to get started.

To communicate to our enlisted members that they are a critical part of our organization, we have created a membership benefit tailored to our Aviation Branch soldiers who are ending their Army career.

This benefit, called the Post-Career Employment Program, provides our branch NCOs an opportunity to seek employment in their post-Army career life utilizing the skills obtained during their military service.

The program, available only to Quad-A members, fully supports the Army and Department of Defense Transition Assistance Programs (TAP).

How It Works

To open the site, click on the menu item at the top right of the *www.quad-a.org* website labeled NCO PCEP.

For security and privacy purposes, access to the site will require a password which will be emailed to all NCO AAAA members.

Your email address and military rank must be up-to-date on the Quad-A membership site in order to complete your registration.

To update your information, access your membership account from the membership page on the website.

Once on the NCO Post-Career Employment site, you will have access to register as a "Jobseeker."

After registering, you can login by returning to the NCO PCEP menu and selecting the "Jobseeker Dashboard" link.

On initial login you will be required to complete a series of registration fill-ins or checks which include personal information, MOS(s), experience, etc., all of which will be searchable by employers. There is a location to store both written and video resumes tailored to various jobs.

To ensure a robust program, the "jobseeker" will also have access to links for major job availability sites directly from the Post Career-Employment Program site.

AAAA Industry Members

On the other side, AAAA industry members can register on the site to review potential employees and post job opportunities which JobSeekers can access, evaluate and submit an application for consideration.

The registration process for industry members wishing to post job opportunities follows the above steps to the NCO Post-Career Employment page where they enter the registration process by clicking "Employer Registration."

One of the messages AAAA is constantly communicating is that it is an all-inclusive organization representing members of all ranks, non-military members and Army Aviation related industries. To our current and potential enlisted members, we are re-transmitting the message – we believe that AAAA can be an integral part of your military career by representing you and your career needs and help keep you informed.

Enlisted representation on our National Executive Board ensures that we hear you and all other members, irrespective of membership type.

The Post-Career Employment Program is a focused member benefit initiated by an Aviation Branch NCO and is targeted to our enlisted members to demonstrate our commitment to answer the question – "What's in it for me?"

❖❖

BG (Ret.) Jim Hesson is a past president of AAAA and the AAAA Scholarship Foundation, a long-standing member of both boards, and a life member of AAAA. Mary Seymour is the MIS Coodinator and webmaster at Army Aviation Publications Inc.

OCT 11 Section 2_June04.qxd 10/7/2011 1:59 PM Page 63

Surviving – A Medical Perspective

By Dr. (MAJ) Joseph Puskar

Q: What can I do to enhance my survivability in the event of a crash or forced landing?

FS: Since the early days of aviation great strides have been made in the reliability of aircraft and systems on board and external to them that has greatly improved safety, and the odds that we'll return from any given mission.

Civil aviation safety has continued to improve to the point that per mile travelled it is safer than driving. Driving a car is still slightly safer per hour traveled or spent in the conveyance.

Military flying has always been more hazardous than civil flying (approximately three times more so) for various reasons, and while most of the major enhancements to flight safety have probably already been made we continue to see incremental improvements in aviation life support equipment (ALSE) and personal protective equipment (PPE) and in aircraft design that mitigate risk.

First Things First

The first thing to consider before ever getting into a mishap or survival situation is proper, rigorous, and meticulous training and planning to keep ourselves out of those situations as much as possible.

The rigors of the military aviation mission, human fallibility, and that of our machines mean that avoiding mishaps is not always possible.

It is an actuarial or statistical fact that a predictable percentage of mishaps will occur per year given the complexity of all the components and systems involved in flying today.

This means that we must think about and be prepared for the worst not if but when it happens.

The next thing to consider on a larger-scale perspective is to get our crews as much survival enhancing training as we can before they find themselves in a life-threatening situation.

Survival, evasion, resistance, and escape (SERE) and survival schools and training, dunker (HEEDS) and water survival training, egress training, and safety stand-down days and safety classes to make them aware of the threats out there as much as possible are some of the things we can do to give them their best chance of surviving.

Stay proficient in your emergency procedures. Set the example by maintaining the best physical fitness level you can; it could well save your life, or that of an injured crew mate.

Know Your Tools

Familiarize yourself with all of your ALSE gear. Go through that ALSE vest and know what's in it and how to use those items. Practice with and know how to use the signaling devices. Get the latest briefs on threats in your area of operations.

Familiarize yourself and your crew with radios and any communications equipment you may have: how to turn it on and use it, what frequencies to use and where to find them, troubleshooting, etc. Get up to date survival and evasion training from the local SERE personnel "bug eaters" if available.

Have and know how to use navigation equipment such as maps, charts, compasses, and GPS. A locator device is another item to secure if available. Make a small survival kit for yourself that you can always take with you.

Unit Personnel Recovery Plan

Be aware that personnel recovery has been added to the Aviation Resource Management Survey (ARMS) check list, and that the flight surgeons are responsible for establishing medical evaluation and transportation and treatment of recovered personnel as part of the unit's personnel recovery plan.

See question # 9 in the Aviation Medicine, A-Flight Surgeon/APA… section for more details. Be aware that there are four types of isolated personnel recovery: immediate, deliberate, externally-supported recovery, and unassisted.

If you ever do go in you'll most likely be picked up in a matter of hours or less, but you must prepare yourself for the other types of recovery.

Weather, enemy actions, location, and recovery force capability limitations may force you into an extended period of isolation.

State of Mind

Remember that the name of your game switches from flying to surviving and evading if you ever do go in.

Put whatever bad things happened behind you quickly, scan for and deal with any immediate threats to surviving crew, focus on treating any injured crewmembers, and salvage as much life saving equipment and survival gear from the aircraft as you can.

You can survive even if you find yourself out there with nothing but what you find along your way if you have the will to do so.

Size up the situation
Undue haste makes waste
Remember where you are
Vanquish fear and panic
Improvise
Value living
Act like the natives
Learn basic skills

Safe flying and see you at the flight line! *Doc Puskar*

References: ARMS Guide (Techniques) Aviation Medicine, 2012 Version 16 / FM 3-501 Army Personnel Recovery.

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) Joseph Puskar is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the US Army School of Aviation Medicine at Fort Rucker, AL.

OCT 11 Section 2_June04.qxd 10/7/2011 1:59 PM Page 64

3 Simple Questions

By COL (Ret.) Robert D. Carter

At the end of each year we ask our Chapters three questions for submission to the National office. This is done via the Chapter Activities Report. There is one thing I have learned about our Chapters: they are diverse and driven by different backgrounds and processes. Our challenge is to gather those successes, challenges, and processes for the betterment of our Association. We must share our successes with others. Take our challenges and solve so others do not have to encounter the same pitfalls. And streamline our processes so we are more efficient in our support to Aviation Soldiers and their families.

The first question on the Chapter Activities Report is "What programs and activities did your Chapter sponsor during the past year that were most successful in terms of member participation?" It may have been a golf tournament, chili cookout, run, fishing tournament, raffles, or fundraising drive. Our Chapters are doing a lot of good things across the world and let's use that to our advantage in sharing those initiatives with others. Sometimes we fall into a rut and must change our routine to keep our members interested and involved in the Association.

The second question is "Did your Chapter sponsor any programs that were not successful? If so, please explain what and why, in your opinion?" The challenge here is not to focus on not being successful but what could have been done to make it more appealing to the members and driven it to being more of a promising event. Was it the right time on the calendar, preparation and planning, getting the word out, or was it something that just didn't appeal to your Chapter membership? All of these and more can take a good idea and change the outcome in a positive or negative manner. But as I said in the beginning, we have a very diverse Association and what may not be as successful for some, may be a historic event for others.

The last question is "What additional services or programs could the national organization provide to assist your Chapter?" As LTG (Retired) Petrosky stated in his inaugural message, "Chapters are our bedrock" and the National Executive Group is always looking for ways of assisting our Chapters and supporting our membership. We have made significant progress in the recent past through our awards program, membership opportunities, post military employment initiatives, and support to our Chapters.

What Else Can We Do For You?

I ask that you use the Chapter Activities Report for improving our Association and sharing efforts with others. The report can be found in the Info File under Section III – Chapter Programs and Services. Use it as an agenda item during your local chapter meetings and then at the end of the year so it is not another burden that someone is asking you for.

My promise to you is that I will review the Chapter Activities Reports when they come in and provide you feedback through future articles. Remember, National requests the report be submitted by 1 January. If you have any questions, please don't hesitate to contact me at *bob.carter@quad-a.org*.

Thanks for your support to our Soldiers and their families!

❖❖

COL (Ret.) Bob Carter
AAAA Vice President for Chapter Affairs

OCT 11 Section 2_June04.qxd 10/7/2011 2:00 PM Page 65

Mom, Pop, Wings and Comps

By CW5 Mark W. Grapin

This has been an extremely busy period for our membership programs, and we have so much to report. In news typically relegated to the end of this article, we'll dissect several key issues – good news that is certain to warrant passing along to a friend or colleague.

First, we've further refined the *complimentary membership* program for our deployed Soldiers. If you're headed to "the box," drop us a line and we'll extend your membership for the year of your deployment at no cost to you or your chapter.

While membership renewal is likely the last thing on your mind as you prepare to get a hair dryer blast in the face, it's the cost of a nice dinner back in your pocket.

To further keep pace with our deployers, we're working on a new program to drop-ship a stack of each issue of our national magazine through your servicing public affairs office – which keeps a good magazine read in your mail box each month for another year – wherever on earth that mailbox may be; and one less change of address you'll have to worry about.

If you're not already a member, and are reading this article while deployed courtesy of the last person who might have left it in the back of a Black Hawk in Balad, fill out the membership application, strike through the "dues" portion, and send it to the National office – your new membership dues are on us!

While complimentary memberships represent a huge expense for Quad-A, we see this as an investment in our Aviation community – keeping you up to speed on key events across our Branch and Army, and reaching out to you as your professional association so we may speak with a single loud voice on the issues that matter to each and all of us who wear the wings.

Our association binds together our senior-most leaders with those in the back-shops, our industry partners with our program managers, and our family members with everything in between.

Mom and Pop are on the Phone

…and they want to know how to be involved in Army Aviation.

While donuts and coffee are staples of our morning briefings, we pass-up huge opportunities every day to bring the purveyors of our pasta or pastry along with us on our Aviation journey.

Our Associate and Sustaining membership programs are targeted at the small businesses we patronize just outside the gate. Priced at $40 and $75 respectively, these membership programs bring the local business and one or two members onto our roster.

Many chapters have taken advantage of these great programs, and many of our small business owner partners reciprocate the favor of membership with discounts to AAAA members.

The membership form and details for these programs are each on the Quad-A website, and our National staff can step you through the process.

The portion of the membership dues returned to the local chapter for each of these types of memberships makes it a very attractive program for all parties involved.

When you factor-in how substantial the impact is for a local small business to get their picture and a write-up in the national magazine, it is no wonder that many of our Associate and Sustaining members happily renew year after year.

Your Wings are on Us!

Flip a few pages over in this magazine to the People on the Move (POTM) section – you'll note several columns of recent graduates from our Army Aviation wings-producing courses. In many issues, the list appears limited to flight school graduates, but we've made a specific effort to keep pace with our Aviation schoolhouses to remain abreast of those graduating Aviation maintainer and unmanned operator courses, as well.

In much the same sense that complimentary memberships are a huge investment in our Aviation force, providing a complimentary set of Army wings – regardless of what shape the center emblem of those Army wings takes – provides us with the opportunity to welcome each of our newest Aviation school graduates to the family of Army Aviation.

For our distinguished graduates, these complimentary wings are cast in sterling silver, and reflect the superior performance each has rendered in their technical and tactical academic studies. Look for these lists to grow longer and fuller in the coming months, as we expand this program to encompass all Army Aviation wings-producing schools.

Continued Progress in Other Membership Initiatives

We'll pick up again next month with further news of our major 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*.

❖❖

CW5 Mark W. Grapin
AAAA Vice President for Membership

QUAD-A MEMBERSHIP HOT TIPS!

- If you're deployed, your membership dues are comp'd – whether you're joining for the first time, or renewing. Just drop us a line, and let us know you're "in the box"!
- Associate and Sustaining Memberships are a great way to build local support with local merchants.
- If you're graduating an Army Aviation Wings-producing course, your new wings are on us!

OCT 11 Section 2_June04.qxd 10/7/2011 2:10 PM Page 66

Interstate Compact on Educational Opportunities for Military Children

By Judy Konitzer

It goes without saying that as military parents, we all want our children to have a good education and to have every opportunity to succeed in life. However, as we move between postings on a regular basis, these reassignments are usually a boon for our Soldiers, but become difficult for our children.

The average military student faces transition challenges more than twice during high school, and most children from kindergarten to 12th grade will attend six to nine different school systems. These statistics certainly held true with our seven children who averaged 8 to 10 different schools each; in some places we had children in five different schools.

I suppose I could have stayed in one location and not subjected them to the moves, but that was not an option for us because we believed that our family unit was most important.

I might have different thoughts today, however, if my Soldier was deployed over and over again and our children were suffering emotionally from that. Perhaps allowing them to stay in one school would alleviate at least one stressor by not having to get involved with transition issues.

In any case, our children sacrifice enough when a parent is deployed, so they shouldn't have to sacrifice because we make the choice to move them. They are in a lose-lose situation because they either don't move with their military parent, or move with them and potentially lose out on academic, sports, and extracurricular activities.

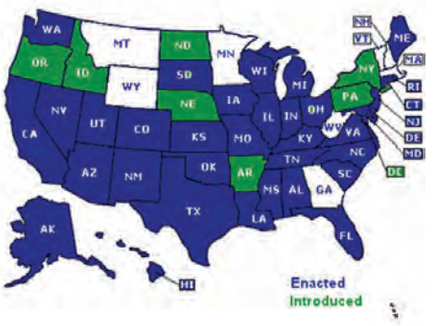
Three of our daughters attended four different high schools, while two other children attended three.

Nothing was more disheartening than to watch as they struggled to fit in to a new school and be deprived of courses they would like to take, leadership roles they were not eligible for because they were not enrolled during the prior semester or because no one knew them, or not being able to participate in sports teams because they missed try-out dates.

GPA's transferred differently back then as well as requirements for graduation. In spite of it all, they did survive, graduated from seven different colleges and are successful adults. If the Military Interstate Children's Compact Commission (MIC3) had been available back then, their school experiences might have been much more pleasurable.

Enter the *Compact*

Since July 2006, the Council of State Governments (CSG) in cooperation with the U.S. Department of Defense has worked with a variety of federal, state and local officials, departments of education, school administrators, national associations, and military families to draft the MIC3 (also called Compact) in order to address the educational transition issues of children of military families attending public schools.



While the Compact is not exhaustive in its coverage, it does address the key issues encountered by military families: eligibility, enrollment, placement, and graduation.

The Compact provides for the uniform treatment of military children transferring between school districts and states and is trying to "ensure that the children of military families are afforded the same opportunities for educational success as other children and not penalized or delayed in achieving their educational goals by inflexible administrative and bureaucratic practices," according to BG (Ret) Norman E. Arflack, MIC3's Executive Director.

Today 39 states have voluntarily

PHOTO BY CARMELA GREER, COMMUNITY OUTREACH DIR., MIDDLETOWN PUBLIC SCHOOLS

Military parents along with their children attend the 1st Annual Military Day Celebration on April 29, 2011 at Forest Avenue School, Middletown, Rhode Island. The event was planned to celebrate all military children.

OCT 11 Section 2_June04.qxd 10/7/2011 2:01 PM Page 67

adopted the Compact through their legislative process. They appoint representation to a governing commission responsible for enacting rules to implement the Compact and create a state council based on the requirements of their state legislation.

It is important to note that the Compact also provides for a governance structure at both the state and national levels for enforcement and compliance.

PHOTO BY BGEN KATHLEEN BERG, USAF—MIC3 COMMISSIONER, HAWAII

Hawaii's Governor Abercrombie signed House Bill 4 into law on June 3, 2011 making the Interstate Compact on Educational Opportunities for Military children permanent. Hawaii has over 15,000 dependents in their public schools and is very supportive of our military and the education of their children.

The Bottom Line

In a nutshell, it means that children transitioning from different school districts will not be subjected to enrollment issues involving kindergarten and first grade entrance ages; immunization requirements that could delay their starting school immediately upon arriving at the new location; delayed transfer of educational records affecting program placement; delays in verifying qualifications for honors programs causing students to lose a semester or more of being able to participate in these programs; and losing opportunities to participate in extracurricular activities i.e. leadership, band, and sports programs.

These are just a few of the common educational challenges our military children have to deal with, and it is unfair for them to be additionally stressed along with asking them to deal with the repeated deployments of their mother/father or possibly both.

Some graduation issues that the Compact covers are the ability to waive courses required for graduation if similar course work has been completed; the flexibility in accepting state exit or end of course exams; national achievement tests; or alternative testing in lieu of testing requirements for graduation in the receiving state; and allowing a student to receive a diploma from the sending school instead of the receiving school.

We probably have a long way to go in turning around acceptance to athletic programs, and it breaks my heart when I hear of children being denied a role on sports teams in a school because they are "transient" military.

Some coaches want to build their teams with local and more permanent talent and will sometimes deny an incoming military student the opportunity to participate.

We all know that some of our children are stellar athletes and should be afforded equal opportunities.

The MIC3 could be a great starting place to begin challenging, as well as changing this practice.

Who is Eligible

Eligibility for assistance applies to children of 1) active duty members of the uniformed services, National Guard and Reserve on active duty orders, 2) members or veterans who are medically discharged or retired for one year, and 3) members who die on active duty. MIC3 publishes a quarterly newsletter and I found it interesting to read about how one State implemented their program.

At a meeting of the Rhode Island Compact Council, it was recognized that over 50% of its National Guard service members (78 alone from 1st Bn., 126th Avn.) would be deployed during 2011-12.

COL Chris Callahan, an Iraq war veteran and commander of the 1/126th Avn. during that unit's deployment from 2004-2005, and his daughter Katie, currently a North Kingstown High School junior, provided a very personal perspective on the challenges she faced while her father was deployed.

Her message resonated with the gathered educators and truly illustrated how, even years after a deployment, children still feel the effects of the long separation.

Although this situation did not impact a student's transfer from another state, it did make the Council aware of challenges being faced, not only by students of active duty Soldiers, but also by students of National Guard Soldiers, and promoted recommendations for use in their schools. And what about the eleven states that have not yet enrolled (Oregon, Idaho, Wyoming, Montana, Minnesota, Arkansas, Pennsylvania, New York, Georgia, New Hampshire and Massachusetts)?

Several of these states have very active military bases so it is important to bring them into the Compact for the sake of our children.

Department of Defense, in an advisory role and within their legal ability to do so, is continuing to work with the State Commission and others to encourage their participation.

You can visit the website *http://www. MIC3.net* for assistance in contacting the School Liaison Officer at your local installation in order to understand the Compact issues and requirements for local school districts, contacting your State Commissioner, checking how your state is complying with their Compact agreement, as well as for additional information and resources.

❖❖

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

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 2:06 PM Page 68

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.*

AeroVironment, Inc. to Provide Army Contractor Logistics Support

U.S. ARMY PHOTO

AeroVironment, Inc., Monrovia, CA received a $15,909,962 cost-plus-fixed-fee contract order on September 1, 2011, under an existing contract with the U.S. Army to provide Army contractor logistics support for Raven systems. The logistics support services are scheduled to be delivered within the next several months. The Raven unmanned aircraft is a 4.2-pound, back packable, hand-launched sensor platform that provides day and night, real-time video imagery for "over the hill" and "around the corner" reconnaissance, surveillance and target acquisition in support of tactical units. U.S. armed forces use Raven systems extensively for missions such as base security, route reconnaissance, mission planning, and force protection. Each Raven system typically consists of three aircraft, two ground control stations and spares.

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

EOIR Technologies, Inc., Fredericksburg, VA, was awarded an $83,750,574 cost-plus-fixed-fee contract to provide for the maintenance and logistics support for the Constant Hawk-Afghanistan and light detection and ranging aircraft. Work will be performed in Fredericksburg, VA, with an estimated completion date of June 26, 2012.

AAI Corp., Hunt Valley, MD, was awarded a $118,792,331 firm-fixed-price contract which is for the modification of an existing contract to procure 19 Tactical Common Data Link (TCDL) pool configuration kits; four TCDL regular configuration kits; 14 sets of mobile maintenance facility spares; and one set of TCDL spares for the Shadow Unmanned Aircraft System. Work will be performed in Hunt Valley, MD, with an estimated completion date of April 30, 2012.

Longbow, L.L.C., Orlando, FL, was awarded a $26,049,000 cost-plus-fixed-fee contract to provide for the modification of an existing contract to add engineering service house for the Hellfire and Longbow missile requirements. Work will be performed in Orlando, FL, with an estimated completion date of Sept. 30, 2013.

The Boeing Co., Mesa, AZ, was awarded a $60,000,000 firm-fixed-price, cost-plus-fixed-fee contract to provide for the modification of an existing contract to improve reliability, maintainability, and sustainability of the AH-64 aircraft. Work will be performed in Mesa, AZ, with an estimated completion date of March 15, 2012.

AAI Corp., Hunt Valley, MD, was awarded a $12,702,200 cost-plus-fixed-fee contract to provide for the modification of an existing contract to fund an overrun for the Tactical Common Data Link. Work will be performed in Hunt Valley, MD, with an estimated completion date of May 30, 2012.

General Electric Co., Lynn, MA, was awarded an $8,702,772 firm-fixed-price contract to provide for the acquisition of 300 exhaust pipes for the UH-60 Blackhawk. Work will be performed in Lynn, MA, with an estimated completion date of June 30, 2014.

The Boeing Co., Ridley Park, PA, was awarded a $6,753,000 firm-fixed-price contract to provide for the modification of an existing contract to support the CH-47F Chinook helicopter renew aircraft program. Work will be performed in Ridley Park, PA, with an estimated completion date of Dec. 31, 2015.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded a $68,961,778 cost-plus-incentive-fee contract to provide for the acquisition of universal ground control stations and universal ground data terminals. Work will be performed in Poway, CA, with an estimated completion date of July 31, 2013.

Raytheon Co., McKinney, TX, is being awarded a $21,000,000 indefinite-delivery/indefinite-quantity contract for production of the AN/ZSQ-2 (V1 Assault) and AN/ZSQ-2 (V2 Attack), Electro-Optical Sensor System for the MH-47G and MH-60M aircraft assigned to the Special Operations Aviation Regiment at Fort Campbell, KY, in support of the U.S. Special Operations Command, Technology Applications Contracting Office. The work will be performed primarily in McKinney, TX, and is expected to be completed by Aug. 2, 2013.

MD Helicopters, Inc., Mesa, AZ, was awarded a $14,237,169 firm-fixed-price contract to provide for the modification of an existing contract to provide logistics support for operations of rotary wing primary training aircraft and flight training devices for the Afghan Air Force. Work will be performed in Shindand, Afghanistan, with an estimated completion date of March 31, 2016.

EADS North American Defense, Arlington, VA, was awarded a $9,910,183 firm-fixed-price contract to provide for the modification of an existing contract to increase the funding for contractor logistics support flight hours. Work will be performed in Columbus, MS, and Trumbull, CT, with an estimated completion date of Aug. 31, 2013.

Advertisers Index

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 2:23 PM Page 69

POTM
PEOPLE ON THE MOVE

TRANSFER OF RESPONSIBILITY

PHOTO BY MARK TATE, USASOC PUBLIC AFF AIRS

CSM David Leamon assumes responsibility of the U.S. Army Special Operations Aviation Command at Meadows Field, Fort Bragg, NC, Sept. 01. Leamon is the first command sergeant major of the command which was provisionally activated in March 2011. He previously served as the 160th Special Operations Aviation Regiment (Airborne) command sergeant major, and served twice as a battalion command sergeant major five years prior. BG Kevin Mangum, ARSOAC commanding general, presided over the ceremony.

DEPLOYMENTS/REDEPLOYMENTS

82nd CAB Deploys

U.S. ARMY PHOTO BY SSG DONNA DAVIS, 82ND CAB PUBLIC AFFAIRS

A Soldier with the 82nd Combat Aviation Brigade says good-bye and consoles his son right before boarding a bus to begin his journey to Afghanistan for a year-long deployment in support of Operation Enduring Freedom.

29th CAB Soldiers Get Big Send-off

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

A deployment ceremony was held on the parade field at the Edgewood Area of Aberdeen Proving Ground, MD Sept. 1, for more than 120 Soldiers deploying to Iraq. After completing training, the Maryland Army National Guard's Headquarters and Headquarters Company, 29th Combat Aviation Brigade will deploy to Iraq for one year in support of Operation New Dawn. The official party presiding over the ceremony included (from left): Gov. Martin O'Malley, Maryland governor; MG James Adkins, adjutant general of Maryland; BG Peter Hinz, Maryland Army National Guard commander; COL David Carey, 29th Combat Aviation Brigade commander; CSM Brian Sann, State command sergeant major; CSM Leroy Hill, command sergeant major for the Land Component Command; and CSM Thomas Beyard, 29th Combat Aviation Brigade command sergeant major.

AWARDS

1AC Aviator Awarded DFC

PHOTO BY SSG JOE ARMAS, 1ACB, 1CAV PAO

CPT Jonathan Mulder, company commander, Company D, Task Force Lobos, 1st Air Cavalry Division, originally from South Holland, Ill., is awarded the Distinguished Flying Cross during a ceremony Sept. 11. On the night of April 25, 2010, while assigned to the 160th Special Operations Aviation Regiment, Mulder was the air mission commander for an operation conducted in support of Operation Enduring Freedom. While piloting an MH-47G Chinook helicopter, Mulder coordinated the rescue of another aircraft after it was critically damaged from enemy fire, while his aircraft simultaneously took heavy enemy machine gun and rocket-propelled grenade fire from numerous locations, according to the award's citation. BG Sean Mulholland, deputy commander, Regional Command North, presented Mulder with the award.

Night Stalkers 2nd Bn. Receives MUC

160TH SPECIAL OPERATIONS AVIATION REGIMENT

LTC Phil Ryan (left), commander of 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne), and COL John Thompson, SOAR commander, secure the battalion's first Meritorious Unit Commendation streamer to the unit colors during a ceremony at Fort Campbell, KY, Aug. 15, 2011. The MUC was awarded for exceptionally meritorious actions in support of combat operations in the U.S. Central Command area of responsibility from October 2009 to September 2010. Elements of 2nd Battalion remain continuously deployed in support of the War on Terror.

ARMY AVIATION ASSOCIATION
Go Online and Join AAAA Today!
www.quad-a.org

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 12:47 PM Page 70

POTM
PEOPLE ON THE MOVE

Strike at Night TF Coming Home

TF TIGER SHARK COURTESY PHOTO

1st Battalion, 10th Combat Aviation Brigade, Task Force Tiger Shark, assembled in formation as a task force for the final time in Afghanistan and to memorialize the 10th Anniversary of the attacks on our country, on September 11.

USASMA Selections

AAAA congratulates the following 32 aviation noncommissioned officers who have been selected to attend the United States Army Sergeants Major Academy, Class 63, in August 2012:

Name / PMOS	
Bennett, Jack H	15Z5
Blessing, Jay M	15Z5
Clark, Matthew J	15P5
Clary, Kenneth E	15Z5
Clavon, Terri	15P5
Dalby, Eric N	15P5
DiGeorgio, Steven	15Z5
Etheridge, James L	15P5
Gonzalez, Gerardo	15Z5
Halchishick, James	15Z5
Henson, James E	15Z5
Hill, Robert L	15Z5
Johnson, James E	15Z5
Kolodgy, John A	15P5
Laird, Gaben M	15Z5
Lane, David S	15Z5
Lopez-ceperoparapar	15Z5
Merchant, Russell R	15Z5
Mycyk, Andrew P	15Z5
Overbey, Timothy V	15Z5
Pegues, Ronald F	15Z5
Quichocho, Roque R	15Z5
Rabins, Marc R	15Z5
Roche, Christopher	15Z5
Stephens, Marde R	15P5
Telesco, Michael V	15Z5
Thibodeaux, Maurice	15Z5
Valdez, Gary L	15Z5
Vondette, Robert G	15Z5
Wagenbrenner, C	15Z5
Wahl, Patricia A	15Z5
Wood, Grace E	15Z5
Woodell, Alex L	15Z5

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.

64 Officers, August 11

IERW AH-64D Track

LT William M. Heidt	DG
WO1 Joshua D. Parker	DG
WO1 Justin W. Dixon *	HG
LT Louis E. Fay *	HG
WO1 Kevin M. Harms	HG
WO1 Nathan J. Anderson	
WO1 Dana K. Berry	
WO1 Lance C. Brown	
LT Timothy Brown	
LT Daniel R. Culbreth	
LT Calvin B. Farrell	
WO1 Joshua T. Feagley	
LT Joseph Fernandez	
LT Michael J. Hollowell	
WO1 Robert P. Joyce	
WO1 Karl C. Knight	
WO1 Christy L. Knodt	
WO1 Andrew C. Malcolm	
CW2 Charles A. Schaefer	
WO1 Edward A. Smith *	
LT Jeremy Stoddard	

IERW OH-58D/R Track

CPT Joshua D. Lazzarini	DG
WO1 Jonathan W. Abdo	HG
WO1 Donald K. Burrell	
WO1 Adam B. Epley	
LT Daniel P. King	
WO1 Derek B. Notz	
LT Tyler M. Reynolds *	
LT Austin A. Unrath	
WO1 Daniel R. West	

IERW UH-60 Track

WO1 James S. Smith	DG
WO1 Andrew J. Anundson *	HG
LT Ryan P. Kuhn	HG
LT Wesley T. Leedy *	HG
WO1 Jordan J. Long	HG
LT Brett A Barker	
WO1 Brian R. Brosseau *	
WO1 Michael A. Colone	
WO1 Mattthew A. Conley *	
LT Shane F. Dorney	
WO1 Joel T. Faulkner	
LT Sebastien M. Guilhemotonia	
WO1 Joshua T. Hiers *	
WO1 Jeffrey M. Keiper	
WO1 Marc P. Kudlac	
LT Mollie J. Marken *	
WO1 James R. Martin	
WO1 James F. McCoy	
WO1 Anthony P. Muschett	
LT Nickolaus R. Orphan	
LT Jeffrey S. Pardue *	
WO1 Julian T. Portillo *	
WO1 Christopher M. Ryan	
LT Erick D. Turley	
WO1 Geoffrey M. Werner *	

IERW UH-60M Track

LT Samantha C. Muchmore	DG
WO1 Keith Nelson	DG
WO1 Jason J. Anton	
LT Jeremy R. Briggs	
WO1 Kenneth J. Dams	
LT Daniel P. Hamilton	
WO1 Cory A. Krogmeier	
WO1 Brad M. Nelson	
WO1 James R. Wynn	

25 Officers, August 25

IERW AH-64D Track

WO1 Daniel J. Rhodes
WO1 Jesse N. Schram
LT Alex Sharkey

IERW OH-58D/R Track

LT Schuyler Emery-Munn

IERW UH-60 Track

WO1 Jason E. Miller	DG
WO1 Corry M. Higbee	HG
LT Jared Lewis	HG
LT Alois Renggli *	HG
WO1 Adam R. Becker	
WO1 Alexander O. Beckett	
LT James F. Brooks	
LT Amanda Charlton *	
WO1 Sterling W. Condos	
LT Christopher F. Hart	
WO1 Bryan S. Laleman	
LT Neal G. Murray	
LT Raymond S. Plante	
WO1 Derek D. Reynolds	
LT Ernest A. Severe	
WO1 Anya K. Sharman	
WO1 Casey N. Stallings *	
WO1 Casey L. Strader	
WO1 Larry J. Underhill *	

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 12:47 PM Page 71

POTM
PEOPLE ON THE MOVE

WO1 Jason E. Watkins
LT Bryce J. Weedmark

61 Officers, September 8

IERW AH-64D Track
LT Gregory T. Wellman **DG**
WO1 Michael R. Barager **HG**
LT Thomas Opalak **HG**
WO1 Brandon Van Meter **HG**
LT Aaron Blanchard
WO1 William Bland
LT Edwin W. Jobkar
WO1 Michael A. Murray
LT William A. Murray
LT Steven Nickerson *
LT Daniel Piechocki *
LT Jonathan Powell
LT John D. Proctor
WO1 Rodriguez E. Sanchez
WO1 Donald A. Seelye *
WO1 Derek R. Uresti
WO1 Robert M. White
LT Leyla Zeinalpour

IERW CH-47D Track
WO1 Aaron P. Mello **DG**
WO1 Chad E. Barnett
WO1 Ralph D. Hernandez
WO1 Courtney L. Miller *
LT Micah D. Underwood
WO1 Patrick D. Webb *

IERW OH-58D/R Track
WO1 Charles R. Hubbard * **DG**
LT Matthew J. Palange * **DG**
WO1 Jonathan W. Dodson *
LT Thomas K. Emmerich
LT Michael D. Phillips *
WO1 Joshua Ratcliff
LT Jason T. Shaffer
LT Mark Sulawske
WO1 Whitney F. Taylor
WO1 Jonathan R. Young

IERW UH-60 Track
LT Christopher R. Meiser * **HG**
LT Eric Wiberg **HG**
WO1 Matthew Bednar **HG**
WO1 Jared De Jesus **HG**
LT Andrew E. Bettinson *
WO1 Joy E. Boteler *
WO1 Edward R. Chester *
WO1 Kevin G. Clark *
LT Lauren D. Connelly *
LT Melissa A. Cramer
LT Michael R. Fish *
LT Robert K. Freyou *
LT Ernest Greenford *
LT Jessica E. Jones *
WO1 Kathryn L. Jones
WO1 Christopher B. Link *
CPT Anthony N. Nelson
WO1 Jessie S. Olmstead
WO1 Bradley G. Painter *
WO1 Matthew B. Seiber *

IERW UH-60M Track
WO1 Luis F. Cardona * **DG**
LT Matthew W. Perry * **DG**
LT Shaun Arredondo
WO1 Thomas C. Ertel
LT Travis B. Holmes *
LT Benjamin Winner

58 Officers, September 22

IERW AH-64D Track
LT Stefan Cormier * **DG**
WO1 Brian M. Earley **DG**
WO1 Quentin L. Friend **HG**
LT Daniel F. Rendleman * **HG**
LT Jeremy Adams *
LT Joshua Barlow *
WO1 Robert E. Bellisario *
WO1 Chad D. Brooks *
WO1 Paul R. Deaver
LT Caleb B. Dunnam *
LT Brian J. Gaudette *
LT Austin K. Hoopes
CW2 Joseph G. Jorinscay *
LT Chad Maulsby
WO1 Kevin C. Ruark
WO1 John Yasar

IERW CH-47F Track
WO1 Richard T. Henry **DG**
LT Kevin D. Moll * **DG**
LT Gerren Bazier *
WO1 Nathaniel M. Bickham *
LT Maia Paris
WO1 Lucas C. Schneiderveale
LT Benjamin Wise *

IERW OH-58D/R Track
WO1 Dustin L. Baker **DG**
LT Alan S. Fischer **DG**
WO1 Jason M. Cabrera
LT John Commerford *
WO1 John A. Hager *
LT Christen Holcombe *
LT Jeremy Huggins
WO1 Wayne D. Keaton *
LT Chad J. Moran *
WO1 Justin M. Morris

IERW UH-60 Track
LT Joshua D. Peek * **DG**
WO1 Kevin P. Colby **HG**
WO1 Barry K. Mathias **HG**
WO1 Amos S. Bazil
LT Brent A. Bereznak *
WO1 Matthew D. Briley *
WO1 Rodney L. Brown
LT Shawn M. Dougherty
LT Robert M. Echols *
WO1 William P. Gervasoni
WO1 James W. James *
WO1 Daniel R. Johnson *
WO1 Steven W. Johnson
LT Douglas G. Kennedy
LT Baron C. Martin *
WO1 Samuel J. Tardif *
CPT Jason S. Traylor
WO1 Jonathan M. Weller *

IERW UH-60M Track
LT Jeffrey T. Dow * **DG**
WO1 Adam J. McKinney **DG**
LT Kelly T. Carbary
WO1 Daniel McEnerney
WO1 David M. Reynolds
LT Samuel T. Slater *
LT Kyle L. Snamiska

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

UAS OPERATOR GRADUATES

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

Shadow UAS Operator Course Class: 11-015/016/532
28 Graduates, July 28, 2011
PV2 Bronson Ahlo – **HG 11-015**
PV2 Zachary Amnott
PFC Kristopher Andrus
SPC Dominic Bonds
PFC Laurie Chlarson
PV2 Ryan Coates
SPC Alejandro Corrales
PFC Robin Dawson
PV2 Ryan Denos
PFC Brenda Doelker
PFC Kayla Fasuk
PV2 Seth Gabbard
PV2 Matthew Grammer
PVT Brodrick Grice
PFC Christopher Guzman
PV2 Graham Hanlin
PFC Randen Harrington
PFC Sean McCuaig
PFC Sean McDow
PV2 Christopher Minix
PFC Kathryn Moore
PV2 Robert Nelson
PFC Dacquery Robertson
PV2 George Rowsick
PFC Steven Seals
PFC Aaron Thorton
PFC Sara Tuider
PV2 James Wilson

Shadow UAS Operator Course Class 11-517/518/519
38 Graduates, August 25, 2011
PFC Dolphise A. Colomb **HG 11-518**
PFC Jerry A. Bancroft
SPC Thomas W. Bauer
PV2 Amanda M. Brooks
PFC Benjamin C. Butler
PFC Salvatore V. Castaldi
SPC Nicholas T. Chacon
PFC Trevor R. Coble
PV2 Hieronymus Corvus
PV2 Bryce L. Crawford
PV2 Jacob R. Crist
PFC Patrick C. Dennis
SPC Tyler M. Francis
PFC Devon G. Graf
PFC Riley M. Hall
SPC Alaina R. Hoisington
PFC Jeremy B. Holt
PFC Dominik Lomonaco
PFC Adam Luna
PFC Demetrius L. Martin
PFC Clint Mason
PV2 Joel E. Mead
PVT Jonathan M. Moyer
PFC Alex J. Norman
PFC Cameron J. Ouellette
SPC David G. Palma
SPC Shane A. Rawlings
PFC Matt L. Rindal
PV2 James E. Roth
PV2 Dustin K. Seibert
SPC Joseph A. Sexer
PFC Kody A. Smart
PFC Jeffrey J. Stewart
PFC Andrew M. Thompson
PFC Christian I. Travis
PV2 Alexander Villa
PFC Jarred L. Walker
PV2 Kristopher T. Woolery

Shadow UAS Operator Course Class 11-13/14/504
26 Graduates, September 22, 2011
PV2 John M. Murphy **HG 11-504**
PFC Travis H. Auge
PFC Ethan R. Benson
SPC Jesse Castaneda
PFC Joseph D. Critelli
PV2 Jordan M. Dane
PV2 Phillip L. Datcher
PV2 Anthony J. Denny
PV2 David A. Galindo
SPC Steven R. Hansen
PFC Phillip R. Kirkland
SPC Kathleen J. Lavender
PFC Dahnjohn T. Le
PFC Kavin P. McBride
PV2 Brenton C. McCollum
PFC Cameron J. Medina
SPC Matthew P. Orem
PV2 Santiago Ramos
PV2 Michael J. Runyon
PFC Nicholas R.Sims
LCpl Michael S.Sivley
PFC Andrew R. Smith
PFC Zachary D.Stengel
SPC Alec A. Stephenson
SPC Anthony J. Woods
PFC Brian T. Woods

Hunter UAS Operator Course Class: 11-002
10 Graduates, September 22, 2011
PV2 Andrew L. Craw
PFC Bryan J. Brodhagen
PV2 John W. Coleman
PFC Joshua A. Gray
PFC Adam H. Kurth
PFC Richard E. Olson
PV2 Jason G. Rose
PV2 Aaron J. Short
PFC Christopher A. Templeton
PV2 Dylan M. Woodcock

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 2:26 PM Page 72

AAAA Chapter News

Aloha Chapter

ALOHA CHAPTER COURTESY PHOTO

Chapter Sponsored OPD with PEO Aviation & AAAA President

MG William T. Crosby, Program Executive Officer, Aviation talks to aviators of the 25th Combat Aviation Brigade about the future of Army Aviation during an officer professional development session at the Pacific Aviation Museum on Ford Island, Hawaii, Sept. 8.

ALOHA CHAPTER COURTESY PHOTO

Chapter AAAA Golf Scramble

Team "Wings 6," from the left: CW4 Joe Roladn, 25th Cbt. Avn. Bde. Stdzn. Pilot; COL Frank Tate, 25th CAB Cdr.; LTG (Ret.) Dan Petrosky, AAAA National President; and COL (Ret.) Dave Brostrom, chapter VP; pauses for a Kodak moment before teeing off at the Aloha Chapter's Army Aviation Association of America Golf Scramble at Mamala Bay Golf Course on Joint Base Pearl Harbor-Hickam, Hawaii, Sept. 7.

CH-47F Unit Equipping Ceremony

ALOHA CHAPTER COURTESY PHOTO

The pastor of the Bishop Memorial Church, Kahu Kordell Kekoa, performs a traditional Hawaiian blessing on a CH-47F Chinook during the unit equipping ceremony at the Pacific Aviation Museum on Ford Island, Hawaii, Sept. 8. Participating in the ceremony are, from the left: LTG Francis J. Wiercinski, commanding general of U.S. Army Pacific; BG Gary M. Hara, commander of the Hawaii Army National Guard; and MG William T. Crosby, PEO Aviation.

ALOHA CHAPTER COURTESY PHOTO

From left: LTG (Ret.) Daniel J. Petrosky, AAAA President, COL Frank Tate, 25th CAB Cdr., BG Gary Hara, Hawaii Army National Guard Cdr., MG William T. Crosby, PEO Aviation, and COL (Ret.) Dave Brostrom, The Boeing Company, at the CH-47F Chinook Unit Fielding Ceremony reception at the Pacific Aviation Museum on Ford Island, Hawaii, Sept. 8.

Connecticut Chapter

The AAAA Connecticut Chapter hosted their annual scholarship golf tournament on August 11, 2011 at Grassy Hill Country Club in Orange, CT. Over 120 golfers attended the event which raised more than $10,000 for the chapter's scholarship fund. During the awards program, held after the golf tournament, eight scholarships were presented for a total of $16,500. Michael T. Nicolett, son of Tom Nicolett, received $3,000; Angelica N. Ferrazzi, daughter of Tom Ferrazzi, $2,000; and Faith E. Goumas, daughter of Mark Goumas, $2,000. Other winners unable to attend were: Zachary M. Enright and Kaley M. Enright, son and daughter of Mike Enright, $3,000 each. Additionally, Sikorsky corporate scholarships were awarded to Alexandra E. Goumas ($1,000), daughter of Mark Goumas, and Madison Moquin ($1,500), daughter of Marc Moquin; and the Timken-Purdy Corporate Scholarship ($1,000) was awarded to Conor J. Gagliardi, son of James Gagliardi.

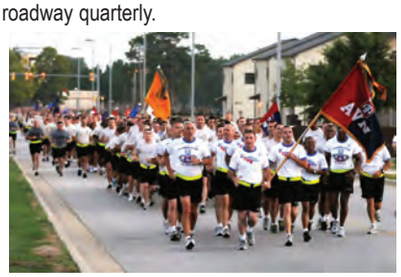
CONNECTICUT CHAPTER COURTESY PHOTO

Left to right: Paul Hoar, chapter VP Scholarships; Mark Goumas; Gwen Goumas; scholarship winner Faith Goumas; Dan Ball, deputy director, AAAA National; Tom Nicolett; scholarship winner Michael Nicolett; Lisa Nicolett; scholarship winner Angelica Ferrazzi; Patty Ferrazzi; Tom Ferrazzi; and Doug Shidler, chapter president.

Iron Mike Chapter

U.S. ARMY PHOTO BY SFC ERIC PAHON, 82ND CBT. AVN. BDE. PUBLIC AFFAIRS

1st Bn, 82nd Cbt. Avn. Bde. Soldiers clean a roadway on Sept. 16 dedicated to fallen hero, CW4 Brent Cole, a pilot who died in combat in Afghanistan on May 22nd, 2009. The unit got the city of Fayetteville, NC to dedicate Andrews St. in his name. The battalion is responsible for cleaning trash and debris from the side of the roadway quarterly.



U.S. ARMY PHOTO BY SFC ERIC PAHON, 82ND CBT. AVN. BDE. PUBLIC AFFAIRS

82nd Airborne Division commander, MG James L. Huggins, Jr. (front left) and the division senior NCO, CSM Bryant C. Lambert (second from right) run with the 82nd Cbt. Avn. Bde. and its commander and Iron Mike chapter president, COL T.J. Jamison (center front) at Fort Bragg, NC on Sept. 16 in the brigade's last run before the unit deploys to Afghanistan in support of Operation Enduring Freedom.

North Star Chapter

NORTH STAR CHAPTER COURTESY PHOTO

MAJ Corby A. Koehler, S2, 2nd Bn., 147th Avn. Regt., Minnesota Army National Guard, is awarded the AAAA North Star Chapter Scholarship from chapter president, state army aviation officer, and 34th Cbt. Avn. Bde. commander, COL Michael J. Huddleston, Sr. at a ceremony on Sept. 7 in St. Paul, MN.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 3:10 PM Page 73

LEGISLATIVE REPORT

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

DEFICIT COMMITTEE LAUNCHED

On Sep. 8 the Joint Select Committee on Deficit Reduction began operations in response to the Budget Control Act of 2011. The results of this JSC process may cause serious challenges to the defense capabilities of our country. The Act, approved on Aug. 2, which increased the debt ceiling by $400 billion, was intended to prevent the rapid process of a sovereign default that might have occurred in the 2011 United States debt-ceiling crisis. The JSC is charged with issuing a recommendation by Nov. 23, 2011, for at least $1.5 trillion in additional deficit reduction steps to be taken over a 10 year period. The JSC's recommendations without amendments are then to be approved by Congress in an up or down vote by Dec. 23, 2011. Failures of the JSC or the Congress to agree on the recommendations will trigger the enactment of $1.2 T in automatic spending cuts to serve as the second installment of deficit reduction measures.

In an earlier agreement, the Defense cut was discussed as being about $350 B. Under the trigger mechanism the cut is expected to be $500 B larger. Secretary of Defense Leon Panetta has described the automatic cuts as the "doomsday- mechanism." Meanwhile, many are optimistically watching the process and others are carefully monitoring their interests.

IRAQI NEGOTIATIONS CONTINUE

During the ongoing U.S. forces drawdown in Iraq which is to be complete on Dec. 31, 2011, the U.S. is seeking to gain permission in the near term to establish a military mission.

Reasons for the mission include establishing a long term relationship between the countries of the U.S and Iraq to aid the Iraqis in international and national Iraqi defense areas. There are concerns in the U.S. about the roles of the mission, the size (3,000 to 25,000) and the cost. Iraqi political blocs, less the Sadrists, are reported to be supporting the ongoing negotiations to agree on the requirements of a U.S. military extension. As of early Sept. our forces in Iraq were down to 47,000 troops in 47 bases. Aug. 2011 was the first U.S forces death-free month since the 2003 invasion.

Final turnovers of responsibility and facilities to the Iraqi forces are being accomplished and mammoth logistics retrograde operations are underway.

Concurrently, the Department of State, with increasing personnel, equipment and contractor support, is gearing up to take full charge of advising the Iraqi government at national and local levels.

In the near term we are waiting for the highly qualified negotiations parties to agree on the role and way forward so that the U.S. implementation may begin.

In the interim we are reminded of Ambassador Ryan Crocker's warning when departing Iraq in 2009, "The events for which the Iraq War will be remembered by us and by the world have not yet happened."

CHANGES TO THE POST-9/11 GI-BILL

The Post 9/11 Veterans Education Assistance Improvements Act of 2010 which was approved in Dec. 2010, began the phased implementation with effective dates starting on Mar. 5, Aug. 1 and Oct. 1. The changes which contain many significant improvements were made within the original 9/11 GI funding level.

As a result, there are some reductions in the levels of previous benefits. Detailed information concerning the changes can be found at: *http://gibill.va.gov/benefits/post_911_gibill/Post 911_changes.html*

Improved benefits include allowing GI-Bill students to receive non-college degree courses in skill areas, while reduced benefits include providing less tuition support to those in private college degree programs.

The Military Coalition continues to work, during this very tight funding environment, with House and Senate committees seeking to further improve Post-9/11 GI-Bill and reduce the new difficulties.

9 MONTH ARMY DEPLOYMENTS

Beginning in Jan. 2012, most Army troop deployments, including the combat aviation brigades, to the combat zones will be reduced to 9 months rather than the current 12 months.

This change is expected to improve the well-being of the service members and their families.

Dwell times between combat assignments are expected to be on an increasing glide path.

While soldiers on nine-month deployments will no longer receive a regular mid-tour leave, commanders will have leeway to grant leave for emergencies and special circumstances.

TRICARE CO-PAYS CHANGING

Starting Oct. 1, 2011, the TRICARE agency is dropping co-pays for patients who order generic drugs through the TRICARE mail-order program that formerly cost $3 for a ninety-day supply. Those who use the mail for non-formulary and brand name drugs will still have a co-pay cost of $25 and $9, respectively. Co-pays for drugs at TRICARE retail network pharmacies will rise. Generic prescription drugs will rise to $5 from $3, brand-name drugs will rise to $12 from $9 and medications not listed on TRICARE's official formulary will cost $25, up from $22. The co-pays which have not been changed since 2002 are being adjusted in order to reduce DOD's drug costs which have risen from $1.6 B in 2000 to $ 8 B this year.

TRICARE beneficiaries, especially retirees on long term maintenance drugs, are encouraged to use the less costly TRICARE mail order pharmacy option.

SENATE APPROVES ARMY AND JCS CHIEFS

On Aug. 2 the Senate confirmed the nominations of GEN Martin Dempsey to become the next chairman of the joint chiefs of staff and GEN Raymond Odierno as Army chief of staff. On Sept. 7, Odierno was sworn in as the 38th Army chief of staff in a change of command ceremony with Dempsey. Gen. Dempsey then became the chairman of the joint chiefs of staff on Sept. 30 in a transition ceremony with Adm. Mike Mullin who is retiring in Oct.

C-27J REQUIREMENT CHALLENGED

The Senate Armed Services Committee is not convinced that buying 38 C-27J transports is enough to provide direct airlift to deployed Army units and still meet needs at home such as responding to disasters.

Accordingly, in the SASC in the draft authorization bill, the Air Force is directed to conduct a cost-benefit analysis of buying more C-27Js versus the current plan of procuring 38 and augmenting the direct support mission with C-130s.

MEDICAL CENTER MERGER COMPLETED

The Aug. 27 arrival of the last 30 patients from Walter Reed Army Medical Center and the Bethesda National Naval Medical Center completed the 2005 Base Realignment and Closing merger of the two facilities into the Walter Reed National Military Medical Center.

The 2005 BRAC accomplished the consolidation of the area's four military hospitals at Walter Reed, Bethesda, Ft. Myer and Andrews AFB into two large facilities.

These are the vastly expanded Fort Belvoir Community Hospital and the new Walter Reed, which is the military's largest medical center.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 12:47 PM Page 74

NEW MEMBERS

Air Assault Chapter
CW4 Timothy P. Burke
LTC Chad Chasteen
SSG Rollie T. Coleman II
CW4 Adam Jarvis
SFC Kevin P Raine, Ret.
Aloha Chapter
CW2 Seth B. Armstrong
Joseph H. Barker
PFC John S. Brissont
1LT Jason S. Burton
SGT Lana M. Carroll
CPT Robert A. Crapanzano
SSG Date O. Dakitse
SPC Sheldon L. Davis
SPC Christopher M. Doss
1LT Sarah E. Fazio
SSG Robert E. Floyd
PFC Dustin M. Gebhardt
SPC Codey L. Gerdes
SGT Sabine C. Grove
CW2 Neil F. Hardin
PFC Tony E. Heitera
1LT David Hernandez
1LT Nathan W. Herrick
1LT Devin G. Holbrook
PFC Raymond L. Howell
PFC Daniel A. Huerta
SGT David W. Jones
SGT Rolf A. Karlstad
SFC Larry J. Kates
SSG Jose O. Madrid
SFC Bryston K. Manintin
SSG Nell D. Nauroth
SGT Carlos J. Olivares
CW2 James L. Peterson
CW2 Nicholas R. Reynolds
WO1 Sebastian Rivas
1SG Luis F. Romero
SPC Neil E. Roy
SGT Emmanue Santiago-Martinez
SPC Charlie J. Secara
SGT Justin A. Sims
1LT Michael A. Skuza
CW4 Eric J. Stadler
CPT Lori B. Voorhees
CPT Johnny Joseph Wandasan
SPC Theresa M. Zapata
America's 1st Coast Chapter
SSG Theodore A. Robbins II
CW4 Robert M. Starnes
Arizona Chapter
Miguel Sergio Gonzalez
David D. Neumeyer
Armadillo Chapter
CPT Joseph Trevino
Aviation Center Chapter
WO1 Jonathan L. Allen
SGM Lepharis A. Baker
2LT Matthew Craig Belanger
2LT Robert R. Boring
WO1 Seth Bradstreet
WO1 Timothy D. Carroll
2LT Christopher C. Connell
WO1 Ian A. Corbin-Deutsch
WO1 Robert J. Couture
MAJ Mark D. Craft
WO1 Wesley R. Curry
WO1 Bryce S. Curtis
WO1 Bryan P. Debourge
WO1 William R. DeSchepper
WO1 Steven M. Dionne
SFC Kelly Paul Dufrene
WO1 Justin A. Fry
2LT Anna H. Gardner
WO1 Austin J. Graham
2LT Joshua T. Hicks
2LT Thomas C. Hobbs
2LT Matthew S. Ingerson
CW5 Robert S. Jackson
WO1 Brett H. Jenkins
MAJ Charles Scott Johnson
WO1 Dan A. Johnson
WO1 Jennnifer L. Johnson
WO1 Shawn R. Justin
WO1 Aaron G. LaFleur
WO1 Adam N. Langen
WO1 Jeremy J. Leatherwood
WO1 Brandon M. Mathis
2LT Thomas A. McHale II
WO1 Kevin D. Oliver
WO1 Derek J. Orr
2LT Brandon L. Paniagua
WO1 Clay A. Pittman
WO1 Alexander Sanderson
WO1 Scott L. Skilbred
2LT Caroline Spencer
CW3 Joseph W. St. John II
WO1 Steven A. Stocking
WO1 Justin C. Thompson
Big Red One Chapter
SGT J. Anthony Drake
1LT Patrick M Gress
MAJ John P. Miller
CPT Kent Monas
1LT Jason Nichols
SSG Robert W. Whitaker
Central Florida Chapter
CW4 Bryan Hugh Smith, Ret.
Connecticut Chapter
Nicholas Amico Jr.
Ed Boquist
Richard Hoyt
Robin L. Johnson
Neil Mackrell
CW4 Paul Mangini, Ret.
Hamid Salim
Stuart Shay
Corpus Christi Chapter
CW4 Joseph Mitchell
Nicole Plascencia
Delaware Valley Chapter
Jason L. Adams
William D. Buchanan
Tom C. Charela
Scott Friebel
Richard J Gendreau
Ed Hedes
Stephen A. Jenking
Gerard J. Kummer
Steven R. Lanibra
Edward F. Lauser Jr.
Fred J. Lesher
Tom Lessik
Phillip S. Makowki
Dave M. Maxwell
Chad T. Nicklaus
Ron J. Palandro
Chris D. Rice
Randolph S. Smith
Frontier Army Chapter
MAJ Robert W. Dickerson
MAJ James F. Dougherty
Greater Atlanta Chapter
COL David J. Fowler, Ret.
Lisa Rice
Griffin Chapter
LTC Scott Dickey
Idaho Snake River Chapter
1LT Cameron Baker
Iron Mike Chapter
COL William R Frunzi
Jack H. Dibrell/Alamo Chapter
William Randall Coggins
CW3 Eric Darnauer
CW3 Fredric Douglas Heer
MAJ Chris A Miletello
MAJ Scott Patrick Nicholas
CW4 Robert Shadoan
CPT David C Sullivan
CPT Rawn Wilson
Jimmy Doolittle Chapter
1LT Douglas N. Bruner III
WO1 Daniel J. Cruz
CW5 Carson S. Hayslip
SFC Robert L. McConnell
CW2 David S. Reynolds
CW3 Ken R. Smith
SFC Michael Francis Turner
Keystone Chapter
COL Douglas M. Compton
MAJ David R. Emlet
SGT Neil Gussman
MAJ Jeff Milchanowski
CW2 Douglas F. Patrick
SGT Jason S. Roberts
2LT Jason B. Sunderland
CSM Jon B. Worley
Land of Lincoln Chapter
CW3 Jason William Rassi
MacArthur Chapter
CSM Mark F. Tynan, Ret.
Magnolia Chapter
CDT Braden Wuerch
Mid-Atlantic Chapter
Annie Brock
MAJ Richard William Settino
Morning Calm Chapter
PV2 Mathurin G. Alexis
1LT Kristina N. Alford
PV2 Rosa Alonso
CPT Anthony S. Altieri
PFC Elhadi O. Baby
PFC Carl W. Baker
SPC Eric Berrios, Jr.
SFC William E. Bonner
SPC Norman R. Borders III
CW4 Tom Brauttgan
SPC Brittney J. Britton
PFC William J. Carnes
SPC Michael O. Casteel
SSG Lasandra J. Castle
PFC Aaron G. Cestaro
CW2 Lennon Chandler
CPT Jong H. Chin
SPC Josephine Chung
SPC Keane D. Church
SFC Angel Cintron
PV2 Katherine A. Crowley
SPC Michael A. Dale
SPC Nicky D. David
PFC Brianna M. Davis
SGT James A. Deadrick
PFC Robert Delagrande-Soliz
SPC Timothy J. Duell
SPC Ternell J. Duwhite
WO1 Eric J. Echguerria
PFC Justin L. Egglestein
SPC Nicholas D. Eliparles
CPL Bandon K. Estes
SGT Jonathan G. Fernandez
PFC Richard B. Ford
PV2 Juan M. Franco
CW3 George D. Gansel
SPC Daniel I. Garcia
SGT Kyle Grant
SGT Ruben J. Grant
PV2 Jeff C. Gregory
PFC Alysia C. Hall
PFC Kenneth Hall
PV2 Jenelia M. Hawkins
PVT Chadd A. Hendrickson
PV2 Malcolm Herman
SPC Cesar Herrandez
Burt R. Huff Jr.
SFC Myron Hunt
SPC Melissa B. Jarrett
SPC Leif Jensen
SSG Michael A. Johns
PFC James T. Johnson
PFC David M. Jones
SPC John P. Jones
SGT Zenas W. Jones
SSG Leif A. Jordan
SGT Andrew Kung
CPT Sean S. Kwaun
1SG Wade J. Lann
1LT Jeremy G. Larson
SPC Robert A. Leavell
PFC Marla L. Lester
SGM Patrick W. Lunsford
PFC Joshua Matteson
CW2 Eric A. Matthews
1SG Micheal H. McCann
PFC Chelsea N. McKinney
MAJ Aaron Matthew McPeake
CW4 Adolfo Mejia
SPC Gabrielle L. Melendez
SGT Elbert Melton
PV2 Justin E. Middaugh
SGT Andijar A. Morales
SGT Roger Morton
SPC Marcus D. Moser
PFC Jack T. Mulludes
PFC Justin J. Naundros
SGT Kevin M. Nirosky
SPC Matthew J. Patin
SPC Brent J. Paupane
SPC Guadalupe M. Perez
CPT David C. Pierson
SFC Kevin N. Pohl
PFC Jared R. Polito
SPC Audrey Quezada
PFC Curt Reece
PFC William C. Reed
SPC Tarik V. Register
PV2 Jasmine L. Ricks
CW2 Edwin X. Rivas
SGT Timothy W. Robertson Jr.
SPC Carlos A. Rodriquez
1LT Alma F. Rush
SPC Kevin Salas
SGT Michael J. Sanders
SPC Steven M. Scott
PFC Elizabeth C. Smithson
PV2 Lance C. Sullivan
SGT Christian O. Sweet
PV2 Azia N. Thomas
PFC Josefina Vazquez
PV2 Gregory S. Waggoner
PFC Riley B. Watts
SPC Trevor Weikle
SFC Erik M. Whitman
CPT Quentin L. Willard
2LT Royan Yen
SPC Oswaldo D. Zuniga
Mount Rainier Chapter
SSG Joshua A. Jessie
North Country Chapter
SPC Michael H. Christensen
SGT John A. Friedman
SPC Travis A. Langbehn
SGT Brian J. McGinn
SPC Steven A. Pomales
North Star Chapter
Jerry Fleischhacker
CW3 Gary Fries
Northern Lights Chapter
CPT Matt Baldwin
2LT Megan Ashley Feldt
2LT Andrew Folse
SPC David M. Morgan
2LT Andrew J. Ware
Phantom Corps Chapter
SFC Joey R. Dotson
CW2 Joseph Gibson
WO1 Luis A. Rivera
Pikes Peak Chapter
1LT Chris Curran
Savannah Chapter
MAJ Edwin Laster
Southern California Chapter
Ms. Andrea Larsen
Tennessee Valley Chapter
Cornelia Buchanan
Chelsea Burgess
Phillip Deaton II
Callie Downs
Susan Downs
Alexandra Ference
Travis Gajkowski
Fred Gilliam
Matthew Goforth
SFC Kenneth M. Griffin
Scott Harkey
Kathryn Huff
Mary Juergens
Jeffrey Kay
Alan M. Kern
Kayla Ketron
Kristin Carbaugh Lauer
Ellen Lavoie
Gilberto Leos
Amanda Mahan
Molly Mahan
Kaitlin Mayes
Samantha Mayes
Kaitlin McCall
Rachelle McClean
SFC Glenn Meder, Ret.
Laura Meyer
Grantley Miller
John Minjares
Andrew Murphy
Lynn B. Nichols
LTC Richard B. Nichols
Nichols Openshaw
Nicole Parmentier
Sarah Rathburn
Mary Rosher
Jennifer Sabourin
Kathryn Sheibley
Steve Paul Sides
Nicholas Smith
Brenda Stallings
Matthew Stephan
Corey Tiede
Kathryn Turgeon
Kathryn Tutin
Benjamin Weiland
Nathaniel Wilson
No Chapter Affiliation
WO1 Eric D. Allen
WO1 Caleb D. Ashby
WO1 Amos J. Bechthold
WO1 Jonathan M. Behuniak
CW2 Ronald M. Borders Sr.
WO1 Kevin M. Crisp
SSG Mike Davis
SFC John David Deetscreek
PFC Benjamin W. Erskine
CW2 Eric Franklin Ezykowsky
2LT Kristian Martin Favole
WO1 Ryan J. Finch
SPC Ariel GomezMena
PFC Je Yeong Ha
PFC Ryan Nicole Hill

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 3:10 PM Page 75

WO1 James T. Houdek
CSM Christopher Kepner
COL Jerry Kidrick
SSG Eric North Knight Jr.
1LT Ashley D. Manocchio
WO1 Vincent P. Masigat
WO1 Max D. Meier
WO1 Jesse R. Muller
Daniel C. Newby
WO1 Luis A. Rosado Jr.
CW4 John W Scruggs
1SG Daniel Lee Snyder
WO1 Jory M. Stauffer
CDT Andrew Tennant
WO1 Nicholas B. Valenti
CPT Jacob Aaron Whiteside

Lost Members

Help us locate a lost member and recieve a one month extension to you AAAA membership.

LTC Craig J. Alia
SSG Leo Andrews
SGT David A. Banty
WO1 James J. Bett
CW2 Brian J. Bottolene
CW4 Tom Brauttgan
Stefanie Brown
SPC Zane R. Brown
CPT Ryan J. Buckingham
Bala Chidambaram
SPC Jamie Nichole Clark
CPL Jason J. Clinton
CPT Robert L. Crouse, III
SSG Ervin A. Cuarteros
CW4 Donald C. DeWitt, Ret.
SPC Christopher M. Doss
SPC Joseph R. Fasano
SPC James Ferguson
CPT Garrett D. Fett
CW3 David A. Fields
SPC Gordon R. Fitzhugh
SSG Mark T. Flater
SSG Sharon E. Fogt
PFC Andrew C. Folsom
CW3 Donald J. Ford
SPC Brandon M. Forrester
PFC Jeremy J. Francis
CW4 Kevin N. Francisco
SPC Alejandro J. Franquiz
SFC Jeffery W. Gaines
SGT Charlies B. Galloway
SPC Steven Grenz
WO1 Michael S. Hames
SFC Shane R. Hansen
Dean C. Hatfield
WO1 Ralph D. Henandez
SGT Shannon L. Hensley
1LT David Hernandez
SPC Hector A. Hernandez
Bill Hess
1LT Justin S Hinds
CW2 Daniel B. Hodge
Jason Holder
CW4 Irene Holmes, Ret.
CPT Susanna N. Holt
SPC Gregg A. Homoki II
Randy Horn
PFC Daniel A. Huerta
MAJ Timothy D. Hummel
SFC Myron Hunt
Dean Hutson
CW2 Josiah Adam John
SPC Kelli M Johnson
Allen Jones
CPT Lori A. Keener
SGT Jeremy J. Kingston
Charles O. Koons
SGT Andrew Kung
1SG Damiso K. Lamb
SPC Monica Lamb
CPL Richard James Lamb
SPC Kathy N. Laracuente
CW2 Seth Large
Vanda A. Larkin
SPC Stein Laudat
CW2 Bryant Lawler
SGT Andrew J. Layton
SPC Francisco Leal
WO1 Brandon J. Lee
PFC Brandon Lenart
SPC Darren Lindsey Long
SFC Pedro G. Lopez
SGM Patrick W. Lunsford
PFC Peter Magadan
SPC Loretta A. Maldonado
CW2 Brett Allen Mathews
CPT Peter M. Mathews
CW3 Matt M. Matthews
CW2 William J. McClain
WO1 Sean R. McClure
SGT Gina R. McCormick
CW2 Michael P. McGann
SPC Timothy D. McGriff
Mr. David M. Monoc
SSG Edward H. Moore
CPT Marques C. Moore
LTC Louise P. Morgan, Ret.
PFC Renita S. Muller
PFC Justin J. Naundros
SSG Daniel J. O'Connor
SPC Christopher M. Pahl
SFC Peter Paul Pascual
2LT Ryan S. Perruquet
SFC Jovanni Pimentel
CDT Sean G. Plotner
SGT Arthur J. Pruitt
LTC Connie L. Reeves, Ret.
SPC Jacob Remoket
SPC Joshua Rickard
SPC Jeremy N. Ricketts
SGT Brian Rief
PFC James Roache
PFC William G Roark
PFC Jeffrey Roberts
WO1 Marilyn T. Salcedo
SSG Christy Salmond
PV2 Christopher Schmidt
COL Chandler C. Sherrell
SPC Jesse Tiernan Shiflet
SGT Frederick R. Shippee
SPC Jevan M. Simmons
CW3 Michael G. Slone
CPT Mark Robert Smith
CW2 Albert W. Stephens
SGT Christopher Stevens
PV2 Azia N. Thomas
PFC Kevin L. Trotter
SGT Khris A. Vazquez
CPT William R. Webster
CW2 Jason West
2LT Thomas J. Westall
SGT David Wiggins
SPC David Wilder
PFC Angela P. Williams
2LT Taj L. Williams
PFC Troy L. Wood
WO1 John Yasar
SGT Christopher L. Young
SPC Jamaica Young

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Air Assault Chapter

160TH SOAR COURTESY PHOTO

CW5 David P. Clark, 160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY, is inducted into the Honorable Order of St. Michael, Silver, by MAJ Thomas M. Ballenger III, director of the regiment Systems Integration and Maintenance Office (SIMO) during a retirement ceremony on Aug. 12 at Ft. Campbell. Clark was recognized for 25 years of exceptionally meritorious military service in a multitude of aviation-related assignments culminating as the 160th SOAR(A) A/MH6 cell lead for the SIMO. Additionally, Clark was awarded the Legion of Merit for his outstanding service over more than 18 years with the 160th SOAR.

Big Red One Chapter

PHOTO BY SPC MARK A. NUSSBAUMER

SFC Hector Toro, Co. B, 601st Avn. Spt. Bn. is inducted into the Honorable Order of St. Michael, Bronze by his battalion commander, LTC Allan H. Lancetta, and 1SG Gloria Cain during a ceremony at Ft. Riley, KS on Aug. 1. Toro was recognized for his outstanding service as an armament platoon sergeant maintaining split operations between Mosul and Kirkuk during the unit's deployment to Iraq.

Colonial Virginia Chapter

PHOTO BY CPT BRYAN PAUL PIERCE, TF ODIN S4

The Bronze order of St. Michael was awarded to ***SFC Ronald E. Stimpert*** (center), Task Force Observe, Detect, Identify and Neutralize (ODIN)-Afghanistan by TF ODIN commander, LTC Paul D. Rogers, and MAJ Jarred M. Lang during a ceremony Aug. 14th at Bagram Airfield, Afghanistan. Stimpert was recognized on behalf of the Colonial Virginia chapter for being instrumental in the training of CMF 15 NCOs at the ALC and SLC level while assigned to Fort Eustis, VA. He personally, positively influenced the transition as the Transportation Center NCOA moved to Fort Lee as part of a BRAC move and assisted in posturing the training to ultimately establish a second NCOA within the Aviation Branch. He is presently serving as TF ODIN Kandahar Detachment NCOIC.

Rising Sun Chapter

PHOTO BY CPT PHOTO BY MRS. MELINDA DRAPER,LIC AFFAIRS

CW5 (Ret.) Wayne L. Price was inducted into the Honorable Order of St. Michael by chapter president, CW4 David Draper, in a ceremony in his home in Clarksville, TN on July 23, on the occasion of his retirement. Price was recognized for his 22 plus years of aviation service while serving as company, battalion, and brigade standardization officer through numerous deployments. Pictured are (from the left): Draper, CSM (Ret.) Marion Price, Price, and his wife, Donna. Price is continuing to fly as a pilot with Vanderbilt LifeFlight out of Nashville, TN.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 3:11 PM Page 76

New Order of St.Michael Recipients

Silver
CSM James H. Thomson
CW5 Jeffery K. King
MAJ Samuel E. Denton, Ret.

Bronze
CW3 Kevin M. Knight
CW3 Patrick R. Backman
CW2 Ryan J. Maltsberger
CW5 Michael E. Nelson
SFC Rafael C. Lopez II
MAJ Darren Buss
CW3 Randal P. Cox
COL Ross E. Davidso, Jr.
CW5 Duplessie
CW4 Fernando Estrella
SFC Shantel Evans
MAJ Richard D. Frank
CW3 Kelly R. Hale
CW4 Brian Laumeyer, Ret.
Mark S. Levine
MAJ Romeo R.Macalintal Jr.
CW5 James R. Massey
CW4 Carlos Merino
CW4 Matthew Munsey
SFC Jason Murry
LTC Enrique Oriz Jr.
MAJ James E. Tully
LTC Jennifer L. Jensen
Mark J. Jeude
LTC Robert L. Barrie
MSG Matthew A. Gallegos
CW5 Robert Stolting
LTC Scott Kingsley
LTC Andrew Rochstein
CW4 William Sullivan
1SG Martin J. Terrance
MAJ Travis M. Habhab
CW3 Richard D. Anderson
1SG Eddie D. Smith
CPT Erik D. Waters
Michael J. Callahan

New Knight of St. Michael Recipients

SSG Tanya M. Cortez
CW5 Eugene Krueger
MAJ William J. Cutrell, Ret.
CPT Daniel D. Tran
CW4 Brian J. Hoover
1SG Matthew Rutter
CW3 Rodney L. Brown
LTC Michael L. Brown
CPT Ryan Cooley
SFC Darlene Hall
CPT Brendan Wentz
CPT Erin Cox
CW3 Brad Beazer
MAJ Dave Church
LTC Robert D. Long

Soldier of the Month

WO1 Daniel J. Cruz
July 2011
Jimmy Doolittle Chapter

PFC Benjamin W. Erskine
July 2011
Morning Calm Chapter

PFC Je Yeong Ha
August 29011
Morning Calm Chapter

SPC Steven A. Pomales
April 2011
North Country Chapter

SGT Gilberto Figueroa
May 2011
North Country Chapter

SGT Brian J. McGinn
June 2011
North Country Chapter

SPC Michael H. Christensen
July 2011
North Country Chapter

SPC Travis A. Langbern
August 2011
North Country Chapter

SFC David Oberheuser
September 2011
North Country Chapter

New Chapter Officers

Air Assault Chapter
COL Paul Bontrager, President
MAJ Andrew Beyer, Secretary

Jimmy Doolittle Chapter
SFC Cris Chambers, Treasurer

Keystone Chapter
MAJ Randy Lutz, VP Programs

Morning Calm Chapter
MAJ Aaron McPeake, Treasurer
CPT Andrew Freeman, VP Programs

North Country Chapter
CPT John McLean, VP Membership

ACEs
Cathy Anthony
No Chapter Affiliation

CW3 Terri S. Deppa, Ret.
Thunder Mountain Chapter

SFC Orlando L. Jackson
Colonial Virginia Chapter

CPT Aaron J Lippy
Keystone Chapter

The Father of the "Disco Ball" Passes

AAPI FILE PHOTO

Paolella

We are saddened to announce the passing of Mr. Richard Paolella, 82, on Aug. 25 at his home in East Orange, NJ.

He served in the U.S. Air Force during the Korean War and subsequently worked as an engineer for the U.S. Army at Fort Monmouth, NJ for over 35 years.

Dick worked on ALQ-147 IR Countermeasure System which was fuel fired and mounted on OV-1 aircraft. He also worked on ALQ-144, affectionately referred to a the disco ball, and funded the "A" upgrade which improved both jam programs and power output. Dick also developed/fielded 144A QRC programs including support training for Operations Just Cause (Panama), Desert Storm, and Continued Hope (Somalia).

After Desert Storm 1 he pulled together the filter fix to correct problems from sand intrusion which did not receive funding until Desert Storm 2; the revised system was later re-designated the ALQ-144C. He created ALQ-144 training videos for both operation and maintenance of the system and developed the ALQ-144(V)5 (dual jam head/synchronized systems) used by special customers.

In 1988, while serving as the Project Leader, Countermeasures, Electronic Warfare Protection Branch, Electronic Warfare Laboratory, he was recognized for his achievements by being the first civilian to be awarded the AAAA Aircraft Survivability Equipment award.

The life-long resident of East Orange was also a life-long member of AAAA. May he rest in peace.

New Lifetime Members

1LT Blake David Brostrom
Scott J. Flux
James Hale
COL Jerry Kidrick
MAJ Charitopher J. Kirk
Dr. James Love, II , Ret.
CW4 David M. Shanklin, Ret.

New Industry Members

HARCO
Helicopter Association International
TE Connectivity

Im Memoriam

LTC John L. Briggs, Ret.
MG Elmer D. Pendleton Jr., Ret.

Central Florida Chapter & Tennessee Valley Chapter Joint 2012 Bahamas Cruise

There's still room available. The AAAA Central Florida Chapter and the AAAA Tennessee Valley Chapter invite you to join them for a 3 day cruise departing Cocoa Beach, FL on January 27, 2012 aboard Royal Caribbean's beautiful "Monarch of the Seas." Prices start at $313.54 per person including all taxes and port charges for an inside cabin and $368.54 for an ocean view cabin. For more details and reservations please contact Nancy at Beachbound Travel, 877 296-2629, *beachboundtravel@yahoo.com*. Deposits are fully refundable until 14 November.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 12:47 PM Page 77

UPCOMING EVENTS

NOVEMBER 2011
Nov 14-17 **AAAA Aircraft Survivability Professional Forum,** Huntsville, AL

DECEMBER 2011
Dec 14-16 **AAAA UAS Professional Forum,** Arlington, VA

JANUARY 2012
Jan 11-13 **AUSA Aviation Symposium & Exhibition,** National Harbor, MD
Jan 23-26 **Aviation Senior Leaders Conference**, Fort Rucker, AL

FEBRUARY 2012
Feb 8-9 **Joseph P. Cribbins Aviation Product Symposium,** Huntsville, AL
Feb 11-14 **HAI Heli-Expo**, Dallas TX
Feb 22-24 **AUSA Winter Symposium**, Fort Lauderdale, FL

APRIL 2012
Apr 1-4 **AAAA Annual Professional Forum and Exposition,** Nashville, TN

ARMYAVIATION

UPCOMING SPECIAL FOCUS:

November
- Unmanned Aircraft Systems
- Air Traffic Services

December
- Industry Support and Challenges
- Industry Partners Listing

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

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

☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr $50 ☐ 2 Yrs $100 ☐ 3 Yrs $150 ☐ 5 Yrs $250
☐ RETIRED MEMBER DUES ☐ 1 Yr $37 ☐ 2 Yr s $74 ☐ 3 Yr s $111 ☐ 5 Yrs $185

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".
☐ Charge my: ☐ VISA ☐ MC ☐ AMEX

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

CHAPTER AFFILIATIONS (Check one)

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

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

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 12:47 PM Page 78

Art's Attic

By Mark Albertson

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

25 Years Ago

OCTOBER 1986

Into the Fray

2050 hours, November 13, 1985. Nevado del Ruiz blew its top in a fiery paroxysm of smoke, ash and flame. Searing heat melted glaciers and snow.

Raging rivers of boiling water and molten rock raced down the mountain. A formless bubbling ooze, stretching more than a mile across, swept over Armero, interring the north Columbian town beneath a blanket of molten mud, before cooling and hardening into a collective tomb for 21,000 luckless souls.

Eight UH-60 and four CH-47 helicopters and crews from the 210th Combat Aviation Battalion of the 193rd Infantry Brigade arrived on the scene. Relief missions and geological surveys were flown. Intrepid aviators logged over 680 hours, sometimes flying on oxygen, performing feats of daring at altitudes upwards of 16,000 feet.

Wanted: Apache Pilots!

To the right is the actual ad as it appeared in the Ocotber issue.

X-Wing

Adjoining photo captures the unveiling of the X-Wing at Sikorsky's Stratford, Ct. plant.

X-Wing is a rotary-wing, high-speed aircraft that is the culmination of advances in three areas—computers, composites and circulation control aerodynamics. X-Wing will commence flight training this fall at Edwards AFB.

50 Years Ago

OCTOBER 1961

"Flying Mess Hall"

The Department of Rotary Training and the Consolidated Mess, 2nd Battle Group adopted a "flying mess hall."

Airfield command troops who are a part of the crash rescue and stagefield sections have been getting hot meals delivered to their doorstep by helicopter. The idea was conceived by LTC Cantlebary and implemented by CPT Emilio Aponte, Airfield Command S-4; MAJ Edmond F. Barker, Battle Group S-4; and Rotary Wing personnel.

Air-Car

Adjoining photo depicts a prototype of a Ground Effects Machine. Standing in the background are Peter D. Stone (left) and Bruce K. Johnson (right), designers of Air-Car. Johnson and Stone are Dartmouth seniors, employed as trainees in the TRECOM Program at Ft. Eustis Air-Car is an aluminum-fiberglass vehicle powered by a 45 hp Nelson engine. Air-Car is 16 feet long, 8 feet wide and weighs some 500 pounds.

Airliner

The world's first twin-engine turbine helicopter airliner will soon be ready for service. Photo captures the Sikorsky S-61L on a demonstration flight over New Haven, Ct. The turbocopter has a capacity of 28 passengers. The S-61L (initial production models) is powered by two GE CT58-140 turboshafts rated at 1,350 SHP each. Upon FAA certification, the rotary-wing airliner will begin service with Los Angeles Airways.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 3:15 PM Page 79

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 2013 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2012.

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

Major General Joseph N. Jaggers, Jr., Retired

Army Aviation Hall of Fame 2007 Induction

Retired MG Joseph N. "Jim" Jaggers Jr. played a key role in fostering Army aviation as a combat commander, developing tactical doctrine, fielding the Cobra gunship and in the procurement of the Advanced Attack Helicopter. After commanding a rifle company in the Korean War, Jaggers earned his wings in 1957 and then organized and commanded the Army's first experimental Aerial Reconnaissance and Security Troop at Fort Benning, Ga.

In Vietnam, he commanded the 68th Aviation Company (later re-designated as the 197th Avn. Co.), which evolved from the legendary Utility Tactical Transport Helicopter Company. Never content to relegate the most difficult and dangerous combat tasks to subordinate commanders, Jaggers always set the example through sustained and consistent acts of personal bravery. His near-single handed orchestration of a major airmobile operation in the Hau Nghia province, near the village of Duc Hoa, resulted in the 197th Avn. Co. being recognized for conspicuous bravery and was awarded the first Presidential Unit Citation of the Vietnam War in May 1965.

He developed "cardinal rules" for armed helicopter tactical employment, the basis for a then new Army field manual. Between Vietnam tours, Jaggers was the Army Staff's special staff officer for the fielding of the AH-1G Cobra helicopter.

Back to Vietnam, he commanded the 3rd Bn., 506th Infantry Regt. operating in the Central Highlands, and made a brilliant combat assault into Cambodia.

Jaggers was assigned to Project MASSTER (mobile army sensor systems test, evaluation and review), where he directed key developmental tests involving aerial scouts with the intelligence devices. He then commanded the 3rd Brigade of the 1st Cav. Division and later after promotion to brigadier general, Jaggers became the assistant division commander. His courage in combat earned him two Silver Stars, five Distinguished Flying Crosses and 45 Air Medals.

Jaggers served as chairman of the Advanced Attack Helicopter Source Selection Board and then the chairman of the Target Acquisition Designation Sight and Pilot Night Vision System Source Selection Board, resulting in the development and procurement of the AH-64 attack helicopter.

With over 5,000 flight hours, 1,600 hours flown in combat, Jaggers' leadership and contributions to Army aviation have been inspirational.

OCT 11 Section 3version 2 with Selex ad_June04.qxd 10/7/2011 2:08 PM Page 80

The Right Team, The Right Choice, The Right Reason.

At SES, our Warfighters are at the heart of what we do.

When our men and women are at war, it's important that they have the most technologically advanced solutions out there. Science and Engineering Services, Inc. (SES) has accepted the challenge of bringing these technologies directly to the warfighter. Through advanced research and development, prototyping, manufacturing, training, and total systems integration, our team has the knowledge and firepower to handle most any project, no matter how large or small.

SES – Small Business Customer Focus, Large Business Capability

SES

4015 Pulaski Pike NW • Huntsville, AL 35810 • (256) 858-0106 • www.sesius.com