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December 31 2011, Vol. 60 No. 12

## **Industry Partners Directory**

**50 2011 Industry Partners Directory** ARMY AVIATION Magazine's original directory of current contact information for year round reference to industry partners of the Army Aviation team.

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### **ON THE COVER**

**PAID ADVERTISEMENT:** ABOUT THE COVER – Showcased with fog and lights, the U.S. Army's AH-64D Apache Block III helicopter is revealed during a ceremony celebrating on cost and ahead of schedule delivery at The Boeing Company in Mesa, Ariz. For Army aviators, this new Apache brings 'sports car' performance - it's faster, has more range, more payload and more maneuverability Caption provided by the advertiser.

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## Ingram Takes Over as Army National Guard Director



Army *LTG William E. Ingram, Jr.* is pinned as a lieutenant general by Army GEN Raymond T. Odierno, chief of staff of the Army, and Air Force Gen. Craig R. McKinley, chief of the National Guard Bureau, and formally assumed the duties of the director of the Army National Guard during a ceremony Nov. 28, 2011 at the Pentagon in Arlington, VA. Ingram is the Army Guard's 20th director and has almost 40 years of service, to include commanding forces in Croatia, Macedonia, and Kosovo, and more than nine years as adjutant general for North Carolina. He is only the third director to hold the rank of lieutenant general. Ingram replaced MG Raymond W. Carpenter who has served as the acting director since May 2009 and retired at the end of November.

### Pelosi Holds VSO Roundtable



Minority Leader Nancy Pelosi held the Veteran Service Organization's roundtable on Nov. 2, 2011 in one of the new underground Capitol Visitors Center meeting rooms. In addition to Rep. Pelosi, there were a total of 12 Democrats in attendance and many organizations of The Military Coalition, including the AAAA which was represented by Executive Director, Bill Harris. Rep. Pelosi began with a discussion of the progress on items addressed in the last roundtable followed by VSO representatives then commenting on a number of current and new issues. Pelosi often asked the attending Congress members to provide status and to consider the requests for support. After a quick trip to the floor of the House for a vote she announced that the House had approved the 3.6 percent veteran's Cost of Living Allowance.

On September 16, 2011 UH-1D 65-09961 was back in action transporting injured to a local medical center after the horrifying plane crash that claimed the lives of veteran air race pilot, Jimmy Leeward and ten spectators, and injured 75 others at the National Championship Air Races at Reno-Stead airport in Nevada. Approximately 200 yards east of the impact the 1965 Huey owned by the 25th Infantry Division, LLC sat on static display at the National Aviation Heritage Invitational (NAHI) which hosts an annual competition for restored vintage, classic, and warbird aircraft. Chief pilot, Ray Murphy and co-pilot Tim Horrell, both Vietnam veterans, guickly moved to assist, cranking up the vintage Huey and repositioning to evacuate 4 of the injured: all four subsequently survived. Except for some minor changes, the restored Huey looks as it did in 1969 when it was a 25th ID asset. Now based at Buchanan Airfield in Concord, CA, 961 also served in Korea, the Georgia National Guard, and had a post military life with the Anderson County Sheriff's Department, SC.

One More Mission for Vintage UH-1D at Reno



Pilot, Tim Horrell (center) and chief pilot, Ray Murphy (center right) accept the National Aviation Hall of Fame People's Choice Trophy from National Aviation Heritage Invitational deputy director, Ron Kaplan (right), in Reno, NV Sept. 16. Assisting in the presentation are NAHF enshrinees (from left) Bud Anderson and Dick Rutan.

SECDEF Praises Wounded Warrior for

DWTS Win D e f e n s e S e c r e t a r y Leon E. Panetta, left, gets a dancing lesson from Army Iraq War veteran and



"Dancing with the Stars" champion Jose Rene "J.R." Martinez at the Pentagon, Dec. 1, 2011. In a phone call, letter, and Pentagon visit, Panetta reached out to Martinez since his Dancing With The Stars victory praising the wounded veteran for showing the nation the "resilience of our wounded warriors." Martinez reportedly thanked Panetta and credited the Army's rigorous training routines, as he has many times before, for helping him succeed in the reality competition.

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## **AAAA** President's Cockpit



## Newly Focused Support from Congress and A Strong Finish to the Year

By LTG (Ret.) Dan Petrosky

www.sponsoring very successful events on maintenance, aircraft survivability, and unmanned aircraft systems that have truly benefited our soldiers. That's the good news.

The even better news is that some members of Congress are very much interested in a strong Army Aviation force and established an Army Aviation Caucus. I attribute the fantastic synergy from these Members of Congress to our Aviation Soldiers and their families.

Aviation's awesome support of our Soldiers, Sailors, Airmen, Marines, and Coastguardsmen from our Nation and our Coalition partners in Iraq, Afghanistan, and several other deployed locations around the world has captured the respect of people from all walks of life.

Specifically, Congressmen Mo Brooks and Mark Critz, as mentioned last month, have initiated the brand new Army Aviation Caucus which now includes 25 Members of Congress.

They are currently: Chairman Mo Brooks (R-AL-05), Co-Chair Mark Critz (D-PA-12), Blake Farenthold (R-TX-27), Robert E. Andrews (D-NJ-01), Robert A. Brady (D-PA-01), Mike Rogers (R-AL-03), Martha Roby (R-AL-02), Frank A. LoBiondo (R-NJ-02), Roscoe Bartlett (R-MD-06), Mike Conaway (R-TX-11), Joe Wilson (R-SC-02), Joe Courtney (D-CT-02), Allyson Schwartz (D-PA-13), Spencer Bachus (R-AL-06), Geoff Davis (R-KY-4), Doug Lamborn (R-CO-05), Andre Carson (D-IN-07), David McKinley (R-WV-01), Robert Aderholt (R-AL-04), Mike McIntyre (D-NC-07), Dutch Ruppersburger (D-MD-02), Rosa DeLauro (D-CT-03), Madeleine Bordallo (D-GU), Laura Richardson (D-CA-37), and Kay Granger (R-TX-12).

If you don't see your Representative listed you might want to ask them to sign up. It is growing daily.

Chairman Brooks sent his National

## Did You Know...

Since its establishment in 1963, the AAAA Scholarship Foundation, Inc., has given \$4.5 million in scholarships to 1,643 soldiers and their family members for college education.

Each year the AAAA donates over \$150,000 directly to its chapters for send off and welcome home ceremonies for our troops, and in support of such worthy institutions as the U.S. Army Museum, U.S. Army Aviation Museum, Wings of Freedom Museum at Fort Campbell and many others.

The benefit of AAAA's professional development forums, especially the AAAA Annual National Forum, to our soldiers over the last 54 years is almost incalculable.

The AAAA awards program over that period has recognized over 700 outstanding soldiers and units from Soldier of the Year and Unit of the Year, to the Air Sea Rescue and UAS Awards.

The Order of Saint Michael program has been administered and underwritten since its inception in 1989 by the AAAA with a \$20,000 initial investment and is now self sustaining. Over 6,000 medals have been presented in the last 22 years.



AAAA Executive Director, Bill Harris (4th from left) listens with representatives of other veteran service organizations to comments during the VSO Roundtable hosted by Minority Leader Nancy Pelosi on Capitol Hill, Nov. 2.

Security Advisor, Mr. Stephen Davis, to speak at the aircraft survivability event and Congressman Brooks addressed us at UAS earlier this month. They are committed supporters indeed.

AAAA will sponsor the first meeting of this caucus soon and we anticipate that the caucus will be a huge force in making sure our Army Aviation Branch gets the recognition it deserves and you and your families' concerns are addressed.

Merry Christmas, Happy Holidays, and Happy New Year especially to all our members currently in uniform who are quietly, professionally and selflessly making sure all of us can enjoy the life and freedom we do every day.

Thank you and your families for your service.

LTG Dan Petrosky, President

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## From The Aviation Branch Chief



# **Staying Ahead of Future Needs Through Industry Partnership**

By MG Anthony G. Crutchfield

They say that 'necessity is the Mother of all inventions' meaning that difficult situations inspire ingenious solutions. However, I don't particularly like that saying. What it really means is that you only "invent" when there is a problem or need, which of course is human nature. Man realized, during the course of carrying rocks back to his cave, that there must be an easier way so he invented the wheel.

However, rather than stopping production in the middle of building his shelter to figure out a solution to his problem, wouldn't it have been better for him to sit down and "Wargame" his different options/courses of actions in advance?

If he had the foresight to know that he might need a mode to transport heavy objects, he could have started with the creation of the wheel and never had a break in production. Why wait until there is a gap in capability?

In this issue of ARMY AVIATION Magazine has focused on our industry partners, I wanted to thank industry for helping Army Aviation work smarter and not harder over the years. Thank you for helping us Wargame what we need in advance of when it is crucial to the mission. You continue to help us remain one step ahead of the threat.

As we head into 2012, I trust that you will continue research and development efforts to help us project, based on TTPs, known threats, trends and current capabilities so that we are able to get ahead of future needs the best we can.

### Just to Name a Few...

I cannot possibly list everything that our relationship with industry has done for Army Aviation and it really goes without saying how appreciative Army Aviation is for the professional and quality contract support in the various mission essential jobs that





MG Anthony G. Crutchfield (right), U.S. Army Aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence, and MG William T. Crosby, U.S. Army program executive officer for aviation observe as White Mountain Apache Tribe Chairman Ronnie Lupe (middle) gives the traditional Apache tribal blessing to the Army's first Apache Block III aircraft Nov. 2 during a private ceremony on the flight line at the Boeing Apache product facility in Mesa, AZ.

your workforce fills for us because it is so vast: maintenance, instructor pilots, platform instructors, etc.

Therefore, I mainly wanted to highlight some of the other benefits that we have recently gained through our strong bonds of partnership with industry:

Black Hawk production numbers were up this year at the Corpus Christi Army Depot (CCAD) due to their partnership with Sikorsky and their Recap program. Thanks to the partnership, the Depot has ramped up aircraft production from 1 UH-60 A-L Recap aircraft in 2009 to more than 48 in 2011; they have reduced repair turnaround by 59% and reduced material cost by more than \$10,000,000.

 Bell stopped production on the last new OH-58D Kiowa Warrior in 1999. However since 2001, Kiowa Warriors account for approximately 47% of the total recon/attack aviation platforms and have flown more than 52% of total recon/attack hours in Iraq and Afghanistan.

With Bell Helicopter being a crucial step in the process, CCAD initiated the OH-58D KW Repair program in 2008 and completed the first Wartime Replacement Aircraft program in 2011 which is currently funded to replace 42 helicopters to replenish the KW fleet.

• We are also looking towards our next generation of helicopters.

Bell-Boeing, Boeing and Sikorsky are all aware of what Army Aviation requires in Future Vertical Lift to meet the future reconnaissance, attack and vertical maneuver demands we expect to see in the future.

They are working on a new generation of multi-mission manned and unmanned aircraft with Future Vertical Lift capability that promise to address future needs and gaps that cannot be satisfied through upgrades to the existing fleet.

Time and again, our industry partners have filled in the gaps when we DEC 11 Section 1\_June04.qxd 12/2/2011 3:39 PM Page 9

# FROVEN IS 500,000 COMBAT FLIGHT HOURS

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needed them most or, helped us get ahead of what we could even conceive of needing in the first place.

#### **The Apache Block III**

Getting ahead of future needs is also what we were focused on during the Apache Block III Roll-out by Boeing last month in Mesa, Arizona. Though the current AH-64 Delta is an awesome aircraft, we have moved the superior technology of the Apache forward with Block III.

Few would disagree that the Apache was already the most lethal attack helicopter in the world. It is *"getting the job done"* for Warfighters all over the world. What we are expecting of the Apache Block III is to get out in front of our next conflict.

The Army is the strength of our nation and Army Aviation's value is that we provide the Joint Force depth, versatility, flexibility and sustained decisive actions across the spectrum of conflict. Our efforts to further that value with the Apache Block III is well beyond invention... it's innovation.

Innovation, being the actualization of invention, allows the successful translation of new ideas into a tangible societal impact. I like what Apple inventor, the late Steve Jobs said about innovation best: "Innovation distinguishes between a leader and a follower."

The Apache Block III promises to further secure our place as the premiere Aviation fighting force in the world and the Apache as the leading attack helicopter in the world.

## What Does Block III Provide the Warfighter?

The AH-64 D Apache Longbow Helicopter with Block II technology is already an awesome aircraft. Now with the enhancements of the Block III technology:

• The Apache Longbow will, for the first time, allow Apache crews to not only receive video from UAS (unmanned aerial systems), but will also allow the aircrew to control the UAS sensor, laser, and weapons. It will also allow the crew to actually direct the flight path of the UAS when needed.

• It is now the first Army attack helicopter to be Army-qualified for world-wide operations under both instrument flight rules (IFR) and flight into instrument meteorological conditions (IMC). An Apache in the clouds...? It's not just for emergencies or limited training anymore.

• With new communications enhancements that were already used by the Navy and Air Force, we will have enhanced Apache crew situational awareness of threat and friendly forces.

For me, that is what it is all about: working with industry to become more lethal to our enemy while becoming more useful to the Soldiers that we protect on the ground.

### 2030 and Beyond

We expect our first attack reconnaissance battalion (ARB) to be fully operational and ready to go to war with 100 percent Apache Block III aircraft and support equipment, and all personnel trained to standard by the 3rd quarter of FY 2013.

However, our threat in 2013 may or may not look anything like the threat we face today or will face in the near future. So we need to be prepared for whatever the threat will be.

That is why the innovation that the Boeing team has shown with the Apache Block III and the technology that all of our industry partners are working on for tomorrow, 2030 and beyond are so very critical in ensuring the continued, unparalleled success of our Aviation force. I am challenging our industry partners to help us figure out where we go from here.

Is it good enough that our grandchildren fly the Apache Block XXII?

We just marked 50 years of efficient and dedicated service to Army Aviation by the Chinook this year; will the Chinook remain Army Aviation's workhorse for the next five decades?

Or, will *you* innovate some new machine to help us grow our technology and keep us ahead of what we believe the threat will look like in 2030 and beyond?

#### **Thank You**

With the ever changing, adaptable threat we face today and in the future, we may not get it all right... but we cannot afford to get it all wrong either! To all of our industry partners, thanks for what you do to help us get it right.

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.

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## Chief Warrant Officer of the Branch Update



## **Entry Into Aviation Warrant Officer Service**

By CW5 Michael L. Reese

The contribution that the Aviation Branch has made over the last ten years during the Global War on Terrorism has been extraordinary. The sacrifices our crew members have endured are even more impressive, with long deployments; limited dwell periods; and balancing demanding pre-deployment training requirements with resetting personnel/equipment.

These hardships on our Aviators have had little effect on accessions or retention. It has been the contrary, warrant officers continue to serve selflessly with low voluntary attrition and the number of applicants exceeds the number of flight school selections nearly five to one.

Becoming an Aviation Warrant Officer is difficult and the Aviation Branch constantly works to improve the process to ensure ideal candidates are selected.

#### **Selection Requirements**

Minimum requirements for flight school selection have not changed drastically over the last twenty years; must be 18 years old and not reach 33 by time of selection; less than 12 years active federal service time; minimum GT score of 110; minimum of 90 on AFAST; attain a Class I Flight Physical; possess a Secret Security Clearance (or higher); and recommended that a senior warrant officer provide a letter of endorsement for the applicant.



Warrant officer candidates depart a CH-47 Chinook April 27 at Fort Rucker. WOCs and flight school student-pilots now work together to plan and carry out training missions together.

One change commencing on or about June 2012 is the replacement of the outdated Army Flight Aptitude Selection Test (AFAST) with the Selection Instrument for Flight Training (SIFT).

The SIFT was developed in a collaborative effort with the Navy in order to produce a better predictor for success in flight school, increased capability for trend/statistical analysis, and one that nearly eliminates chance of compromise.

The Aviation Branch is the proponent for SIFT, which allows refinements and improvements to ensure modules remain a relevant indicator for flight aptitude in the future.

FLIGHT SCHOOL APPLICANT STATISTICS FY 11		
WOFT – 256 BOARDED	IN-SERVICE – 977 BOARDED	
SELECTION RATE - 69.1%	SELECTION RATE – 21%	
AVERAGE AGE – 25.5	AVERAGE AGE – 28	
AVERAGE AFAST – 123	AVERAGE AFAST – 129	
AVERAGE GT – 123	AVERAGE GT – 121	
AVERAGE GPA – 3.12	AVERAGE ACTIVE FEDERAL SERVICE – 6	
AVERAGE APFT – 274	AVERAGE APFT - 276	

### Where Do They Come From

Aviation warrant officers are accessed from two populations; inservice (enlisted) and from the civilian sector through the Warrant Officer Flight Training (WOFT) program or "streets to seat." The attributes of the applicants are generally the same in regard to aptitude requirements, but the diversity each group brings is an important dynamic to the strength of the Warrant Officer Corps.

The percentage the Aviation Branch selects from each population is determined by career life cycle models, career attrition formulas, and flight school trend analysis. The current allocation of WOFT and in-service selection is 25% and 75% respectively; (this was denied by USAREC).

Selection rates for civilian applicants and enlisted soldiers contrast due to the volume of applicants per category. During fiscal year 2011 the number of enlisted applicants that were boarded was 977 with a selection rate of 21% and 256 WOFT applicants were boarded with a 69.1% selection rate.

The reason for limited applicants in the civilian sector is largely due to

**ARMY AVIATION** 

limited knowledge of the program from both the public and occasionally recruiting stations.

Recruiting Warrant Officer Flight candidates directly from the civilian population injects an important mixture to the warrant officer rank much like the Officer Candidate School does for our commissioned officers.

Although high school to flight school selection is possible, many of the candidates are college graduates or have solid educational backgrounds.

#### **Making the Difference**

With highly competitive selection rates it is often the letter of recommendation from the senior warrant officer that may make the difference.

Tied to the letter of endorsement is a level of responsibility that conveys to the board that entire flight packet has been reviewed and the applicant possesses the judgment, maturity, and the potential to serve as an Aviation Warrant Officer.

If the individual requires a physical, age, Active Federal Service, or a moral waiver it is the responsibility of the officer providing the letter to be aware and it is advisable to reference the exception request on the recommendation.

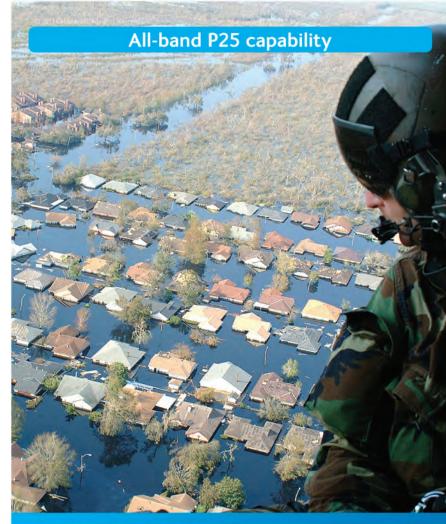
All waivers are processed and reviewed on a case by case basis that is determined by extenuating circumstances and a "needs of the Army" methodology. Selection of the best and the brightest does not guarantee success during flight school where the principal causes for elimination are medical, flight aptitude, and discipline.

The Aviation Center's number one responsibility is to produce highly qualified Aviation professionals that are required to meet a standard that is demanded by combat aviation brigade commanders. The Aviation Center rigorously enforces those standards and does not hesitate to eliminate officers who are not capable of meeting them.

We will continue to refine the accessions process with the goal of consistently selecting ideal candidates who can succeed in flight training as well as in their unit as a rated Aviator. Above the Best!

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



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## Command Sergeant Major Update



# Survival, Evasion, Resistance, and Escape (SERE)

By CSM Tod L. Glidewell

oday's battlefield extends beyond just outside of secure bases and remote locations from where we find ourselves commonly operating.

In today's operating environment it seems with the high threat of hostage detention (HD), and peacetime governmental detention (PGD) our service members have a high probability of becoming a target of opportunity regardless of MOS, duty assignment and geographical location.

Just tune into any of the national news agencies and you will see individuals from nations around the world being targeted by terrorists, pirates and profiteers on a reccurring basis. In fact, a friend of mine just received an email recently from the Joint Personnel Recovery Agency (JPRA) regarding a British couple who were vacationing in Africa; hostage takers killed the husband and kidnapped the wife.

Incidents like this are occurring on a regular basis, the threat is there. For that reason, if no other, we owe it to our SMs to train and prepare them the best we can in the event that they are ever isolated, missing, detained or captured (IMDC) to have the tools necessary to return home with honor.

### Where and How To Get the Necessary Training

Code of Conduct (COC) training is required for all Soldiers (AR 350-1) and is available in three levels. The Code of Conduct was established by Executive Order (E.O.) 10631 (amended by E.O. 12633 and E.O.11382) to provide standards of behavior for members of the Armed Forces in combat and captivity.

It consists of six articles and requires that all members of the Armed Forces be "provided with specific training and instruction designed to better equip them to counter and withstand all enemy efforts against them, and shall be fully instructed as to the behavior and obligations expected of



Soldiers making a river crossing at the USAACE SERE School, Ft. Rucker, AL.

them during combat or captivity."

All U.S. military survival, evasion, resistance, and escape (SERE) training is designed to support the Code of Conduct by giving individuals the skills they need to survive IMDC events and return with honor.

#### Three Levels of Training

There are three levels of Code of Conduct training. The following is paraphrased directly from AR350-1 and Joint Knowledge Online:

*COC level A* is the basic level and is trained to all Soldiers during Initial Military Training. 100.1 is an A level course available thru JKO as written below.

*COC level B* is the intermediate level and trained upon arrival to the first unit of assignment.

Additionally, Soldiers, civilians and contractors will be trained within

one year prior to travel outside the continental United States.

Online training is available by completing the SERE 100 training module through the Defense Knowledge Online/ Joint Knowledge Online (DKO/JKO) site.

This is a great way to obtain valuable training on this subject until you can attend the resident course; however, not in lieu of the resident course which provides much more detailed training. To enroll online go to http://jko.fjcom.mil/ and, if you have an AKO account, select "Enter JKO;" if you do not have an AKO account, select "New User" and follow the instructions.

Once you are logged into JKO, select "Take Courses" and check the box to the left of SERE 100 on the List of Courses and then select Enroll at the bottom of the page; launch the

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Level C training on the SERE course at the USAACE SERE School, Ft. Rucker, AL.

course and select Start.

Successful completion of SERE 100 will be logged in the JKO database; if future proof of completion is required, contact the Help Desk.

#### **COC Level C**

Level C training is required for Soldiers, Army civilians, and Army contractors whose military jobs, specialties, or assignments entail a significant or high risk of capture and exploitation.

These courses are conducted at approved military schools (that is, the U.S. Army SERE School, Fort Rucker, and the U.S. Army John F. Kennedy Special Warfare Center & School (USAJFKSWC&S), Fort Bragg, NC and are documented in the Army Training Requirements Reporting System (ATRRS).

This training should be made available to those individuals whose deployment duties will likely require them to operate outside of secure operating bases with limited security.

Commanders are responsible for evaluating all of their assigned personnel and recommending those who should attend this training based on their assessment of the individual's risk of isolation, capture, and/or exploitation.

As a minimum, the following categories of personnel will have the opportunity to receive formal level C



A lean-to built by students at the USAACE SERE School, Ft. Rucker, AL.

training at least once in their careers and are eligible to attend the U.S. Army Aviation Center of Excellence level C SERE Course at Fort Rucker:
Those Soldiers performing routine aerial flight such as aviators and enlisted aircrew members (includes medical evacuation and door gunners who are aircrew members).

• Those personnel who operate outside of secure bases in the performance of their duties such as snipers, pathfinders, counter and human intelligence teams.

 Soldiers not listed in the above categories like those personnel engaged in manning Forward Arming Refuel Points (FARP) or regularly operating outside the confines of secure operating bases can attend if a brigade commander or higher determines level C training is necessary.

#### Level C Training

SERE training is intended to provide students with the skills necessary to live up to the U.S. military code of conduct while operating in a hostile or questionable environment.

Some of the subjects taught during SERE training are classified. A good part of the course focuses on survival and evasion. Some of the skills taught include field craft and wilderness survival. This prepares individuals to survive in the various terrain and situations that they could possibly find themselves.

This includes the training on key elements that humans need for survival; locating and preparing water, food and shelter. Individuals are taught how to use what is available, as well as what nature and others may have discarded to survive in the wilderness.

They're also taught emergency first aid, land navigation, camouflage techniques, methods of evasion, signaling and communication procedures as well as how to make improvised tools and weapons.

The resistance and escape training conditions SMs for the stress they face if captured and their obligations to their unit, nation and themselves under the code of conduct.

As a branch we often find ourselves operating in unfamiliar terrain and environment. I believe this is some of the best training that an individual can have to prepare them for what they may possibly face.

Every pilot in this branch receives this training prior to starting initial rotary wing training, yet very few enlisted Soldiers attend this training.

There are slots available and if you're an enlisted Soldier looking to challenge yourself while attaining some awesome training then you need to attend. We train combat crews to provide world-class aviation support to our ground brethren and are only as strong as our weakest link. The question is simple, "Do I have the necessary training to return with honor?"

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

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



Do As I Do

By CSM Richard D. Stidley

eadership is one of the most difficult jobs on the planet, especially in an Army that's been at war more than a decade. The overwhelming majority of our leaders have done a great job managing the many challenges that have come before them: multiple deployments, doing more with less and preparing for whatever missions their Soldiers might be called on to execute.

In fact, excellent leadership is at the very heart of our recent success in reducing on-duty accidents to one of the lowest levels ever recorded.

Even so, there are always those leaders who defy the very standards they're supposed to enforce. Leading by the example of "do as I say, not as I do" is not leadership — it's indiscipline, plain and simple!

These leaders aren't doing their part and either don't realize or don't care that what their Soldiers see them doing has a much greater impact than what they say to them. This mindset is irresponsible at best and fatal at worst, and we can't sit back and hope wayward leaders will change on their own.

Fatal motorcycle accidents illustrate this point. During fiscal 2011, leaders at the grade of E5 to O4 comprised 64 percent of all motorcycle-related deaths. Several crashes involved speeds of 90 mph or greater, and a lack of personal protective equipment was reported in many others.

What kind of message does this behavior send to young and impressionable Soldiers? Junior leaders are critical in our fight against preventable accidents, but when they disregard the standard and act recklessly, it sets a negative precedent that affects unit personnel on and off duty.

Curbing this problem requires decisive action now from leaders from the squad up. Indiscipline is never excusable, and we have to make sure our subordinates – and



1SG James Inman (right), of Company C, 1st Battalion, 82nd Combat Aviation Brigade, and his wife, Melissa, complete the Sound of Freedom Brotherhood Motorcycle Safety Ride at Legends Pub, Fayetteville, N.C., Sept. 9. The event included more than 60 riders from the Fort Bragg and Fayetteville, NC-area with proceeds of the accompanying raffle and bike wash going to the Special Operations Warrior Foundation. sometimes even our seniors – are setting and maintaining the highest possible standards.

Rank doesn't matter when it comes to safety; no Soldier is more or less accountable than another, and we should foster a culture where corrective actions may be made without fear of retribution.

Knowing our people and setting the standard are what leadership is all about. Dropping in unexpectedly and observing your junior leaders interact with their Soldiers takes only a few minutes and provides a priceless look into unit dynamics.

Talk with your Soldiers and really listen to their concerns. Someone always knows when a Soldier is taking unnecessary risks, but you'll never find out if you don't ask.

When it comes to safety, being in the know is what really counts!

Nothing can replace face time with Soldiers, but I firmly believe the Army Readiness Assessment Program (ARAP) is an essential tool for leaders.

It's an eye-opening experience, and no other survey offers more immediate or candid feedback on critical issues linked to Soldier safety, including the unit's leading indicators for potential loss or mishaps.

More than one million responses have been logged thus far through ARAP, and it continues to pay great dividends for commanders and Soldiers at all levels. I've been sold on ARAP for years, and I encourage you to sign up your unit if you haven't already.

The holidays and the upcoming new year provide a perfect opportunity to renew our commitment to safety.

Look inward at how your behavior and leadership style affects others and ensure your subordinate leaders do the same. The first life we save should be our own – that's the best possible example we can set for the Soldiers counting on us every day.

I wish you all a safe and blessed holiday season, and I'll see you in 2012. Army Safe is Army Strong!

CSM Rick Stidley is the senior noncommissioned officer of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL. He'll share his father's love of country. And his auto insurance.

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*This month, LTC John McLeod and Mr. Roger Jolly bring you a refresher on the capabilities, maintenance and training for Army Aviation's multifunctional, fully digital signal processing communications asset – the ARC-220 high-frequency radio that provides commanders a viable alternative to long-distance communications. COL Heitkamp.* 

## **Can You Hear Me Now?** The High Frequency Radio (ARC-220)

By LTC John McLeod and Mr. Roger Jolly

A fter a decade of combat operations we have the most seasoned aircrews in the branch's history. Tactics, techniques, and procedures are being developed on the fly much faster than they can be written. While this is a fact of modern warfare, it does pose some challenges.

One is the use of the AN/ARC-220 high frequency (HF) radio.

Considered a luxury in previous conflicts, there has never been a greater need for this radio than in the current conflict where line of sight (LOS) systems often fail the mission requirements. When operating nap of the earth (NOE) or in high mountainous terrain, the HF radio has proven its value to maintaining communications.

The ARC-220 HF radio is a nonline of sight (NLOS) system that works without the use of satellites, thus providing more reliable communications over LOS radios. However, it is estimated that only 10-25% of aircrews are using the HF radio.

Units seem unconcerned with beyond line of site (BLOS)/NLOS communications that do not provide instant access connection.

Research for this article has revealed that personal cell phones are so prevalent that reportedly some units come to rely on them for easy/quick communications.

This "connectivity" while fragile, even in peacetime and against all OPSEC and common sense protocol, is quickly becoming the norm.

Because of the easy connectivity of today's cell/smart phone-type devices and the high probability of a connection, any system that requires coordination/ planning/effort is routinely ignored.

Communication options in potential critical situations can be decreased due to the aircrew's unfamiliarity with the radio. To ensure this does not hap-



Mr. Roger Jolly, co-author, training initial entry training avionic repairers on the hi-freq radio system at the U.S. Army Aviation Logistics School, Joint Base Langley-Eustis, VA.

pen, aircrews must frequently use the radio whether in garrison or tactical environments.

The ARC-231 SATCOM radio, currently in the fielding process, is a LOS system that may have limitations when the aircraft is in an NOE posture and does not have a clear unrestricted path to the satellite.

The biggest challenge to SATCOM communication in Army aviation is satellite access time. Dedicated SAT-COM is used by deployed units and they are experiencing success.

However, Demand Assigned Multiple Access (DAMA) messages and protocols are overwhelmed by usage and are much more complex to use while flying an aircraft.

DAMA integrated waveform (IW) will help remedy the down time, however, it will take some time for aviation users to gain full access.

#### **HF** Capabilities

• The HF radio provides multifunctional and fully digital signal processing that is intended for rotary-wing tactical airborne applications.

 NLOS voice communication with simple data capability

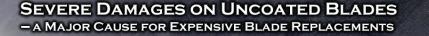
• Automatic Link Establishment (ALE) point-to-point communication (just like a cell phone with a contacts list)

• Pushbutton position reporting (with external GPS inputting to the radio)

• Simple text message capability (this radio had texting capability prior to cell phones)

• Long range communication back to home command

• Voice and data communication can be in the clear or made secure by using secure equipment (KY-100s are normally used in tactical operation centers/joint operations centers (TOCs/ JOCs) and ground vehicles.



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## Leaders, Aircrews, and Maintainers

• Are there numerous write ups in the logbooks with reference to the ARC-220 not operating?

• Are the 15Ns (Avionic Repairers) troubleshooting the ARC-220 and not finding any faults?

• Is the system's operating software out of date?

• Does the Built in Test (BIT) function display a "GO," but the radio still not operate?

• Are aircrews using their cell/smart phone to communicate?

If any answer is YES, then the fix can be found in the technical manual.

## Challenges

Some of the challenges that aircrews face today are: having an effective spectrum management plan that is normally developed by the S6/TACOPS; completing the flight plan; and then ensuring the plan is distributed to all participants in the operation to include ground stations.

Aircrews must have air frequencies and a reliable ground radio with a knowledgeable Radio Operator.

Proper set up and key management of the KY-100 is critical and requires several layers of coordination to implement and establish effective communication with ground stations.

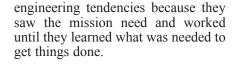
Additionally, the voice protocol available from the KY-100 can sometimes leave a connection that will not support voice. Spectrum management (working frequencies), S6/TACOPS (communications plan), operations (required connections and usage briefings) and production control/maintenance (maintenance/ repair of the systems) must "work together" to communicate effectively.

These challenges can be easily overcome by leadership, effort, coordination, and training so that pilots will fully embrace the system.

### Aircrews (Appropriate Aircraft -10 TM, Operator and Crewmember Checklists)

Research for this article also revealed a high percentage of aircrews are not familiar with the HF radio system while a small core of pilots is very knowledgeable. This core is mainly comprised of the "techno geek, amateur radio operator" and the inquisitive side of the aircrew.

Some have achieved a high working knowledge without the curse of



## Maintainers (TM 11-5821-357-12&P)

The US Army Aviation Logistics School (USAALS) continues to instruct 15N10 Initial Entry Training (IET) students on the maintenance and repair of the HF radio. Avionic repairers (15N10) receive 18 hours of training on operating, testing and loading the database for ALE operations.

The troubleshooting procedures are pretty much the same for all radios that follow a precise checklist with fault identification.

### Solution

Several units report great success and are operating the HF radio system with great effectiveness. Key observations from the units using the radio include:

• Mission need that is clearly answered by HF

• Command and leadership emphasis, TACOPS/S6/Operations/Standardization/PC Emphasis

• Good ground antenna (fight for the real estate for the best antenna) and static suppression

• Good aircrew/operator training/ qualification

• Standardization requiring pilots to demonstrate knowledge and proficiency

• Experienced aircrews tasked with training peers with lesser experience

#### Summary

It has been said that the HF radio is not a "user friendly" system, but with refresher training and consistent use, the ARC-220 can become a valuable communication asset when satellites are unavailable. The key to successful communications are aircrews and avionic repairers who are fully trained to test, operate, and/or repair the HF radio system, respectively.

For more information on the ARC-220, go to the ARC-220 HF Radio Knowledge Center at *https://www.us.army.mil/suite/page/136387*.

- \* \* -

LTC John McLeod is the director of the Department of Aviation Trades Training and Mr. Roger Jolly is an aviation avionics training instructor in the Electrical & Electronics Division of the U.S. Army Aviation Logistics School, Joint Base Langley-Eustis, VA.



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- Author Unknown

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# Remembering our Soldiers who won't be home for the Holidays.

The Right Team. The Right Choice. The Right Reason.,

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## Contract Fabrication & Design International Designing the Right Weapon Systems to Save Lives & Ammo

By Mr. William Gordon

Military helicopter is vulnerable. Out in the open, it can be seen and engaged from miles away. And the enemy is always ready to strike. Without warning, an enemy hidden behind trees & rocks can open fire with long-range .50 Cal weapons – cobbled together from long forgotten, jettisoned parts of literally millions of discarded or captured .50 Cal weapons around the world.

This nation's armed forces aviation divisions face a huge challenge to provide protection for all our aviation troops on *shrinking defense budgets*. And these funding issues will only get worse in the months and years ahead.

Despite the best efforts of commanders, the augmented force protection we all expect for utility helicopters is no longer always available.

As a result, every helicopter today

needs the capability to defend itself and the lives of its brave crew.

Truly effective defensive capability must be both modular and flexible. Blackhawks need the ability to easily swap between 7.62 and .50 cal weapons. Utility helicopters, though never intended to take the offensive, need the ability to respond in kind – immediately and on target – when engaged by long-range weapons at a distance.

This is the mission of Contract Fabrication & Design International (CFD). CFD has assembled all the components for the total package to provide full protection – reliably, accurately and interchangeably.

## **Building "The Total Package"**

CFD has been involved in Army Aviation armament for over 25 years. It has been our experience that the mission often determines the weapon of choice. A helicopter crew needs the ability to "arm up" with the right weapons and ammo from the get go.

But most mounts are built either by an OEM as a "toss in" to make the sale of a helicopter or similarly by a gun manufacturer as a "give away" to sell guns. And most small helicopter mounting systems are designed for only one weapon type. So even if another weapon is needed for a particular mission, the crew often departs with a "can do" attitude but a "make do" weapons package.

In talking with Warfighters for over two decades, our combat hardened veterans know what it is like to be shot at – and sadly, most also know what it's like to lose a close friend.

Often times, this can be the result of a mount system that was deemed

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A member of the U.S. Air Force 66th Expeditionary Rescue Squadron checking over the .50 caliber machine gun on the CFD External Gun Mount System (EGMS) prior to flying to a firing range for practice.

"good enough," but just didn't have the capacity, efficacy, or flexibility to carry the right weapon and the right rounds at the right time.

Unfortunately, the true value of an effective mount is lost.

Only a mount that can quickly accommodate the correct gun for the mission – while providing the essential stable base needed for accuracy, allowing multiple store stations, and containing the ammo capacity appropriate for the mission – is acceptable.

#### The Right Mount Makes All the Difference

CFD believes the only mounting solution good enough for U.S. Warfighters is one that allows them to switch immediately to the weapon of choice for the assigned mission. With the abundance of long-range weapons in enemy hands, our U.S Warfighters deserve a weapon with some real bite-back power.

Even with the very high rate of fire of the ubiquitous "Mini Gun," all rounds fall far short of the target when you are being engaged by an enemy more than 1,000 meters away. The fast 3,500 rpm of the mini-gun just doesn't make up for the very short 600 meter maximum effective range of a 7.62 weapon. When you are engaged by weapons in the open terrain that can easily hit targets in excess of 1,500 meters, you need the right weapon to reach out and touch the enemy in a way that they will not soon forget!

### The Right Gun Makes All the Difference

To answer this problem, 2009 saw the introduction of the CFD fast-firing M3 .50 cal. At 1,100 rpm per M3 machine gun and an effective range of 1,500+ meters, this is a weapon to make an attacker think twice before engaging. Used in conjunction with a CDF engineered weapons mount, you can be assured the range, reliability and accuracy to defend yourself in any given situation.

## The Value of an Adaptable Weapon's Mount

If the mission calls for close quarters and crowded surroundings where collateral damage is unacceptable, CFD mounts will allow for immediate use of all type 7.62 weapons.

Got orders to go out in the desert to bring back a buddy several miles from home? In just minutes at the FARP, your helicopter drops the 7.62 weapons and installs the fast-firing M3



Chairman of the board and founder's wife, Elizabeth Sanderson.

(1,100 rpm solo/2,200 rpm twin pack).

It's late in the afternoon as you trek across the rough terrain in search of a two-man crew. Fire emerges from 1,000 meters, 3 o'clock. In minutes, your fast-firing .50 cals rain 2,200 rpm bursts on the heads of the wouldbe attackers.

Mission accomplished! All is well now. The flight continues and returns safely home.

### The Legacy

CFD is a Warfighter's company.

It was founded on a belief in excellence and a need to provide our armed forces with the best tools available to do their job.

It was a cold day in 2003, with the sudden passing of our company

founder, that Mrs. Elizabeth Sanderson had to decide whether to risk picking up the reins to carry on from her devoted husband of 32 years – or to shut the company doors forever. It was a risk both emotionally and financially.

Despite having to infuse significant cash into the operation, with no guarantee of success and considerable personal financial uncertainty, she set about that very same day to keep the company running. "My husband's legacy was for the Warfighter, and I want to keep this company going for them." Eight years later, this womanowned small business has grown from 11 employees and 15,000 sq ft to 45 employees and 30,000 sq ft.

It was a big risk for one woman, but she didn't flinch from the risk then, and she is still working hard for the Warfighter today.

#### **Continuing Innovation**

CFD continues working to ensure the Warfighters in Army Aviation have the correct weapon systems for the mission. Beyond a core expertise in gun mounts, today CFD builds the fast-firing .50 Cal, M3 machine guns, armament mounting systems, armament control systems, and all peripherals for the most highly effective and lethal helicopter defensive systems in the world today.

Check out the CFD M3 .50 Cal "Dual Pack" (*CFDIntl.com*). This matched system can fire as fast as 2,200 rpm variable down to 600 rpm all controlled from the cockpit. If the M3 isn't the desired weapon for a particular mission, swap in minutes to a 7.62 weapon.

Need more fire power? CFD manufactures the CFD 30 mm cannon.

You already have your weapons? CFD mounts are configurable to carry almost any weapon you have currently in inventory.

Whether you are in confidential "black ops" or out supporting the other crews, CFD is in business to serve your needs.

You are putting your lives on the line every day. Because of your sacrifice and dedication, we at CFD are putting our resources behind new weapon systems to ensure you "win the fight" and return home safely.

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*Mr. William Gordon is the president and chief executive officer of CFD International located in Princeton, TX.* 

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## EADS North America: Building on the Lakota's Success

By BG Stephen D. Mundt, U.S. Army (Retired)

ADS North America is a major U.S. defense and homeland security provider with a significant industrial footprint and an unequivocal commitment to U.S. national security and the American warfighter, as evidenced by the company's performance on the Army's UH-72A Lakota Light Utility Helicopter program and its self-funded offering for the Army's Armed Aerial Scout (AAS) program.

### The U.S. Army's UH-72A Lakota Light Utility Helicopter

EADS North America's competitive offering was selected as the Army's Light Utility Helicopter (LUH) in June 2006, to replace aging UH-1 Hueys and OH-58A/C Kiowa helicopters in the Army and Army National Guard fleets.

The UH-72A Lakota is a militarized version of the company's bestselling commercial twin-engine Eurocopter EC145 and was designed to take on a range of missions from general support and medical evacuation, to personnel recovery and counternarcotics operations.

A unique aspect of the LUH program is its commercial-off-the-shelf (COTS) acquisition and support strategy.

Upon contract award, EADS North America launched initial production of the Lakota in a new state-of-the-art facility in Columbus, MS by EADS North America's American Eurocopter business unit. The first aircraft was delivered to the Army six months after contract award.

The LUH is a full scope program including the aircraft, flight and maintainer training (600 pilot and 400 Army maintenance personnel trained to date), full and hybrid contractor logistics support, engineering modifications, procedural trainers, and fielding support. The team includes American Eurocopter, Helicopter Support Incorporated (Sikorsky), and CAE systems.

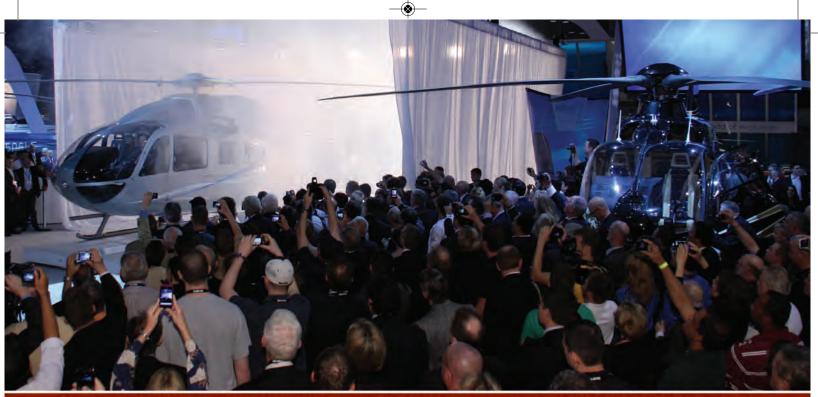
Modifications and retrofit of mission equipment packages (MEPs) onto existing UH-72A aircraft include the new Security and Support (S&S) Battalion MEP for the National Guard, providing enhanced EO/IR, video downlink and communications capabilities.

As of October 2011, the company has delivered 189 UH-72A Lakotas to the U.S. Army on time and within budget; and five H-72A variants to the U.S. Naval Test Pilot School for use in test pilot training.

In 2011, EADS North America will deliver more than 50 UH-72As to the U.S. Army and Army National Guard.

The Lakota is currently operational at more than 33 U.S. Army and Army National Guard sites in the continen-

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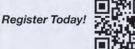
## **HAI Job Fair**

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## **Heli-Success Career Development Seminar**

This low-cost seminar offers a competitive edge to pilots and mechanics looking to break into the civilian helicopter industry. Topics include career tracks, networking, and survival tips for a helicopter career.





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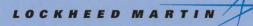
# Performance Counts

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Hovered at an altitude of 6,000 feet at 95 degrees... check. Operated longer than two hours... check. All this, while carrying a 2,300-pound mission payload... check. EADS North America completed testing of its Armed Aerial Scout 72X and passed with flying colors. The Armed Aerial Scout 72X, based on the same platform as the highly successful UH-72A Lakota Light Utility Helicopter, meets stringent Army performance requirements. When results count, the Armed Aerial Scout 72X is the only helicopter in its class that passes the test.

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EADS North America has delivered every UH-72A Lakota on time and on budget, with more than half of the planned 345 aircraft already delivered to Army and Army National Guard units.

tal U.S., Puerto Rico, Kwajalein Atoll, and Germany.

Since 2006, the UH-72A fleet has amassed more than 76,000 flight hours at an operational readiness rate exceeding 90 percent.

The rapid acquisition, production and fielding of the Lakota allowed the Army to transfer 23 UH-60 Black Hawk aircraft to support other operational missions.

It also allowed the Army to retire aging UH-1s and OH-58A/C by replacing them with a more modern, capable, twin-engine IFR-certified aircraft.

The acquisition and rapid fielding of the UH-72A Lakota marks the most successful introduction of a new aircraft in Army aviation in recent history, and has been repeatedly cited as a model DoD acquisition program.

This reflects EADS North America's commitment to program excellence and expertise as a major prime contractor to the DoD.

Former Army utility helicopter program manager, COL Neil Thurgood recently noted: "The Army is very pleased with the UH-72A and the performance of EADS North America which has done a tremendous job of producing every aircraft on time or early. They have done exactly what

we have asked them to do.

We are very proud to have EADS North America as part of our team, joining with the Army as we field modern platforms to our soldiers."

#### AAS-72X: Building on the success of the LUH

EADS North America's competitive approach is built on the company's ability to deliver solutions that minimize developmental risk and cost of ownership. Based on DoD's emphasis on acquisition performance and cost, the company is offering the Armed Aerial Scout 72X (AAS-72X) for the Army's Armed Aerial Scout requirement.

The AAS-72X, a derivative of the UH-72A, offers superior speed, payload and range in a rugged twin-engine configuration that meets the Army's high/hot mission requirement. EADS North America selected Lockheed Martin Corporation to provide much of the MEP for the AAS-72X.

Together with American Eurocopter, the team has made a significant investment over the past three years to fund three technical demonstrator aircraft (TDA). Rockwell Collins was recently added as a partner to provide training and simulation devices.

In a series of U.S.-based demonstra-

tions, these TDA aircraft are proving system maturity and the ability to meet the expected AAS performance criteria - such as sustained high/hot (6,000 feet and 95 degrees Fahrenheit) operations.

EADS North America is also using the aircraft to demonstrate the successful integration of AAS-required sensors (such as EO/IR and targeting pods) and armaments (precision and unguided) onto the aircraft.

The team is also focusing on militarization developments such as ballistic protection and aircraft survivability equipment (ASE), which will further enhance the AAS-72X's twin-engine and redundant systems survivability.

While offering a compact footprint, the AAS-72X has a large and versatile cabin with rear clamshell doors, which allows the aircraft to carry an auxiliary fuel tank, troops, additional munitions and supplies.

At the same time, the AAS-72X is a very agile and maneuverable aircraft capable of operating in tight terrain and urban environments.

EADS North America's industry team is ready to prove in-flight that the AAS-72X is a high-performance solution for the Army, while assuring low developmental risk and life cycle costs.

## The X3 Hybrid Helicopter: Pointing the Way to JMR

While EADS North America is focused on delivering the LUH program and validating the company's low-risk, high-performance solution for AAS, the company also is positioned to assist the Army in the technical development of the Joint Multi-Role (JMR) helicopter.

Developed by EADS' Eurocopter division, the X3 high-speed hybrid configuration helicopter demonstrator leverages a number of proven technologies and has successfully combined helicopter flight characteristics with aircraft-like speed.

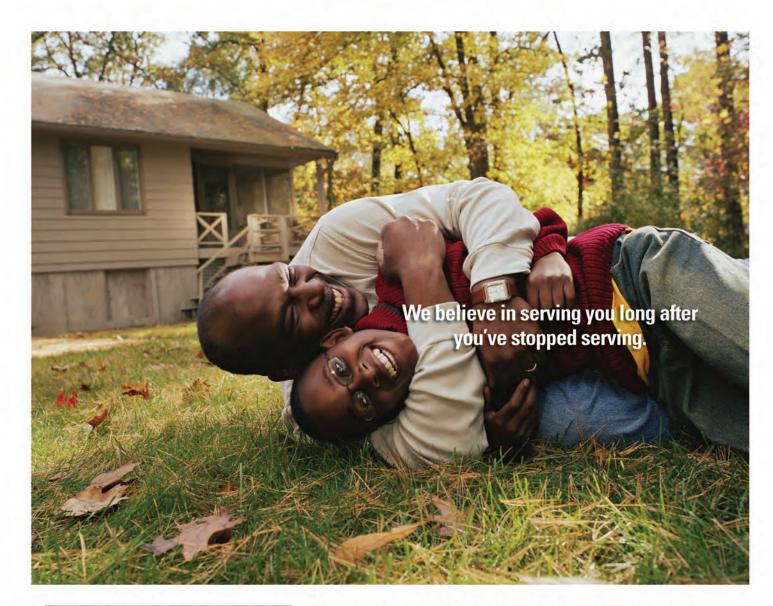
Flight tests have achieved performance exceeding 230+ knots and 60 degree bank turns at altitudes of up to 12,000 feet mean sea level.

The aircraft also provides excellent slow-speed flight characteristics, including stable hovering and autorotation.

There are a wide range of applications for this aircraft design, including long-distance search and rescue (SAR) missions, Coast Guard duties,

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The AAS-72X, a derivative of the UH-72A, offers superior speed, payload, and range in a rugged twin-engine configuration that meets the Army's high/hot mission requirement.

border patrol operations, passenger transportation and inter-city shuttle services. The X3 could be tailored for military missions in Special Forces' operations, troop transportation, combat SAR and medical evacuation. EADS North America understands

EADS North America understands the budgetary challenges faced by the

Army and is committed to bringing value and innovation to the market by leveraging proven, existing technologies and systems to field low-risk, American made solutions for the warfighter.

EADS North America will continue to strengthen the U.S. industrial base, create high-paying jobs and offer competition in the U.S. market.

- ....-

Steve Mundt is a retired Army brigadier general who most recently served as the director of Army Aviation on the Army staff. He is now vice president of business development at EADS North America.

EADS North America is the North American operation of EADS, a global leader in aerospace, defense, homeland security and related services. Operating in 12 states, the company contributes over \$11 billion to the U.S. economy annually and supports more than 200,000 American jobs through its network of suppliers and services.



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DECEMBER 31, 2011

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By CW5 Dennis McIntire, U.S. Army (Retired)

very helicopter or tilt-rotor aviator will attest that one of the most harrowing tasks they routinely face is landing in severe brownout conditions. Add night vision goggles and/or formation approaches to the mix and you have the formula for an extremely intense maneuver.

Despite rigorous, comprehensive training, solid crew coordination and proven approach and touchdown techniques, the outcome of the maneuver boils down to what occurs in the last few seconds of the landing.

For those fortunate enough to have an additional crewmember to call out the position of the dust cloud, the announcement of "Tail! My door! YOUR door!" becomes the moment of truth.

The decision to continue to the ground or to go around must be made in an instant because once engulfed in the dust cloud the loss of visual references makes a go-around attempt risky.

During tactical landings, helicopter pilots know that within seconds of

hearing "YOUR door!" the aircraft will come to a full stop on the ground.

During those intense seconds, loss of visual references combined with the disorienting relative motion of swirling dust can mask dangerous sideward drifts which can easily result in a catastrophic rollover. This is where intuitive visual reference plays a vital role.

Enter Elbit Systems of America, the incumbent Head Up Display (HUD) provider for every US Army UH-60A/L/M, CH-47D/F, and AH-64D/Block III aircraft.

Our proven brownout solution provides critical drift cues to those HUDs during the riskiest moments of brownout operations via a straightforward hardware and software upgrade.

With a processor upgrade, helmet tracker addition and intuitive 3D symbology software, the approach and drift cues can now be effectively presented on the pilot's helmet mounted display. This HUD system eliminates the transi-



Elbit Systems of America's Head Up Display

tion from "outside" to "inside" displays, thereby eradicating another avenue for spatial disorientation.

While the new 3D symbology software can be modified to suit individual customer needs, the HUD helmet tracker is already qualified and in DoD inventory. This helmet tracker, used in the latest Block III Apache, was also recently selected by Boeing for use in the U.S. Air Force Special Operations Command CV-22.

Elbit Systems of America's brownout solution uses a combination of Digital Terrain Elevation Data, the Inertial Navigation System and radar altimeter readings to place a 3D grid, ۲

### WHEN UNCONVENTIONAL WARFARE CALLS, GOODRICH IS RIGHT ALONGSIDE.

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AN/AVS-7(v), Heads Up Display Project Lead, PM Air Warrior

which can be customized to any point on the desired landing area.

Though this system can be fused with sensors and/or automated landing systems (ALS), the use of head-tracked 3D symbology alone significantly improves the crew's ability to more safely operate in brownout conditions.

Crews can now benefit from 3D grid references allowing them to effectively judge their closure rates and drift and to hover with precision in completely obscured conditions.

This provides the crew an opportunity to descend at their leisure or execute a more controlled go-around.

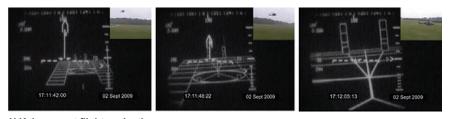
The U.S. Army Product Manager Air Warrior enlisted the help of U.S. Army Aviation and Missile Research Development and Engineering Center and the U.S. Army Research Laboratory (ARL) to conduct an early user demonstration (EUD) of various situational awareness (SA) technologies. The EUD was not intended to test specific vendors or endorse any particular vendor.

Various combinations of technologies were evaluated in a fixed base UH-60L flight simulator on Redstone Arsenal as a means to improve SA and crew coordination. Six Kentucky Army National Guardsmen of varied flight experience flew identical missions in brownout conditions using four different SA technologies, including Elbit Systems of America's headtracked conformal 3D symbology.

Results from the EUD clearly demonstrated that the helmet-tracked 3D technology provided dramatic benefits for the test subjects.

Here are a few excerpts from ARL's "Summary of Findings" report released in April of this year:

• "The 3D HUD resulted in 0% of mission failures, whereas 22% of



U.K. brownout flight evaluation.

PROVIDED BY FERRANTI TECHNOLOGIES, A SUBSIDIARY OF ELBIT SYSTEMS LTD.

missions resulted in crashes with the 2D HUD."

• "The 3D HUD demonstrated an exceptionally strong effect on crew situation awareness, workload, task performance, and preference".

• "On average, the 3D HUD resulted in a 48% reduction in heading changes on landing. Improvements were greatest in DVE low-hover and high-hover landings, with 71% and 66% reduction in heading change, respectively."

For government agencies, the full report can be obtained by contacting the U.S. Army PM Air Warrior Office.

The ARL EUD experiments appear to validate what the British Ministry of Defense has also learned (Google "UK LVL Brownout").

In their case, flight tests and evaluations took place not only in simulators but in actual aircraft equipped with Elbit Systems' helmet-tracked conformal 3D technology.

The above video captured images show various approach and landing points during actual flight tests where a hooded pilot landed unassisted using nothing but the 3D symbology presented in the pilot's HUD.

The Elbit Systems of America head-tracker component of our brownout solution offers many ancillary benefits such as displaying the line of sight of each of the pilots for improved crew coordination along with the ability to designate new landing points on the ground simply by looking at the point and pressing a button.

While the effort continues for a comprehensive solution for all degraded visual environments, Elbit Systems of America's brownout solution thru head-tracked 3D symbology is ready now to make an important contribution to that goal.

We applaud all who are seeking to help our warfighters fly more safely and be more mission effective, especially while operating in brownout conditions.

As always, Elbit Systems of America stands ready to work with others to provide innovative solutions to protect and save soldier lives. We look forward to making a difference now.

Elbit Systems of America is a market leader for precision, quality and effective solutions offering capabilities through the entire life cycle of complex systems, from design to depot level repair. Elbit Systems of America fulfills its dedication to being a total solutions provider through its Service and Support Solutions (S&SS) business unit.

S&SS currently provides repairs on the HUD component of Airborne Solutions' ANVIS HUD installed on the UH-60, CH-53, UH-1, CH-47, AH-1W, HH-65, HH-60 and V-22 helicopters, as well as the Apache's Integrated Helmet and Display Sight Subsystem HUD.

Elbit Systems of America Services and Support Solutions also has a proven track record of delivering award-winning, multi-site, contract logistics support (CLS) to the U.S. Government's fleet of C-20, C-23, C-26 and UC-35 aircraft.

Elbit Systems of America is committed to its core mission and values. By focusing on the needs of our customers, providing complete solutions that protect and save lives and fostering dedication to quality and excellence, we contribute to their success.

*CW5(R)* Dennis McIntire is a former Standardization Instructor Pilot with 28 years of Army Aviation experience and over 6,000 accident free hours.

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He has served as Army Aviation's Night Vision Devices Branch Chief and as the Chief of Standards for IERW fight training at Cairns Army Airfield, Fort Rucker, AL.

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**S**ince its inception in 1990, LifePort, a Sikorsky Aerospace Services Company based in Woodland, WA, has been executing its strategy of becoming a leading manufacturer of aircraft specialty products for aviation markets.

Initially known for providing commercial aircraft solutions for both fixed and rotary wing aircraft, the company has been expanding its product portfolio to include state-ofthe-art lightweight custom armor and medical system solutions as well as military operator consoles.

Applying its expertise as a nimble commercial entity, LifePort's inhouse staff of aviation engineers, technicians, mechanics, and inspectors create customized solutions for the industry's largest aerospace OEM's, aircraft completion centers, Federal and State law enforcement agencies, the Department of Defense, and the Department of State.

Their reputation for providing some of the most innovative aviation products led to their acquisition by Sikorsky Aerospace Services, the aftermarket services unit of the Sikorsky Aircraft Company, in 2010.

#### **Ballistic Protection System (BPS)**

As the global war on terror increased the demands on the country's military aviation resource, LifePort's engineers recognized that the technology existed to create lighter armor protection for both fixed and rotary wing aircraft.

Their first ballistic protection system sale, for a Bell 412EP for the New York City Police Department, was in direct response to the 9/11 terrorist attacks on our nation.

Currently, LifePort's armor solutions are protecting Warfighters and First Responders domestically and abroad. They have delivered more than 300 aircraft ballistic protection systems on more than 19 different types of airframes.The systems are combat proven in the harshest environments.

LifePort's Ballistic Protection Systems are designed to maximize mission safety without compromising the aircraft's weight and capabilities.

The systems are proven in a stateof-the-art ballistic test facility at LifePort headquarters, pass both 12 second and 60 second vertical burn tests and comply with Mil STD 810G.

Using a proprietary LifePort process, the armor systems are more than 30% lighter than other comparable systems on the market.

Durability levels (DL) have been developed to increase the life of the armor for multiple mission profiles.

The DL of the armor can be customized to balance ballistic performance while taking into consideration the typical operational abuse the installation may encounter. There are currently four DLs that vary from light traffic to vehicle/heavy equipment abuse.

"LifePort's armor mission can be summarized by protecting the Warfighter," says Noah Zuckerman, LifePort's Vice President of Business Development; "We dedicate ourselves to being the premier provider of lightweight armor solutions, and remaining a trusted partner to those serving our nation both domestically and abroad."

LifePort's armor systems have been credited with saving the lives of men and women fighting in support of the Global War on Terrorism. LifePort's armor systems are used by Computers · Disk Drives · Mass Storage · Printers · Network Communication Devices · Product Support for Military & Commercial Applications

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The LifePort Stanchion Litter System (SLS) is available through the Electronic Catalog (ECAT).

the United States armed services, as well as federal, state, and city law enforcement agencies. Their armor is also in service with international end users including: Colombia, Mexico, Brazil, Thailand, United Arab Emirates, Saudi Arabia, Canada, and Korea.

#### **MEDEVAC Equipment**

In April of this year, LifePort announced it had been awarded a five-year indefinite delivery/indefinite quantity (IDIQ) contract by the Defense Logistics Agency of the Department of Defense.

The contract permitted orders up to \$45.5 million to provide its Stanchion Litter Systems (SLS) through the Electronic Catalog (ECAT), the online purchasing vehicle that allows U.S. federal agencies to purchase products directly from the supplier.

The contract was notable for several reasons. It was the largest LifePort air medical contract awarded to date, and the second-largest contract ever including all product lines. It also marked the first time LifePort products have been available for broad purchase by the U.S. government and the first time LifePort provided its litter systems to the U.S. military.

Though LifePort has more than 20 years experience developing and manufacturing medical interiors for all types of aircraft, true to its ethos of

customized solutions, the SLS is a collaborative effort among LifePort, the USAF Aeromedical Test Branch, and the Air Mobility Command's Aeromedical Evacuation community.

LifePort optimized commercial off the shelf products for military use enabling 140 Stanchion Litter Systems to enter service with the U.S. Air Force. The design, qualification and fielding of the SLS occurred within 18 months.

The SLS is a three-tier patient evacuation system designed to replace or supplement existing MEDEVAC equipment. Its modular design allows it to surpass current systems with its lighter infrastructure (155 lbs) and ability to accommodate increased patient weight (up to 350 lbs per patient platform).

The Black Hawk version of the Stanchion Litter System is the lightest three patient system available (174 lbs). The modular design allows installation and removal in five minutes with no aircraft structural modification.

Ideal for both MEDEVAC and utility missions, the SLS is lightweight, user friendly and built to provide optimal durability over years of extensive use. It accommodates any transport litter type and adapts to a wide variety of aircraft, attaching quickly to aircraft cargo attachment points, seat track or custom interface system.



LifePort's operator console for special mission aircraft.

It can accommodate a variety of options such as Advanced Life Support systems, medical monitor mounts, oxygen bottle attachments and night vision compatible lighting kits, enhancing mission profiles and increasing operational flexibility.

The SLS, complete with installation kits and fabric transport cases are slated to be deployed in KC-135R, C-130, C-17, KC-10, C-5, and C-40C aircraft.

### **Military Operator Consoles**

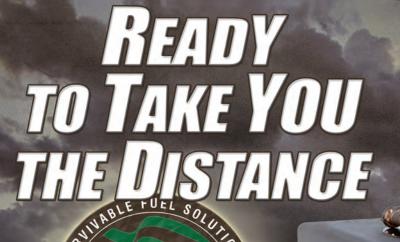
Once again leveraging its commercial business expertise as a premier cabinet, seating and custom interiors provider for VIP and head of state aircraft, LifePort has begun providing operator consoles for special mission aircraft.

These consoles and workstations can be custom designed to meet the needs of both the aircraft and its mission equipment operators and are being deployed in aircraft involved with intelligence gathering, reconnaissance and surveillance.

As a Sikorsky Aerospace Services company, LifePort has the unique ability and infrastructure to provide high quality, turn-key solutions for almost any aircraft mission.

LifePort's proven experience designing multi-mission equipment and complete integrated interiors ensures that its customers are provided with the best solution to fit their needs in order to improve mission readiness, crew and patient safety and survivability.

Ken Stansell is the director of sales, LifePort, Inc., Woodland, WA.



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# **S<sup>3</sup>: Army Aviation's Enterprise-Wide Strategic Asset**

By LTC Richard E. MacNealy, U.S. Army, Retired



S<sup>3</sup> – from the Pentagon to the cockpit.

Statistics don't tell the full story, but they do establish credentials. What do these statistics tell you? 24,369 hours flown in 12 different types of aircraft; 500 dedicated professionals, 152 of them pilots and non-rated aircrew members; operations at 35 locations throughout the world, including Iraq and Afghanistan; aviation operations, training and logistics planning and execution from brigade to Army level; maintenance test flight activities, and over 23,000 hours of simulator training.

Is this an Army Aviation task force operating across multiple joint operations areas? No, this is what System Studies and Simulation, Inc. (S<sup>3</sup>), a Woman Owned Small Business operating in support of the Army Aviation Enterprise accomplished from the Pentagon to the cockpit in 2010. The company's work in 2011 has eclipsed 2010's statistics significantly.

#### **Demand for Aviation**

The demand for Aviation is disproportionately high compared to other branches. Although the Aviation Enterprise has met the demand with tremendous results, the pressure on the "Enterprise" is significant. S<sup>3</sup> has been off-loading some of the pressure since prior to the terrorist attacks of 9/11.

We free up soldiers to spend more time with their families than would otherwise have been possible. How?

By conducting training, operations

and maintenance; working hand-inhand with aviation staffs at HQDA, Army National Guard (ARNG) and TRADOC in conducting strategic planning and implementation of Army Force Generation (ARFORGEN) processes; and supporting Army Aviation's acquisition programs.

Considering the breadth of capabilities, depth of contributions to both Active and Reserve components and the total positive impact across Army Aviation, S<sup>3</sup> is a strategic asset for the "Enterprise."

### **Mobile Training**

Aviation leaders have found ways to decrease pressure on soldiers while maintaining high training standards by pushing new equipment and special mission training to unit's home stations. The result is longer dwell times at home station for soldiers and families.

S<sup>3</sup> conducts CH-47F, UH-60M and UH-72 new equipment training (NET) and AH-64D, UH-60A/L/M and OH-58D Mobile Assistant Team (MAT) activities worldwide.

The CH-47F NET Team has flown over 7,300 hours, qualified 750 aviators and non-rated crewmembers since its inception in 2006 and our UH-60M NET Team IPs have flown well over 2,000 hours in the last 18 months.

The other "mobile" S<sup>3</sup> programs are the Mobile Assistance Teams (MAT) and High Altitude and Mountainous Environmental Training (HAMET) team. MAT supports units preparing for deployment by assisting with Readiness Level progressions and maintenance test flight support. The HAMET training, conducted in Colorado, helps prepare aircrews for environmental challenges found in Afghanistan and other mountainous regions.

The ARNG's service and support (S&S) battalions are receiving UH-72s with a unique Mission Equipment Package (MEP). The MEP supports state and homeland security missions (federal, state, and local law enforcement) like reconnaissance and surveillance as well as MEDEVAC and search & rescue. S<sup>3</sup>'s UH-72 NET team trains crews in the most effective in-flight MEP employment methods.

### **Institutional Training**

 $S^3$  operates at Ft. Rucker, AL, each of the ARNG's aviation training sites (AATS) and the 21st Cavalry Brigade at Ft. Hood, TX. We execute in-flight live-fire gunnery training, manage ALSE shops, provide flight operations support, conduct academic instruction, and perform many other roles.

Our IPs train over 100 UH-60, AH-64 and OH-58D students a day at Ft. Rucker under all authorized conditions. Between January and October 2011 we flew 15,631 hours. Since we formed our Ft. Rucker team, we've trained or evaluated over 600 Army aviators, helping eliminate the "bubble."

The ARNG's four AATS (Western,

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S<sup>3</sup> IPs provide flight instruction in 12 different types of aircraft.

Eastern, High Altitude and Fixed Wing) provide an essential training capability to meet the total force's demands.

S<sup>3</sup> provides academic, simulator and in-flight training for AH-64A/D, CH-47, UH-60, and UH-72 aircraft qualification (AQC), aircraft repairer, instructor qualification, and maintenance test pilot (MP) qualification courses.

Our support activities include ALSE maintenance, Distributed Learning management, and TRADOC institutional training quality assurance and accreditation activities. We've flown over 3,000 flight hours at WAATS, training 348 students and conducting 96% of AH-64 maintenance test flights. We've flown 1,150 flight hours at HAATS, training 274 students in environmental flight and power management operations in OH-58s and CH-47s.

At EAATS, we provide instructor/ operator (I/O), IP and Instrument Evaluator (IE) support in UH-60, CH-47, AH-64 simulators and two separate UH-72 Cockpit Procedural Trainers. We also teach classes as part of the UH-60 and CH-47 basic and advanced aircraft maintenance courses as well as Basic and Advanced Non-Commissioned Officer Courses.

At the FWAATS, S<sup>3</sup> conducts flight instruction in the C-12/300 and C-23, providing AQC, IP and IE training in each airframe. Although not directly associated with a particular AATS effort, our IP and IE qualified I/Os conduct training in UH-60 and AH- 64D simulators in Pennsylvania, North and South Carolina, Louisiana, Missouri, Utah, and Idaho.

Allied nations often desire training to U.S. Army standards and S<sup>3</sup> provides such training for Brazil, Canada, Egypt, Greece, Israel, Jordon, Kuwait, the Netherlands, Saudi Arabia, Singapore and the United Arab Emirates (UAE).

Training varies from collective tactical training to individual and crew level simulator based proficiency training. On multiple occasions, S<sup>3</sup> has helped prepare Netherlands and UAE units for deployment to combat operations.

### Strategic Planning, Concepts and Doctrine

S<sup>3</sup> augments Headquarters, Department of the Army (HQDA), the ARNG and Training and Doctrine Command (TRADOC) with aviation analysis, doctrine development, strategic planning and more. Our Pentagon Team analyzes, develops, makes recommendations and helps implement aviation force initiatives, policies, and resource strategies.

We support the Army staff with program execution by synchronizing aircraft and equipment acquisition plans with training, training devices, manpower, logistics, and facilities to ensure these critical areas are accounted for in the planning and execution process.

Our "ARFORGEN Team" supports the ARNG's Aviation and Safety Directorate with strategic planning and communications, force structure development, and architectural design analysis for Aviation facilities.

They also assess Aviation unit readiness, assist with mobilization preparation, plan and help execute ARNG responses for domestic operations, and maintain and operate the ARNG Aviation Coordination Center.

S<sup>3</sup> supports TRADOC future concept and doctrine development at Forts Monroe, VA, Leavenworth, KS and Rucker by conducting activities at the Army Capabilities Integration Center (ARCIC), TRADOC G2, TRADOC Capabilities Manager Recon and Attack (TCM R/A), Combined Arms Command (CAC) Battle Command Battle Lab, US Army Aviation Center of Excellence (USAACE) Concepts, Experiments, and Analysis Directorate (CEAD) and USAACE Directorate of Training and Doctrine (DOTD).

One of our efforts is helping develop the next generation of vertical lift aircraft as part of CEAD's Joint Multi-Role (JMR) study. Our JMR team is conducting three major activities: the Joint Multi-Role Study; the JMR Technology Demonstration Program; and the Optionally Piloted Vehicle Study.

### Acquisition and Logistics Support

Additional components of the Aviation Enterprise's success are superior equipment and excellent logistics support. S<sup>3</sup> is involved in both through its activities in aviation and missile project/program offices, the Integrated Material Management Center (IMMC) and the Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal, AL.

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#### Conclusion

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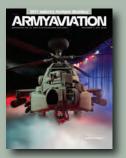
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# **AAAA Hosts** 2011 Aircraft Survivability Professiona Forum

By CW4 (Ret.) Joseph L. Pisano Sr.

he Von Braun Center in Huntsville, AL was the site of the AAAA annual Aircraft Survivability Professional Forum November 14-18. This event first began in 1983 and has proven to be a critical asset to our warfighters. Year after year maintainers, research and development, acquisition, training and doctrine personnel, and our operator-Soldiers seek solutions to better protect our brothers and sisters at the tip of the spear.

This year's theme, "ASE Technology Protecting the Warfighter," explored the diversity of those efforts. The AS professional forum was



Panelists (I to r) COL William K. Gayler, former commander of the 101st Cbt. Avn. Bde.; COL Frank M. Muth, former commander of the 1st Infantry Division CAB; COL Vincent M. Reap, deputy commander of the 160th Spec. Ops. Avn. Regt. (Abn.); CW4 Martin C. Trenary, TACOPS officer at 1st ID CAB; and CW3 Travis M. Haney, former TACOPS officer for the 4th CAB field questions during the Warfighters Panel.

another step in achieving the Association's mission statement: "AAAA: Supporting the U.S. Army Aviation Soldier and Family."

Program Executive Officer (PEO)



for Aviation, MG William T. "Tim" Crosby, delivered the keynote address kicking off the event which featured speakers representing Army and joint organizations, and included sensing sessions for emerging insights in the ASE arena from recent field commanders and tactical operations officers.

Other featured speakers included Mr. Ronnie Chronister, deputy to the commanding general, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), BG Harold J. Greene, PEO Intelligence, Electronic Warfare & Sensors (IEW&S), and the Aviation Branch Tactical Operations Officer, CW5 Thomas E. McClellan.

At a banquet Tuesday evening, guest speaker MG James C McConville, the commanding general of the 101st Airborne Division (Air Assault) and a Master Army Aviator, assisted with presentation of the 2011 AAAA ASE and Avionics awards.

This year the ASE award was presented to CW4 Richard C. Bebb with Battalion, 4th 101st Aviation Regiment, Task Force Wings, Forward Operating Base Wolverine, Afghanistan for the ASE program he developed and maintained which enabled safe and effective mission support throughout the Regional Command-South area of operations.

The Avionics award was presented

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2011 ASE award winner, CW4 Richard C. Bebb, with, from the left, MG Jim McConville, CG, 101st Abn. Div. (AASLT); Bebb and his wife, Shauna; Mr. Bill Staib and COL (Ret.) Joe Jellison both from award sponsor, BAE.



SGT Angel L. Jordan, 2011 Avionics award winner, with, from the left, MG Jim McConville, CG, 101st Abn. Div. (AASLT); Jordan's wife, Diana; Jordan; and Mr. Manuel Garza representing award sponsor, Cubic.

to SGT Angel L. Jordan, D Troop, 7th Squadron, 17th Cavalry Regiment, Task Force Palehorse, Kandahar Airfield, Afghanistan who was recognized for being the backbone of the avionics section that provided vital support to combat operations by Task Force Palehorse resulting in their prominent success during Operation Enduring Freedom.

The ASE award is sponsored by BAE Systems, and the Avionics award

by Cubic Defense Systems, Inc.

Attending TACOPS officers from around the world ended their day on Wednesday at the VBC in a closed sensing session with the Branch TACOPS chief and on the following day the symposium ended with a fullday of classified sessions, hosted by industry partner Dynetics at their Explorer Road headquarters in Huntsville.

In addition to the TACOPS officers

from across Army Aviation, these sessions were attended by various members of the acquisition, science and technologies, and intelligence communities and ended with a sensing session hosted by COL John R. Leaphart, Project Manager, Aircraft Survivability Equipment (PM ASE).

*CW4 (Ret.) Joe Pisano is the editor of ARMY AVIATION Magazine.* 

- \* \* -





By: LTC John J. Loughlin II, USAR (Ret.) and CW3 Daniel Hill

hile the Iraqi military grapples with many challenges as U.S. forces continue to pass the torch, one notable success story is Iraqi Army Aviation (IqAA). That is not to say IqAA does not face challenges – they are many and varied – but the progress is substantial and tangible.

In addition to taking receipt of 16 Mi-17 and 22 Mi 171s over the past 36 months bringing their fleet of Mi-17/171s to 38, IqAA recently began expanding its capabilities by standing up Squadron 21, Iraq's first armed reconnaissance helicopter unit.

This fielding represents one of the largest and most expedited Foreign Military Sales (FMS) cases ever executed accomplishing more in a matter of months than is expected of most teams over a period of years.

### The Aircraft

The IA-407 is a militarized Bell 407 equipped with the M3P .50 caliber machine gun, M260 7-tube 2.75



The cockpit of an Iraqi Aviation Bell 407.

ARMY AVIATION

inch rocket pod, L3 Westcam's MX-15Di sensor, video downlink capability, Chelton glass cockpit, AMPS-M Missile Warning and Countermeasure system, IR suppression, and crew seat armor. The IA-407 can also be configured as an unarmed reconnaissance-security/command and control platform allowing seating for three in the cabin with a monitor and hand controller for the MX-15Di sensor.

### The Team

There are many people and offices involved in a project of this nature. A few of these include:

• The Project Manager Office (PMO), Armed Reconnaissance Helicopter, Redstone Arsenal, AL: LTC Courtney Cote, PM: the PM addresses countless contracting, logistical and technical issues; they design, acquire, test, modify and deliver the actual aircraft.

• Iraqi Train and Advise Mission/Air – Army Aviation Division (ITAM/AIR-AAD), the IZ, Baghdad: COL Mark Weiss director: the AAD team mission is to advise, train and assist the Iraq Army Aviation Commander and Iraq senior officers across multiple functional domains, such as training, personnel, logistics, operations, plans and resource management.

• 721st Air Force Expeditionary Advisory Squadron (AEAS): LtCol ۲

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U.S. Forces-Iraq, Iraqi Assistance and Training Mission-Air team photo at the crossed swords, Baghdad, Iraq, Aug. 17.

Ralph Okubo, commander: the 721st trains, advises and assists IqAA in virtually every functional area.

The Army National Guard instructor pilots working with Squadron 21 are attached to the 721st.

• Squadron 21 Taji Team: prior to coming to Taji as advisors and instructors for Squadron 21, MAJ Kevin Ferner was the S-3 of the Eastern AATS in the Pennsylvania National Guard and CW3 Dan Hill was an SP in the 1-376th S&S Battalion in the Nebraska National Guard.

In July, CW4 Jason Ganitano, an active duty OH-58 instructor pilot from Fort Rucker, joined the team until he transitions to another position in the fall.

#### Challenges:

**Scope of Mission:** The scope of Squadron 21's mission is still somewhat undefined. Reconnaissance and security missions like those of US Army OH-58D's are a given, but the squadron could be called upon to execute a variety of other law enforcement and internal security missions.

Unlike the U.S. where we have a plethora of federal, state and local airborne reconnaissance assets, Iraq is very limited. Most of Iraq's rotary wing assets are lift helicopters.

All reconnaissance and security missions must be conducted by a small number of Iraqi Air Force assets, Squadron 21 and possibly Squadron 31 and 55 which is training to fly a militarized version of the Eurocopter EC-135 which is known as the EC-635.

In addition to basic military missions, this small number of assets must also cover functions that in the U.S. would be handled by countless other agencies like Customs and Border Protection, the Coast Guard, the FBI, DEA and state and local police departments.

**Unstructured Environment:** This is not a school house environment with a set schedule. We are dealing with a line unit and a military culture far different from our own. Our Iraqi officers have other duties and responsibilities. They have to attend professional development courses and respond to alerts.

Many types of training that we would normally just go out and execute require approval from the Ministry of Defense (MoD). We could not begin NVG training, for example, until MoD gave us the go ahead. They have a very centralized approval process.

**Language Barrier**: Our newest pilots are the easiest to train because they speak the best English and their initial flight training was conducted by western pilots.

Iraqi children now receive English training in school and our lieutenants received about a year of additional training prior to flight school. They

### **Program Timeline**

 November 2010: Two Iraqi and Two National Guard instructor pilots attend Bell 407, Night Vision Goggle and Functional Check Pilot training at the Bell Helicopter Training Academy in Alliance, TX.

 December 2010: Iraqi Army Aviation (IqAA) received three (3) Bell 407 training helicopters at Taji, Iraq.

 January 2011: Ground school POI for the T-407 developed by the PM office and taught by three National Guard Army aviators/instructor pilots, and four Iraqi instructor pilots began Bell T-407 qualification training for the first group of 22 pilots.

 May 2011: Began initial NVG qualification training.

 July 2011: Began Bell 407 qualification training on nine additional pilots. Squadron 21 also began Iraqionly continuation training flights and real-world reconnaissance and security missions.

• Through 15 August 2011, U.S. instructor pilots (IP) logged approximately 466.2 flight hours and 392 sorties with the squadron's first 30 pilots.

 In 2012, Iraq takes delivery of 27 IA-407s in addition to the 3 IA 407 trainers they currently fly.

had to achieve a minimum level of proficiency before beginning flight school. "Legacy" pilots that began their military service under the Saddam Hussein regime generally speak just a little English.

Effective communication in the classroom requires an interpreter which slows the pace of training. Communication in the cockpit requires pointing, "one-word sentences" and time spent on the ground drawing and diagramming things on our kneeboards. Complex flight training is virtually impossible and must be conducted by Iraqi instructor pilots.

#### Flying is the Easy Part

The U.S. military is all about trust. Soldiers are expected to use their judgment and take initiative and trust that they will be treated fairly. Trust is what makes us flexible and enables us to adapt. As the IqAAC evolves and develops increased flexibility, their ability to accomplish these types of missions will improve.

Aeroscouts must react to fluid situations and play a critical role in bringing some order to otherwise chaotic and confused situations on the battlefield. Aeroscouts must communicate and coordinate with a whole host of other military assets on the ground and in the air.

Squadron 21 will no doubt learn to operate the forward looking infrared (FLIR) and fire rockets and bullets, but to be effective they will have to do far more. As we like to tell them, "flying is the easy part".

#### **Planting Seeds**

As advisors we know that we are "planting seeds." Our time here will be over before we see what takes root, grows and hopefully flourishes. We have, however, started to see some promising signs.

Squadron 21 pilots recently conducted a communication exercise with Iraqi Special Forces Forward Air Controllers. They conducted liaison and training with counter indirect fire



Iraqi Aviation Bell 407 on a reconnaissance training mission.

(C-IDF) ground forces.

We have created a foundational level capacity that will yield partner capability for Iraq's Army Aviation to support Iraqi security forces. They are flying security missions with Huey IIs and Mi-17s to deter attacks against infrastructure.

With changes coming so rapidly, it is hard to say where IqAAC will be in

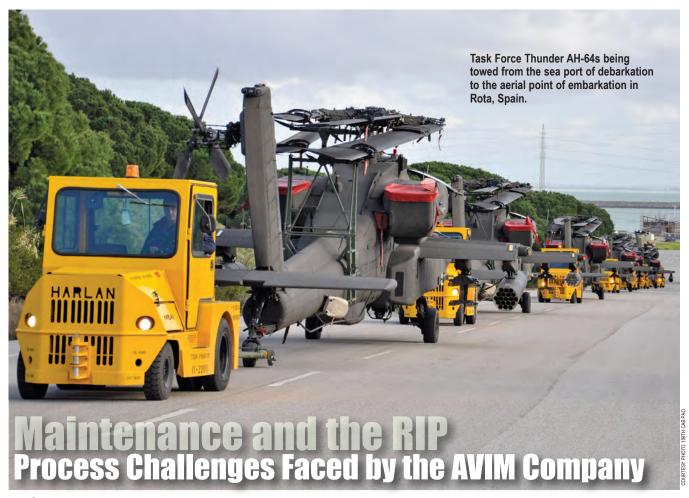
a year or in five years, but the future looks bright.

LTC John J. Loughlin II, USAR (Ret.) is a logistics advisor and CW3 Daniel Hill, Nebraska Army National Guard, is a standardization pilot both with the Iraqi Training and Assistance Mission - Air, Army Aviation, Operation New Dawn, Iraq.



ARMY AVIATION

DECEMBER 31, 2011



### By CPT Anthony A. Booher

The relief-in-place (RIP) process is always a challenging part of any unit's deployment, no matter its mission. One of the most important and highly monitored RIPs to take place in any combat theater is that of the combat aviation brigade (CAB).

It is essential that each CAB has a quick, yet efficient, RIP in order to provide the greatest availability of aviation support forward to its customers, the ground force commanders. A majority of the RIP process is executed by each CAB's indigenous Aviation Intermediate Maintenance (AVIM) company.

The AVIM provides Soldiers that are first into theater and are usually some of the last Soldiers to arrive back at home station upon redeployment. Soldiers of the AVIM are able to set the tone of the RIP by first initiating the build up and tear down of all the incoming and outgoing CAB aircraft.

This mission is in addition to the AVIM's routine mission of providing 24 hour scheduled and unscheduled maintenance support, maintaining a Readiness Condition 2 posture to conduct Downed Aircraft Recovery Team (DART) operations, and provide battle damage assessment and repair while ensuring each Soldier is given the appropriate time to maintain proper fighter management.

This was no different for Company B, 563rd Aviation Support Battalion (ASB), 159th Combat Aviation Brigade (CAB) during their deployment to Kandahar, Afghanistan.

The lessons learned from the wide variety of challenges they had to overcome while conducting their RIP with Company B, 96th ASB, 101st CAB in Regional Command-South (RC-S) will be shared with Company B, 209th ASB, 25th CAB during that unit's RIP.

### Experienced Tear-Down and Build-Up Teams

As previously stated, the AVIM can greatly affect the tone of the RIP with is ability to proficiently tear-down and up-load the redeploying aircraft and the down-load and build-up of the arriving aircraft.

Because of the ongoing combat missions in support of ground force commanders, it becomes crucial to guarantee the fewest possible aircraft are taken off-line for tear-down, and the build-up of combat power takes the least amount of time possible.

The incoming unit must establish dedicated build-up and tear-down teams, ensuring all build-up and teardown tasks are completed before moving on to secondary tasks.

Rotating Soldiers on and off of these teams can cost the incoming unit time during the RIP process, and may lead to mistakes due to poor transition from maintainer to maintainer.

These issues can be avoided by leaving the same members on these critical teams throughout the entire process. Build-up and tear-down teams need to be led by experienced Soldiers to minimize the challenges that arise during this process.

These Soldiers need to be frontloaded, preferably on the Torch or ADVON, to begin the buildup of com-

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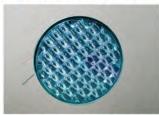
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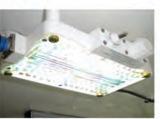
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Soldiers from Co. B, 563rd ASB conducting scheduled maintenance on a Task Force Thunder OH-58 Kiowa Warrior at Kandahar Airfield, Afghanistan in support of Operation Enduring Freedom 11-12.

bat power immediately upon arrival into theater. This technique will provide the maximum window for completion prior to the battalion and brigade Transfer of Authority (TOA).

#### Scheduled and Unscheduled Maintenance During the RIP Process

At any given period throughout the twelve-month deployment, Bravo Company simultaneously conducted up to six scheduled phases on all four mission design series (MDS) aircraft while providing unscheduled maintenance support to the remaining 176 aircraft assigned to 159th CAB.

The extremely high OPTEMPO of a combat environment in which ground commanders rely on the brigade's ability to launch up to 115 aircraft daily had a direct impact on maintenance throughput.

Leaders at all levels were challenged to monitor their Soldiers' workload in order to minimize the risk of mistakes during routine aircraft maintenance.

Maintainers' long hours and amplified workload increased the opportunities for simple, but significant, mistakes that could have had devastating effects on the success of the brigade's mission and survivability of its aircrews.

This was magnified during the RIP process with scheduled and unscheduled maintenance still being the priority mission, but the tasks of receiving an incoming unit, reducing redeploying aircraft to airlift configuration, building-up deploying aircraft to operational configuration, and applying all necessary upgrades and modifications required to operate in combat test the surge capacity of the AVIM.

It is imperative that future AVIM leaders prepare their maintenance formations for these surge periods through early and frequent communication between units and by identifying experienced tear-down and buildup teams.

#### Communication Early in the Deployment/Redeployment Cycle

It is key that communication between incoming and outgoing units begin early in the redeployment cycle. By establishing a line of communication early, a number of manageable issues can be mitigated before they are magnified during the RIP process.

One such issue is the wide variety of unique task organizations from one AVIM to another. Because of the size and diverse range of Military Occupational Specialties (MOS), each AVIM is task organized differently to meet the needs of the brigade it supports. These disparities can create a number of issues during the RIP process, but can be easily resolved with prior communication.

The incoming and outgoing units must identify the individuals that are crucial, not only to the RIP process, but also the ongoing maintenance being conducted by the outgoing unit. These Soldiers should arrive in the-



563rd ASB commander and command sergeant major, LTC John L. Smith and CSM Sean P. Ward, salute following the uncasing of the battalion colors during the Transfer of Authority Ceremony in Kandahar, Afghanistan.

ater first to facilitate the RIP and minimize the workload placed on the Soldiers still conducting daily aircraft maintenance.

Regardless of the task organization of the incoming AVIM, it is also necessary that subject matter experts (SME) for each section of the company deploy first to begin conducting Theater Provided Equipment (TPE) inventories. Deployed units often have commercially available off-the-shelf (COTS) pieces of equipment. These items do not have standard technical manuals, which complicates TPE inventories and requires SMEs on the ground to inventory the equipment.

These individuals, along with all platoon leadership, must arrive early in the RIP process to maximize the amount of time available to facilitate a seamless battle handover between platoons without affecting the brigade's ongoing mission.

Bottom line – early and effective communication and dedicated, experienced tear-down and build-up teams are vital to conduct a seamless RIP, reduce the friction points between units, and ultimately ensure the safe and proper execution of aviation maintenance to Keep Them Fighting.

\*\*-

CPT Anthony A. Booher is the executive officer of Company B (AVIM), 563rd Aviation Support Battalion, 159th Combat Aviation Brigade, Task Force Fighting, in Kandahar, Afghanistan.

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### Ask The Flight Surgeon



## **Barefoot Running**

By Dr. (LTC) Joseph Puskar

*Q:* Doc, I was running and working out in those Vibram<sup>®</sup> Five Fingers shoes for about six months, and really like them.

My feet and lower legs seemed to be slowly getting stronger, and I was losing weight and getting into better shape. They were motivating me to continue to improve.

#### What else can I wear for the same effect since they've been banned for formal Army P.T. sessions?

**FS:** There are now many other types of "minimalist" footwear you can use that will accomplish nearly the same effect as the "Five Fingers" shoes and still meet Army footwear standards, and of course you can continue to wear the "Five Fingers" when training off duty, and not wearing the Army P.T. uniform.

Do some research of your own, but the best I've seen are the Saucony Hattoris<sup>®</sup> (I use these myself and love them), Mizuno Wave Universe<sup>®</sup>, Merrell Trail Glove, and Onitsuka Tigers are some other shoes of similar design, and much like track cleats.

The idea behind the minimalist or barefoot running style shoes is to have minimal heel lift, arch support, and padding in them to encourage a more natural forefoot or mid-foot strike running style vs. the modern running shoes like the Nike Air<sup>®</sup> or Asics Gel Nimbus<sup>®</sup> that force you into a heel-strike running style.

The modern type shoes were designed to limit pronation (the foot rolling from the outside to inside upon impact); this was done to limit knee injuries of the medial meniscus and cartilage. They also have lots of cushioning foam, gel, or air bladders to reduce or dissipate impact forces.

The problem is that by forcing you into a heel strike the impact forces transmitted through the ankle, knees, spine, and even all the way up into your neck and head are greatly increased compared to a forefoot strike running style where the outside ball of the foot impacts first, and then rolls toward the inside with the heel coming down last, or simultaneously with the mid-foot. This enables the foot to function as it was designed to: much like a leaf spring to soak up and lessen the impact forces transmitted up to the rest of the body.

Years of wearing shoes and boots with excessive heel lift, arch support, and thick soles has caused weakening of the muscles, ligaments, tendons, and bones of the foot, and also the calf muscles and Achilles' tendon that act like a large rubber band or bungee shock absorber to let the heel down gently with a forefoot running style.

Running in minimalist shoes, and eventually even barefoot running can help you strengthen all of these, but you must do so gradually, and there is some risk of injury.

Limit sessions to no more than 15 to 20 minutes once or twice a week for the first several months, and grad-ually increase.

Let your body be your guide, and if you develop excessive pain in your shins, calf muscles, or feet back off for awhile. It can take two years or more to fully transition to barefoot running.

Colonel Nick Rowe said that even after five years of barefoot captivity in Vietnam that he was unable to keep up with the Vietcong guerillas when running through the jungle; a lifetime of wearing footwear had weakened his feet to the point that he could not fully adapt.

If you want to try barefoot running, run for at least six months with the minimalist shoes first, and walk barefoot around the house and yard to toughen up your feet. Then pick a large grassy field free of glass or sharp metal, or a soft dirt trail, and go out for a 15-20 minute session, and find your natural groove.

The U.C.L.A. track team has worked one training session per week into their schedule where they do barefoot running on the grass infield of the track, and they have also gone to running in more minimalist (and cheaper) shoes.

This has resulted in a reduction in their rates of running injuries, and also an improvement in their running times as the athletes' feet and lower legs became stronger, their arches sprang back up, and they were able to endure more training miles per month.

Primitive tribes such as the Tarahumara or Rarumari Indians in Mexico run incredible distances with thin rubber sandals cut from old tires, and the perennially dominant endurance athletes from Kenya don't even wear shoes in many cases until they are seventeen years old.

If you're like me, you'll get to the point you don't want to run any other way; the feet seem to crave getting beaten up!

Safe flying and see you at the flight line!

Doc Puskar

References: "Born To Run", Christopher McDougall

*"Five Years to Freedom", Colonel James N. Rowe* 

#### **Question for the Flight Surgeon?**

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

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



*Surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, AL* 

### **AAAA Chapter Affairs**



## **Tennessee Valley's "Strong Bonds"**

By COL (Ret.) Robert D. Carter

A s the Association's leadership travels around and visits Chapters across the force, they run into things that Chapters are doing that are worthwhile in highlighting. The Tennessee Valley's "Strong Bonds" program is one of those.

I asked Gary Nenninger, president of the Tennessee Valley Chapter (TVC), and Dave Kather, VP for Publicity, to collaborate with me on this month's column and they kindly agreed. Gary and Dave provided the following summary of their very successful program.

#### "Strong Bonds" Retreat Program

During the past several years, the Tennessee Valley Chapter has supported the "Strong Bonds" program by using the Huntsville Area as one the program's retreat sites. First, a little history about "Strong Bonds."

Recognizing the importance of family support, the Army introduced the program "Building Strong and Ready Families" in 1997. Initially, 90 activeduty couples participated in four events.

Over the past year, more than 160,000 Soldiers and family members have participated in over 2,600 Strong Bonds events. The program's success has led to increased funding, expansion Army-wide, and more training options.

New programs now meet Soldiers at different phases of the relationship cycle. Specific training is offered for the single soldier, couples, families with children, and all Soldiers and families facing deployment.

Strong Bonds is fully-funded and chaplain-led with the support of the commanding officer. Soldiers and their Families attend with others in the unit who share the same deployment cycle. During the retreat, Soldiers and families participate in small group activities that reveal common bonds and nurture friendships.

This shores up spousal support at



Family members participating in the "Strong Bonds" retreat program sponsored by the AAAA Tennessee Valley Chapter at Redstone Arsenal, AL.

home, which can be vitally important while the Soldier is away. In addition, Soldiers and families gain awareness of community resources that can assist with concerns about health and wellness, even crisis intervention. An increasing percentage of recruits come from Army families.

The Strong Bonds family program is an investment in Army families and in the future force. Information about "Strong Bonds" can be found on their website at *www.strongbonds.org*. Events are broken down into the following categories: couples, families, families of deployed soldiers, predeployment, reunions and singles.

As an AAAA Chapter, we are committed to aviation Soldiers and their families. Fort Campbell is the closest military base with mass numbers of deploying aviation soldiers. The TVC, together with Team Redstone, volunteered Redstone Arsenal and the Huntsville, AL area as a retreat site.

#### **Lessons Learned**

The following insights will help in orchestrating your program if you decide to take on this venture. This is an already up and running Chaplain's program; they will not seek your organization for help.

The chaplains are concerned about all individuals/branches and not just the Aviation Branch personnel. You must be proactive! It is best to directly coordinate with the Family Readiness Group (FRG) of the local Aviation unit. They will act as the go between and ask the Chaplain if they can come to your retreat.

This is not an NAF function/event; do not commit funds to NAF. Transportation to/from your area and hotel accommodations is handled by the Chaplains using "Strong Bonds" funds. This is either a day and a half event or 2 days. For coordination to some events a day and a half may not be enough time. Let the Chaplain know to help set an agenda.

We used local area discounts and industry/corporate donations to offset any discount ticket prices to events.

The hotel committed to the ice cream social the second year this was held as they were then familiar with the event and wanted to assist. We *Continued on page 84* 

### **AAAA** Membership Memo



## **Persistence and Eyes Wide Open**

By CW5 Mark W. Grapin

For every parent, that declaration of a life skill newly-acquired by their child is often punctuated by a sigh of relief and some peace of mind on some level. For the parents of a Boy Scout, this declaration means, at some point, that their son has joined a fraternity of those who are no longer relegated to the wading pool, and can splash among the big kids who themselves were at one time relegated to the shallow end of the shoreline; roped-in to keep them safe from deeper waters.

Troop 140 arrived at the Goshen Scout Reservation on a brilliant summer Sunday morning, and within an hour, all hands were down at the lake for their swimming test. Eric was one of the two first-year Scouts who didn't make it all the way around the swimming course on his first try. He re-tried that afternoon, and again twice each day as he whittled away at his swimming merit badge requirements.

He worked with an Eagle Scout counselor, built his endurance, and improved his strokes and breathing rhythm. I walked down to the lake with him late Thursday afternoon to meet with his counselor.

My son clasped my hand when he felt sure none of the other Boy Scouts were looking -a sweet gesture I am sure that is numbered in days.

As darkness fell, three voices cheered his latest attempt: those of his counselor, the lone Life Guard in the tower, and mine from the dock; and at five minutes past nine on that glorious Thursday summer evening, Eric emerged from the lake a qualified swimmer.

My favorite Boy Scout reached this milestone in his young life by himself – there was no pencil-whipping, no floaties in the lake helping him along, no grabbing of the rope, and certainly no standing on the bottom.



Senior members of the National Guard Aviation community surround Chaplain Kahu Kordell Kekoa, Pastor, Bishop Memorial Church in Honolulu, HI following the blessing of the fleet, at the CH-47F Equipping Ceremony. Shown (from left): COL Benedict L. (Ben) Fuata, Army Aviation Support Facility (AASF) commander, Hilo, HI; CW5 Grapin; LTC Gary L. Davis, ARNG Aviation Systems branch chief, National Guard Bureau (NGB); COL Michael E. Bobeck, ARNG Aviation and Safety division chief, NGB; and COL Stephen F. Logan, State Army Aviation Officer, HI ARNG.

Eric understood this challenge, and demonstrated a persistence and dedication to the task that I frankly didn't know was in him.

We walked back to camp by flashlight as Eric assured me he wasn't shivering, and I assured him about a thousand times of how proud of him I was – and am.

It is this persistence of jumping in the lake over and over again, improving our endurance and stroke, that Eric shares with each of us who wear the prop and wings of our Aviation Branch. We call for improvements in our equipment – sometimes over and over again – and our Aviation materiel community delivers.

We call for unity between our Components in securing this improved materiel, and our greater Aviation community steps up to show that unity.

I was honored to attend the CH-47F Equipping Ceremony on 8 September at the historic Hangar 79 on Ford Island in Hawaii. Two dozen new Chinooks were being formally accepted by Co. B, 3rd Bn., 25th Avn. Regt., and Co. B, 1st Bn., 171st Avn. Regt.

On this day, it didn't matter which member of the team was wearing Regular Army brass, and which was wearing Hawaii National Guard brass – they were all members of our Army Aviation Branch.

#### Persistence in Outward Message

The following morning, I was delighted to see a photograph of the equipping ceremony was splashed in the local paper; but the shelf-life of my enthusiasm had a very near-in expiration. There was not a single mention of the Hawaii Army National Guard, and all 25 of these new CH-47Fs – according to the article – were going to the 25th Division based at Wheeler Army Airfield.

When sharing my mixed emotions over this obviously-erred press coverage with a fellow Quad-A member, his "That's the media for you..." response caught me a little off guard.

His resignation to such lopsided coverage only fuels my conviction that we must remain vigilant in how we broadcast our singularity in messages of our Aviation successes and gains. This persistence in cohesion between Components of our Army and within our Branch must be consistently reflected in the face we present to the rest of the world.

To that end, I have beaten the drum loud and long in this forum regarding the totality of Army Aviation being far greater than the sum of its parts.

Each tail boom or pod assembly in our fleet is embossed with "UNITED STATES ARMY" – not this division, or that Component.

As fiscal belts tighten, and the Sword of Damocles looms over each

budget line item, I cannot overemphasize the criticality of our closing Aviation ranks, and showing unity in effort to those who control our Defense purse strings – across horizontal and vertical spectrums of our Aviation force; and just as important to those on our flight lines and in our briefing tents, as it is to those in oakwalled offices.

#### The New Western-Most Reaches of Army Aviation

Armed with key logistic and operational support information from Schofield Barracks and Hilo, we hopped the remaining few hours to Guam, and visited with key Leaders from the Territory as the first tentative steps in fielding a pair of UH-72A Lakotas to the island in 2015. This isn't simply a matter of transferring an aircraft to another state; it's the stand-up of an entire new Aviation program where one simply doesn't exist. Everyone on this 212-square mile island who is responsible for some slice of this success over the next few years, is enthusiastic and eves wide open to the daunting task ahead. This small State staff has

already been flooded with phone calls, resumes and applications of those wanting to be a part of their success, and our Aviation professional association is poised to add a valuable dynamic to their equation. Their close association with their Hawaiian big brothers – who will receive their UH-72s two years sooner – will surely pay this effort in spades across every J-, G-, and S-shop involved.

#### Continued Progress in Other Membership Initiatives

As the footprint of Army Aviation stretches around the block and across the globe, we continue to expand on the benefits to our Quad-A members; and our Membership Committee continues to work several issues to that end.

I encourage your continued participation in our complimentary membership opportunities, professional awards, and scholarships.

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



**ARMY AVIATION** 

### **AAAA Spouses' Corner**

## Honoring Our Fallen Heroes by Supporting Their Families

By Judy Konitzer

General Raymond Odierno, U.S. Garmy Chief of Staff, spoke to survivors and family members in October at AUSA's Annual Convention Family Forums "America's Families: Honoring Our Survivors." He emphasized, "The Army has come a long way when it comes to caring for gold star families, but it can do more."

"I've gotten to know many gold star family members, but my family has become close to one who was involved when my son was injured and his driver was killed," he said.

"We have built a relationship with that family, not because I am a general officer...but because there is a connection with our family...because my son who was severely injured feels fortunate that he's able to live his life, and he often tells me that he lives his life today for his driver."

Odierno added, "I've looked at the sacrifices that family's made and what they've gone through, and my wife and I want to make sure we're there and help them in any way we can. We feel that way about everybody." "Our profession is based on trust...," Odierno emphasized, and "we understand what we expect a Soldier to do...we understand the sacrifice he's making."

"Yet what we have to be able to do is keep that trust with the family, because you entrusted that son or daughter to us. What we have to do is live up to that trust even during the worst of times and help you through that, because you will always be a part of our Army family."

#### **Staying Connected**

Although every situation is individual and "no one knows what a family wants except that family," Odierno felt that families who desired to be connected and stay that way should be given that opportunity.

"What we're trying to do now is develop to where we can continue to improve having access to choices," the goal being education and empowering survivors so they can decide how they want to move forward.

Casualty assistance officers (CAO) working with families need to have the same level of expertise across the board and although they might not have all the answers, they should know where to find them, Odierno acknowledged.

In October 2008 the Army also improved casualty assistance by initiating its Survivor Outreach Services program. It is a way to stay connected to families who desire this continued support. Unresolved issues or questions sometimes surface months or years after the loss, and the Army is dedicated to fulfilling the Family Covenant by providing support to surviving families for as long as they desire.

Professional coordinators and counselors are available to deliver individualized support and attention to survivors' families (Active, Reserve or Army National Guard) across the nation.

The Benefits Coordinators provide expertise on local, state, and federal benefits and are able to work with the CAOs to help families understand and apply for their benefits. The Financial Counselors provide assistance through investment and estate planning and with legal assistance. The Support Coordinators facilitate support groups and provide life skills education by connecting survivors with counseling resources. For more information visit *MyArmyOnesource. com* and click on the *Surviving Families* link under *Family Programs and Services* on the homepage menu bar.



Survivor Outreach Services and Army Community Services held a day long tour and memorial service for Gold Star Families on October 27, 2011 at Fort Campbell, Ky. After MG James McConville, Commanding General, welcomed the families to the Headquarters, family members placed yellow roses on a wreath in remembrance of lost loved ones in combat. Pictured above is Rebecca Ponder adding a rose, filling the wreath to capacity.

#### **Gold Star**

An area where Odierno felt we were not doing a good job was in ensuring that every citizen understood the meaning of Gold Star.

The Gold Star history dates back to World War I when Army Captain Robert Quisser designed a flag with blue stars to honor his two sons who were serving in the war. As the war progressed and men were killed in combat, and others were wounded and died of their wounds or disease, service flags like Quisser's were displayed from homes, places of business, churches, schools etc.

President Woodrow Wilson endorsed the Gold Star to reflect a person having died in wartime service. The Gold Star superimposed upon the blue star represented the honor and glory accorded to a person for his supreme sacrifice and the pride of his family in this sacrifice. The term Gold Star has continued to be used in reference to all American military engagements, and the term Gold Star Mothers designated any mother whose child was lost in war.

Grace Seibold, whose Aviator son was killed in 1918, turned her grief into a positive by working in hospitals in the Washington D.C. area giving loving care to injured veterans and



extending friendship to other mothers who had lost sons in the war. In 1928 she, along with 25 others, organized the American Gold Star Mothers, Inc.

The Gold Star Wives formed in 1945 and both groups operate as nonprofits and are chartered by Congress. Gold Star Mothers' Day has been held on the last Sunday in September since 1936, and in 2010, December 18 was designated as Gold Star Wives Day.

In 1967, Congress standardized the service banners and established the Gold Star lapel pins (gold star on a purple background surrounded by gold leaves) to issue to immediate family members (spouses, parents including step, adoptive and foster parents, children, and siblings) of service members killed in combat, including those who have committed suicide in theatre. The Next of Kin pin featuring four oak leaves is presented to the immediate family and signifies a service related death or suicide during active duty other than combat.

A senior Army General Officer usually presents the pin and colors to the spouse or next of kin during the funeral with CAO coordinating this solemn rite.

#### **Service Banners**

There are two types of service banners, and families can hang the standardized banners outside their homes if they have a loved one serving overseas.

One has a white background, red border and blue stars that indicate the number of family members serving in harm's way. The other has gold star/stars superimposed on the blue star indicating the number of family members killed in combat.

A church can hang the banner with a blue star with a number under it for the amount of service members in their congregation and a Gold Star over the Blue Star if a service member has fallen. For more information about service flags and lapel pins visit *www.goldstarmoms.com* and link to *Resources* or *FAQs*.

A National Gold Star Family

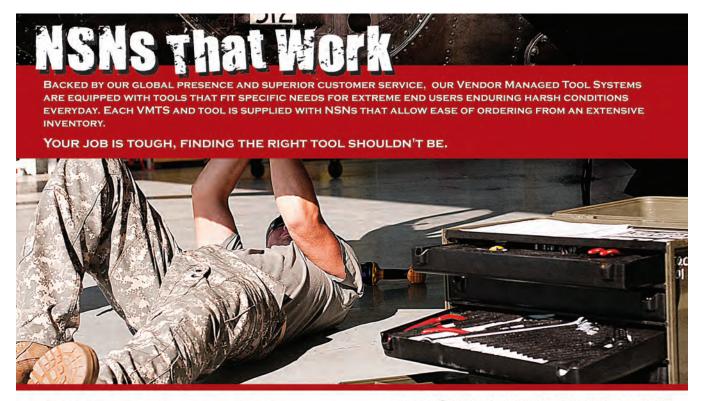
Registry has been developed as the first comprehensive database of U.S. fallen Heroes. No matter where they gave their life, the Registry ensures that their memory will live on.

Family and friends can share their photos, stories, and memories as part of a tribute page in a safe environment. Users can perform searches by name, hometown, date, military branch, or conflict to easily locate their fallen family member, friend, or fellow war-fighter.

#### Visit MilitaryFamiliesUnited.org.

General Odierno reminded everyone that the Gold star "symbolizes the costs of providing security to this country, of enabling us to stay free, to have a choice, and that there are many, many more people who give up their lives in order for us to remain and have these choices. During World War II, it was commonly seen ... everyone understood what it was and what it symbolized. We need to restore that sense of honor!"

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

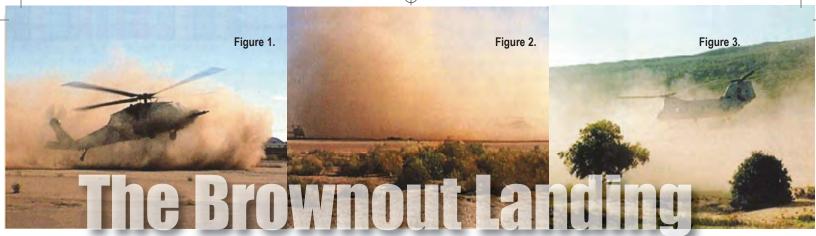




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**ARMY AVIATION** 

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## **Evolving Old Techniques To Meet New Challenges**

By CW4 Robert D. Walker



Soon after the Sept. 11, 2001 terrorist attacks on the United States the nation's special-operations aviators were executing raids of a duration and distance that were reminiscent of the America's last response to an attack on its sovereign soil - the 1942 Doolittle Raid on Tokyo. Aircrews of the 160th Special Operations Aviation Regiment (SOAR) were called upon to conduct missions under the harshest environmental conditions known to man. To be successful, they had to change their tactics, techniques and procedures (TIPs) to adapt to the modern battlefield.

The call to Operation Enduring Freedom (OEF) was not unexpected given the events of Sept. 11, but was highly anticipated by the "Night Stalkers" of the 160th SOAR. The unit was forward-based in two unique locations at the onset of OEF. One task force, TF Dagger, staged at an undisclosed location outside Afghanistan, while another, TF Sword, was aboard an afloat forward staging base (AFSB) on an aircraft carrier in the Indian Ocean off the coast of Pakistan.

While aircrews operating from each location faced a range of challenges - enemy fire, high altitude and high density-altitude operations, flights of extreme duration and many others - by far the greatest threat to the 160th aircraft during OEF was brownout conditions on the objective.

#### Facing the Brownout

Simply defined, a brownout is the loss of all visual references during landing or takeoff resulting from a visual obscurant such as sand or dust (Figure 1).

Traditionally, two schools of thought exist concerning brownoutlanding techniques. The first and most preferred technique is to maintain forward ground speed to remain ahead of the cloud and touch down before being completely engulfed by it. This results in a turning or roll-on type landing. The alternative technique is to set the aircraft up in a controlled descent that allows touchdown with minimum sink-rate (descent) in a level or near-level attitude. While the dust cloud will engulf the aircraft during the terminal phase of the maneuver, this technique minimizes ground run.

The problem with brownout landings is that the pilot inherently experiences some level of apprehension or anxiety when a visual obscurant engulfs the aircraft. The common tendency is for a pilot to reduce power and reach for the ground when he's engulfed by the obscuration, or to land the aircraft at a high rate of speed to remain ahead of the cloud. When a pilot reaches for the ground he places the aircraft in a higher-than-normal rate of descent, often resulting in landing gear or belly damage. This also holds true when landing on an unimproved surface with too much forward speed. The pilot retains his comfort level because he stays ahead of the dust cloud, yet because the forward speed cannot be adequately dissipated the aircraft rolls across rough terrain, again resulting in potential damage to the aircraft.

The 160th SOAR crews deployed to Afghanistan weren't rookies in terms of operating in austere desert and mountain environments. These seasoned crews felt they were ready to take on another desert environment, but Afghanistan added an unanticipated element to brownout flying. The crews came to call it "explosive brownout." Brownout normally forms in a set pattern that allows the pilot to place his aircraft in a safe landing attitude with a controlled descent to touchdown. Traditionally, the cloud forms aft of the tail and moves forward until it slowly engulfs the aircraft at touchdown (Figure 2).

Explosive brownout does not form at the tail and move forward. It erupts vertically, nearly instantaneously engulfing the aircraft (Figure 3). In addition, the brownouts experienced in OEF ocurred at much higher altitudes. Normally, brownout will engulf the aircraft between 10 and 30 feet above the ground, depending on forward speed. The160th pilots experienced brownouts that engulfed their helicopters at altitudes greater than 100 feet above the ground, Figure 2.

During go-rounds or departures from the landing zones (LZ) it was not uncommon to remain obscured up to altitudes in excess of 150 feet above the ground. As a result of operating in this unique desert environment, the 160th quickly sustained damage to many of its aircraft. During the first year of operations in Afghanistan, the 160th suffered damage to one MH-6J, two MH-60K, and six MH-47D/E aircraft due to hard landings in brownouts. Some of these incidents resulted in a prolonged loss of the aircraft due to extensive depot-level repairs.

Two things that make Afghanistan's desert environment different from many places in the world are contrast and debris. The landscape has very little contrast, making it extremely difficult during night operations to perceive height above the terrain and obstacles. It was not uncommon to fly at en route altitudes as low as 50 feet and not see the landing surface. The forward-looking infrared (FLIR) system provided little additional contrast or resolution to determine the state of the landing environment.

Obstacles and debris became the second major factor in the 160th's increased accident rates. Unseen hazards such as sand-filled ditches, old mud-home foundations and large rocks caused extensive damage to aircraft landing gear. It quickly became evident that some of the tried and true desert tactics were ineffective in this environment.

Because the l60th did not have a TIP to specifically address this challenge, it was faced with two options: We could accept the battle damage as the cost of doing business or we could change our procedures. The l60th went to the drawing board and developed a new technique.

#### A New Way to Deal with Brownouts

Through the collaboration of its standardization instructor pilots (SIPs), the use of the combat mission simulator, and some trial and error, the l60th developed a new ATM task called "VMC Approach With Loss of Visual Reference During Landing." This task maximizes the capabilities of the l60th special mission cockpits specifically, the precision hover symbology capability (see Figure 4).

The equipment, coupled with procedural changes in crew coordination, resulted in the development of three different techniques written in the task to support operational missions based on the threat environment in the landing zone. These new maneuvers allow pilots to select one of three types of approach for landing, depending on mission requirements.

The first type of approach involved the development of a hoverdown task. The maneuver is similar to the old technique of hovering above an obscuration until the dust clears away. However, the problem in OEF is that the dust never clears. Thus, the aircrew must descend the aircraft vertically into the dust cloud while maintaining a stable hover platform. This is accomplished by using the hover symbology and enhanced crew coordination.

Crew coordination is key in keeping the flying pilot aware of the state of his aircraft. For the MH-60, the copilot is allowed to actively fly the col-



Figure 4.

lective (guarded by the pilot) while the pilot flies the cyclic during the descent. This aids the primary pilot in maintaining a zero-drift position and provides for a smooth touchdown in a complete brownout. This technique affords the aircrew the ability to land on mildly sloping terrain and avoid potential obstacles.

The second type of brownout landing is to the ground with forward speed. This task is recognizable by most pilots as the additional method used in a desert environment. The major difference between the l60th technique and the standard Army dustlanding procedure is cockpit configuration and pilot transition to a head-down (flying the flight instruments) attitude before entering complete obscuration.

When using this technique, the pilot places the aircraft in a normal landing profile that assures a safe landing and transitions to the cockpit displays, especially the hover and track symbology, prior to complete cockpit obscuration. This allows the pilot to complete the maneuver without regard to the obscuration, thereby reducing the potential for anxiety or apprehension. This task is ideal for landing in environments with few obstacles, or in semi-improved areas like dirt or sand blown runways.

Throughout OEF, the l60th aircrews employed this type of approach when landing on outlying airfields and emergency-recovery locations.

The third type of brownout landing is to a specific landing point with minimum ground run. This landing is an assault approach into an objective under potential threat engagement. The technique allows the aircrew to place the aircraft in a decelerative descent that allows the aircraft to land at a specific point with minimal forward speed and near-zero rate of descent.

During this type of approach the aircrew sets the aircraft up for a successful landing barring any unforeseen hazards. The pilot transitions to the flight instruments and the hover symbology before losing visual reference with the ground and continues the approach to termination. The approach is completed by flying specific parameters on the instruments and stabilizing the aircraft for touchdown by minimizing the descent rate, controlling drift on the hover symbology display and arresting forward speed prior to touchdown. Again, crew coordination is elevated to a higher level, involving the copilot in the flying process. No longer is he just a passenger along for the ride, he is integral to the success of this task. In the end, the task development, training, and TTP implementation was successful in reducing risk of combat assault operations in a desert environment.

#### **Beating Brownouts in Iraq**

On the heels of 18 months of sustained operations in Afghanistan, the 160th received the call for Operation Iraqi Freedom (OIF). The Regiment deployed two aviation task forces and many of its aircrews moved directly from Afghanistan to Iraq.

When the unit commenced combat operations, it employed forces in advance of conventional air and ground forces. To date, the 160th has not suffered a single brownout-related aircraft accident or incident. During OIF, the results achieved are a testament to the skill of the aircrews, the capability of the aircraft and the vision of our leaders to recognize a need for change. The world as we know it is in constant flux. Our TTPs cannot remain static or we will quickly move towards obsolescence.

The original design of any weapon system - whether aircraft, vehicle or support equipment - must adapt to an ever-changing battlefield. We must maintain the vision that allows us to step out of our current paradigm and apply new tactics to remain relevant on tomorrow's battlefield.

*CW4* Robert D. Walker was the regimental standardization instructor pilot for the 160th Special Operations Aviation Regiment at Fort Campbell, KY at the time this article was published in 2003.

## NEWS SPOTLIGHT Army Rolls Out Its First Apache Block III

New aircraft brings latest state-of-the art technology and unparalleled lethality By Sofia Bledsoe

nside a hangar against a backdrop of lights, fog, and looking as intimidating as ever, the first AH-64D Longbow Apache Block III (AB3) was revealed to the public for the first time during a Roll Out ceremony Nov. 2 at the Boeing Apache production plant in Mesa, Arizona.

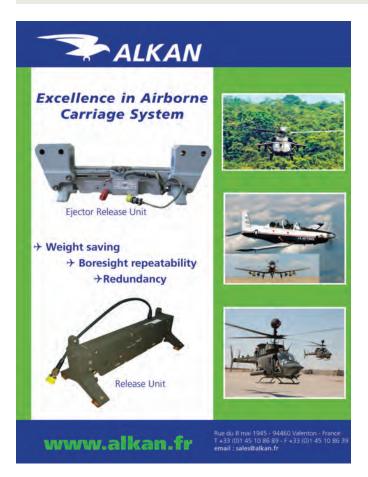
The Apache Block III incorporates 26 new technologies and is the only rotorcraft with the ability to operate at 6,000 feet and 95 degrees at an out-of-ground effect hover with a full mission payload.

The 1st Battalion, 1st Combat Aviation Brigade from Fort Riley, Kansas will be the first unit equipped with the Block III aircraft.

Sofia Bledsoe is the public affairs officer for Program Executive Office, Aviation at Redstone Arsenal, AL.



COL Shane Openshaw, Apache Helicopters Project Manager, accepts the log book and keys from David Koopersmith, Boeing Vice President for Attack Helicopter Programs, during the Apache Block III Roll-Out Ceremony Nov. 2 at the Boeing Apache production facility in Mesa, AZ.



#### Tennessee Valley's "Strong Bonds" Continued from page 77

used TVC members as volunteers to chaperone the children for the Space and Rocket museum and Sci-Quest visit.

Your chapter must ask, "what do we have to offer?" Also, "how close is the nearest aviation unit we can help support?" The idea of the retreat is to get away from everyday dealings and to attend some working seminars and to have some fun.

We have found that the post deployment/reunions involve the families going to places like Pigeon Forge, TN; an amusement park looks more entertaining from a family perspective but the spouses came to Huntsville during the deployment.

It is as though they are protected staying within the Army community during the deployment timeframe.

We hope this information is helpful as "Strong Bonds" may be a possible endeavor for your chapter.

I thank Gary and Dave for their input.

If other Chapter's have events they would like to highlight just let me know (bob.carter@quad-a.org) and we can spread the word across the Association.

Thanks again for serving and see you next month.

~~

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

ARMY AVIATION



And Announcements Related to Army Aviation Matters

First War Replacement Program OH-58D Armed Scout Helicopter Returns to the Fight



U.S. ARMY PHOTO BY ERVEY MARTINEZ

COL John Morgan, 1st Combat Aviation Brigade commander (center), along with (I-r) Mike Herbst, deputy project manager for Armed Scout Helicopter; COL Christopher B. Carlile, Corpus Christi Army Depot commander; MG James E. Rogers, commanding general, Aviation and Missile Life Cycle Management Command (AMCOM); Douglas Brubaker, OH-58D crew chief; CW4 Andy Diener, OH-58 test pilot; and Jim Schultz, program director, Army Programs and Fielded Systems, Bell Helicopter stand in front of the newly repaired OH-58D Kiowa Warrior received from Corpus Christi Army Depot Oct. 26, 2011. Working with Bell Aircraft Corporation, the original Kiowa Warrior manufacturer, to repair and rebuild OH-58D Kiowa Warriors to a like new (zero time/zero hour) standard, CCAD is assuring Army aviation readiness in the 21st Century without replacing these aging systems. This is CCAD's third OH-58D Kiowa Warrior, but the first War Replacement Program aircraft to return to the fight, a crucial program to increase the number of Kiowa Warriors at a time when cost-effective measures are critical to support the war effort. The Wartime Replacement Aircraft (WRA) Program is an Army initiative to replace OH-58Ds that have been either destroyed or deemed uneconomically repairable and therefore must be attrited from the force. The program manager instituted the program as part of the Army's effort to reduce platform sustainment costs and contain the expense of replacing aging helicopters. The Army is replacing wartime losses suffered by the OH-58D fleet by taking existing "A" model cabins and upgrading them to "D" model cabins and capabilities (A2D). The repair program began in November 2008 when CCAD, together with the Project Office for Armed Scout Helicopters (PM ASH), AMCOM, Aviation and Missile Research Development and Engineering Center (AMRDEC) and Bell Helicopters, inducted a crash damaged OH-58D aircraft to be repaired. With the first successful rebuild of the battle-damaged Kiowa and the expertise in place, the Army will continue this effort.

By Mr. Ed Mickley, the public affairs officer for Corpus Christi Army Depot, Corpus Christi, TX.

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

Lockheed Martin Corp., Orlando, FL, was awarded a \$45,819,571 firmfixed-price contract to provide logistical services in support of the AH-64 Apache Modernized and Legacy Target Acquisition Designation Sight Assembly and Pilot Night Vision Sensor Assembly System. Work will be performed in Orlando, FL, with an estimated completion date of Dec. 31, 2012.

#### **ARMY AVIATION**

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General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded a \$15,171,136 cost-plus-fixed-fee and cost-plus-incentive-fee contract to provide for the modification of an existing contract to support the MQ-1C Gray Eagle unmanned aircraft system quick reaction capability. Work will be performed in Poway, CA, with an estimated completion date of Jan. 7, 2012.

Lockheed Martin Missiles and Fire Control, Orlando, FL, was awarded a \$163,700,048 firm-fixed-price and cost-plus-fixed-fee contract to provide for the modification of an existing contract to procure AH-64D Apache modernized target acquisition designation sight / pilot's night vision sensor. Work will be performed in Orlando, FL, with an estimated completion date of Nov. 30, 2014.

AAI Corp., Hunt Valley, MD, was awarded a \$77,311,855 cost-plus-incentive-fee and cost-plus-fixed-fee contract to provide for the modification of an existing contract to support the Shadow Tactical Unmanned Aircraft Systems. Work will be performed in Hunt Valley, Md., with an estimated completion date of Feb. 29, 2012.

**The Boeing Co.**, Mesa, AZ, was awarded a \$54,836,820 firm-fixed-price contract to provide for the modification of an existing contract to support various Army commands for services of the Apache D unique components on the performance based logistics contract. Work will be performed in Mesa, AZ, with an estimated completion date of Oct. 31, 2012.

*Honeywell International, Inc.*, Tempe, AZ, was awarded a \$31,802,672 firm-fixed-price contract for technical, engineering, and logistics services and supplies supporting the overhaul and repair of the T55 family of engines. Work will be performed in Corpus Christi, TX, with an estimated completion date of Oct. 31, 2015.

*The Boeing Co.*, Mesa, AZ, was awarded a \$53,020,686 firm-fixed-price contract to provide for the modification of an existing contract to support the AH-64D Apache. Work will be performed in Mesa, AZ, with an estimated completion date of Feb. 28, 2014.

*The Boeing Co.*, Mesa, AZ, was awarded a \$29,853,554 firm-fixed-price contract to provide for the modification of an existing contract to procure two AH-64D Apache War Replacement Aircraft. Work will be performed in Mesa, AZ, with an estimated completion date of Oct. 31, 2013.

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## PØTN **PEOPLE ON THE MOVE**

#### Transfer of Authority



#### TF Condor Transfers Mission to 29th CAB in Iraq

Soldiers from the 40th Combat Aviation Brigade, TF Condor, California Army National Guard and the 29th Combat Aviation Brigade, Maryland ARNG attend a Transfer of Authority ceremony in a hangar at Camp Taji, Iraq, on Nov. 9, 2011. The 40th CAB transferred the mission of providing fullspectrum aviation operations in Iraq to the 29th CAB. During its year long deployment, TF Condor executed over 19,000 aviation missions with its 275 fixed-wing and rotary-wing aircraft logging more than 121,000 flight hours. The TOA ceremony was attended by LTG Frank G. Helmick, deputy commanding general for operations, U.S. Forces-Iraq; MG Bernard S. Champoux, commanding general, U.S. Division-Center; BG Paul J. LaCamera, deputy commanding general for operations, U.S. Division-Center; and three Iraqi generals from Taji Air Base; in addition to Soldiers from the 29th and 40th CABs.

#### Deployments/Redeployments



#### 25th CAB Prepares to Depart for OEF

COL Frank W. Tate, CSM Jesus Ruiz, and the battalion and squadron commanders and command sergeants major case the brigade and battalion colors during the 25th Combat Aviation Brigade deployment ceremony on Wheeler Army Airfield, Hawaii, Nov. 18, marking their upcoming deployment to Afghanistan. The units of the brigade will operate in several key regions of Afghanistan executing missions ranging from air assault to air movement and resupply operations, and counterinsurgency operations.

#### 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.

#### 41 Officers, November 3

**IERW CH-47D Track** LT Matthew Amble

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

WO1 Kirk V. Carlson \* - DG CPT Samuel P. Jefferson - HG WO1 Jonathan R. Anthony LT Steven Carlson WO1 James M. Ginocchio WO1 Brandon J. Hewitt LT Eugene Lee LT Jeffrey Mainwaring WO1 John M. Rohrbeck LT Jordan Vanicek

IERW UH-60 Track LT Ross Skilling \* – DG LT Daniel I. McGrory - HG LT Neil H. Vigil \* – HG WO1 James M. Weedn – HG LT Diana E. Genenbacher WO1 Jason D. Hartley LT Benjamin Huffines WO1 Philip R. Latka LT Michael C. Mason LT Brandon Maughan WO1 Saul A. Mulholland LT Jennifer D. Nixon LT Brandon L. Paniagua WO1 Matthew J. Ryan LT Benjamin L. Salvito LT Chelsea E. Schellinger WO1 David R. Schnotala LT Robert J. Seitz LT Tyler W. Seymour WO1 James H. Shively

IERW UH-60M Track LT Todd H. Riggs – DG WO1 David Bankston WO1 Thomas M. Barrett LT Steven H. Galbreath CPT Lonnie J. Harper WO1 Jonathan M. Holland LT Ryan S. Hong LT Alfredo T. Matos LT Timothy Sullivan CPT Brian N. Vega

#### 30 Officers, November 16

**IERW CH-47D Track** LT Matthew D. Rowland – DG WO1 Randolph S. Robinson - HG LT Julie M. Bruder

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## **PØTIVI** PEOPLE ON THE MOVE

Awards

LT Brian L. Fischer WO1 Timothy J. McDermed

#### IERW UH-60 Track

LT Jessica L. Carlock – DG WO1 Jack J. Harting – DG WO1 Drew B. Andrews – HG WO1 Rick D. Peevy – HG LT Jonathan D. Berg WO1 David H. Bishop WO1 Ricardo A. Cartagena LT John M. Day WO1 Nicholas W. Dunham WO1 Richard P. Harvey CPT Jonathan D. Metcalf WO1 John E. Morse WO1 Joshua Ronkainen WO1 Joshua Ronkainen WO1 Thomas Semmens LT William R. Small WO1 Casey W. Stevens WO1 John M. Trojanowski

#### IERW UH-60M Track

LT Matthew Nulk – DG WO1 Jesse H. Austin LT Steven A. Davis LT John Lescure LT Lisa L. Paradee LT Andres Pazmin WO1 Adam D. Shorter

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

#### FY 2012 Aviation Warrant Officer Accessions Board Results

Department of the Army has released the names, ranks and projected military occupational specialties of the enlisted service members selected to attend the Army Warrant Officer Candidate Course by a board that met at recruiting command headquarters in mid-November. AAAA congratulations the following 53 enlisted members on their selection.

#### **150A, Air Traffic and Air Space Management Tech** Johnson, Melanie, SFC

Olson, Kirt, SSG

**151A, Aviation Maintenance Tech** Beauchamp, Nicholas, SFC \*

Gorbitz, Oscar, SSG Prew, Vertron, SSG Reyesperez, Omar, SSG Rosa, Jesus, SSG Valentinrivera, Hipolita, SFC

**153A, Rotary Wing Aviator** Adams, Mitchell, SSG Allen, James, SSG Anderson, Travis, SSG

#### Chinook Program Recognized as DoD's Top 5

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"Team Chinook" was awarded the 2011 Department of Defense Systems Engineering Top 5 Awards for the Chinook CH-47F Multi-Year 1 Program during the National Defense Industry Association Award Luncheon in San Diego, CA on October 26. The DoD award is in recognition of the program's successful implementation of systems engineering best practices, which resulted in approximately \$400 million in savings for the American taxpayer. The DoD Systems Engineering Top 5 Program Awards, sponsored by the Deputy Assistant Secretary of Defense for Systems Engineering and the Systems Engineering Division of the National Defense Industrial Association, are intended to recognize excellence in the application of systems engineering, which is an interdisciplinary field of engineering that focuses on how complex engineering projects should be designed and managed over the life cycle of the project. The award is presented to both the government agency or branch of service and the prime contractor of the Top 5 Program selections. The Chinook team consisted of members from the CH-47F Product Office and the Boeing Company. Recipients of the award from Team Chinook were (front, I to r): Brian Hite; Joel West; Pat Donnelly; Stephen Welby; LTC Bradley J. Killen, product manager; Kevin Billman; Dr. Vicki Sholtes; Michelle Staggs; and Steve Chisgar. NDIA presenters, Sam Campagna (left) and Bob Rassa are pictured on the dais.

Augustine, Richard, SGT Baxley, Robert, SGT Bellamy, Brian, SSG Bridges, Christopher, SFC Buck, Micah, SPC Cardona, Jose, SPC \* Cebe, Michial, PFC Chambers, Alexander, SSG Christians, Britten, SSG Clagg, Travis, SSG Cook, Daniel, SSG Cruz, Jorge, SPC Deavila, David, SSG Dubay, Scott, SSG Foote, Ian, SFC Freeman, Nicholas, SSG Fuller, Patrick, SSG Gable, Danny, SSG Goff, Brian, SSG Hall, Timothy, Capt. Hesse ,Christopher, Capt. Hill, Justin, SSG Holden, Kenneth, SSG

Holt, James, SSG Knue, Kristopher, SSG Kosterman, Andrew, SFC Lind, Benjamin, SSG Martell, Jordan, SFC Mccollum, Joe, SSG Olguin-Bueno, Oscar, SSG Paschos, Michael, SFC Rames, Keith, SSG Salisbury, Dustin, SPC Santiago, Eric, SSG Shattuck, Jared, TSgt. Shenefelt, Jeremiah, SSG Sorenson, Steven, SSG Streagle, Clifton, SSG Strength, Steven, SGT Warren, Emily, SSG Weirich, Nathan, SSG Zasimovich, Vladimir, SSG

\* Below the zone

- \* = AAAA Member
- + = Life Member

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## **KAAAA** News

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#### **NEW MEMBERS**

Air Assault Chapter 1LT James Broeker SFC Michael Eugene Bush PFC Jesusenrique Castillomorffe CW3 Jason Robert Lazowski Aloha Chapter SGT Anthony Pierre Santiago Arizona Chapter Shawn Gorham Leo D. Hatfield Dawn Hennessy Nancy Wesley Armadillo Chapter WO1 Craig R. Graham CW3 Joseph Peruaini **Aviation Center Chapter** WO1 Flore Allen WO1 Buzz Anguiano SSG Guido R Arellano 2LT Charles A. Armistead SSG DARNELL A ARNOLD 2LT Evan A. Balmforth CW4 Damian Balthaser 2LT Westin R. Barber 2LT Lawson M. Bartlett WO1 Ryan R. Basso WO1 Dean R. Baxter WO1 Daniel C. Boatman WO1 Ryan W. Boschert 2LT Wyatt A Brady 2LT Matthew A. Brown WO1 John Brushwood 2LT Blake R. Bryan WO1 Thomas J. Burghardt LTC David K. Burke WO1 Adam P. Connaughton WO1 Joseph K. Crandall 2LT Antonio E. Diaz 2LT Paul B. Diller WO1 Kevin J. Dove 2LT Christopher W. Dukett WO1 Ernest E. Edds SFC Michelle Estala 2LT David E. Gerardo 2LT Brandon C. Gillespie 2LT Colin T. Gilligan CW4 Fernando Grajales 2LT Daniel Gray WO1 Michael W. Grey WO1 Jesse M. Grindstaff WO1 Austin J. Hammack 2LT Bernard A.D. Havnen 2LT Willard K. Hill 2LT Daniel L. Hills 2LT Nicholas K. Hobart 2LT Travis B. Holland

2LT Anthony M. Jette 2LT Avery T. Johnson WO1 Matthew D. Knorr 2LT Michael A. Lamar WO1 Jerry L. Leehy 2LT Dana Houston Marchione 2LT Clinton E. May 2LT Stephanie A. McKiernan LTC Mark McPherson, MD WO1 Richard L. Morrison WO1 Jerry N. Moss WO1 Chad J. Mueller 2LT Joseph S. Muse WO1 Timothy C. O'Cain WO1 Samuel Padilla 2LT Taylor B. Pearce 2LT Rudy J. Pyron 2LT Jeffrey J. Rivard Jimmy Russell 2LT Kenneth D. Sadler SFC Allan Ernest Samuel 2LT James J. Stevenson 1LT Matthew B. Stewart WO1 Paul M. Stirling 2LT Andrew T. Talbott 2LT Seth A. Thompson WO1 Joel H. Tourtelotte 2LT Justin S. Tucker 2LT John R. Valenta WO1 Daniel A. Verdin Mrs. Becky Ward 2LT Bryan J. Welch 2LT Stephen J. Wheeler WO1 Seth V. Wilthew 2LT Sam M. Yoo Big Red One Chapter LTC Brian Hughes **Central Florida Chapter** Jim Allred Robert E. Douglas Stephanie La Verene Johnson Jerry Wayne Smith **Colonial Virginia Chapter** CW4 Charles Earl Fishe II SSG Justin Christopher Proctor **Connecticut Chapter** CPT Charles J. Beyer 1LT Douglas X. Holland Ian Reddin **Corpus Christi Chapter** Roderick Benson John Davis Wade Ferguson Guy W. Guillet Mr. George E. Kunkle Mr. Anthony D. Martin

Emily G Martinez Arnaldo Pabon John James Plotnik Michael S.H. Trask **Delaware Valley Chapter** Paul D. Alig Craig L. Armstrong SGT Tori Fisher Frontier Army Chapter LTC Chester D. Wilson, Ret. **Greater Atlanta Chapter** BG Thomas Cole, Ret. Mr. Martin Duffy WO1 John C. McElvey **Greater Chicago Chapter** Mr. Douglas C. Allison **Griffin Chapter** CW4 Lee T Kline COL Van Johann Voorhees Jr. MAJ David Allen Zeller Jr. Jack H. Dibrell/Alamo Chapter CW2 Adrian Domonoske CW2 Ronnie W. Francis Joseph A. Hernandez **CPT Bradley Paul Hoppes** 1LT Jed Kennis CW5 Joong H. Kim LTC Joanne MacGregor CW2 Matthew John Smith CW4 David B. Willrich **Keystone Chapter** CW4 John Armand Wuensche Lindbergh Chapter CAPT David MacGregor Knight Michigan Great Lakes Chapter CW3 John McIngvale WO1 Brent C. Robinson **Mid-Atlantic Chapter** SPC Joseph T. Alluisi CW3 George Anglim CW2 Charles Applegate SPC Raheem S. Bishop SFC Michael D. Bovce SPC Kevin Calderon SSG Lorraine R. Cason CW4 Michael Chalko SGT Paul Cimino SPC Shane M. Crook SGT Cesar Cuevas SGT Justin Davis CW2 Charles Fisher SPC Ralph Foy SGT William Harpe CW2 Laura House SPC Padmal I. Jayaratna PFC Matthew W. Jones

SPC Asad Ullah Khagan SGT Keith L. Livesay CW2 Joseph R. Longoria PFC Melissa C. Malpartida WO1 Matthew Marcussen SPC John M. Mayne CW2 Michael McHugh SPC Shawn R. Mears SSG Daniel Montgomery CPT Sarah B. Moore CW2 Alexander Mulqueen SGT Travis Raftree SGT Elia C. Rasponi SFC James M. Rebenski SPC David B. Reynolds PFC Samuel T. Rickard SPC Orion M. Robinson SSG Donald Seymour SPC Melchire St. Ville CW3 Michael Sturtevant 1SG George L. Thomas SGT Thomas Vickers SPC Timothy Witts Midnight Sun Chapter CSM Tim A. Dughman Morning Calm Chapter 1LT Denis L. Alfin 1LT Vincent Natani Atsitty 1LT Kathleen E. Carey 1LT Matt D. Colsia LTC Prescott R. Farres PFC Jenna L. Goodspeed CW4 Michael S. Larson 1LT William C. Lawson Jr. CW2 Thomas R. Lemrow Jr. CW4 David R. Lilly MAJ Matthew L. McGraw SGT Robert S. Petersen MAJ Ken E. Smith CW3 Edgaro Valez CW2 Thomas F. Wade Mount Rainier Chapter COL Robert Philip Dickerson North Country Chapter SPC Brandon Davis North Star Chapter CW5 William Earl Rawling North Texas Chapter MAJ Danielle Ann Krasnesky Walter William Moore Casey O'Neill CW4 Douglas W. Phillips Patricia Willis Northern Lights Chapter SFC Robert Allen Horn Continued on page 91

ARMY AVIATION

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

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#### The Supercommittee Failed

Late on Nov. 21, 2011, the 12-member Joint Select Committee on Deficit Reduction, called the "Supercommittee," conceded failure two days before the due date of providing Congress a recommendation for a deficit reduction of at least \$1.5 trillion over 10 years as required by the Aug. 2 Budget Control Act of 2011. The failure was reportedly caused by the inability of committee members to bridge ideological differences to reach a bipartisan agreement.

As a result, the Budget Control Act of 2011 triggered a sequestering of \$1.2T from designated accounts over 10 years beginning on Jan. 1, 2013. The Defense share, which is \$500 billion, along with the at least \$450 B previously planned to be cut, is considered by Secretary of Defense Leon Panetta to be devastating.

Initial reactions by members of Congress included changing the sequester law and giving priority to protect key programs. On Nov. 22 President Barack Obama said, "There will be no easy offramps on this one. We need to keep the pressure up to compromise, not turn off the pressure. That's going to happen one way or the other." Sec. Panetta supported the president saying, "Despite the danger posed by sequestration, I call for Congress to avoid an easy way out of this crisis."

As a result Congress and the concerned departments are considering how to agree on a deficit reduction plan that makes better government execution sense that can be implemented with the 2013 budget before the blunt force sequestration kicks in.

Current planning thoughts include taking advantage of the 2010 National Commission on Fiscal Responsibility, called the Bowles-Simpson commission, and several other notable reports of that period to find a way forward. The next 12 months will certainly be a time for leadership to begin the difficult and essential national deficit reduction process in a national election year.

#### Short CR Signed

On Nov. 19 Pres. Obama signed a \$130.4 B Continuing Resolution to authorize continuing government operations via an electronic imprint machine from the summit of Asian nations in Bali. This bill included funding for the departments of Agriculture, Commerce, Justice, Transportation, Urban Development and the science agencies including NASA. The third CR of FY 2012 must be approved on Dec. 16.

#### NDAA Approval in December Uncertain

It is hoped the \$662 B 2012 National Defense Authorization Act, \$27 B less than the President's Budget, will be approved with the Dec. 16 CR. After the Thanksgiving holiday, the Senate is expected to complete its new 2012 NDAA, S. 1867 that reflects the fiscal 2012 Appropriations bill spending levels and the Aug. Budget Control Act of 2011 cuts prior to a conference committee to resolve differences with the House.

Delaying factors include the acceptability of a



compromise by Senators Levin and McCain with executive branch objections to a national security waiver concerning the handling of terrorism detainees in the bill and the availability of the members of Congress prior to the 2011 adjournments.

#### **Veterans Jobs Bill Approved**

On Nov. 21 Pres. Obama signed the VOW to Hire Heroes Act of 2011 as an initial \$30 B part of his proposed \$447 B American Jobs Act. Among the 900,000 unemployed veterans in our country, the Department of Labor found in Oct. an average unemployment rate of 7.7% versus 12.1% for veterans returning from Iraq and Afghanistan.

Congress rallied in a welcome bipartisan manner in combining Sen. Patty Murray's (D-WA) S. 951, 94 to 1, and the Rep. Jeff Miller's (R-FL) H.R.2433, 442 to 0, bills into the VOW Act that was funded without adding to the deficit. Pres. Obama commented that "This is a good first step, but it is only a step."

Key elements include: improving the Transition Assistance Program (TAP), facilitating seamless transition, translating military skills and training, and tax credits for hiring out of work veterans. Additionally, a 3 percent withholding tax on government contractors was repealed that was determined to be cost ineffective and burdensome.

#### **USAF Proposing To Drop the C-27J**

The Air Force is reportedly proposing to drop the now 38-aircraft C-27J cargo plane program as a part of the \$450 B Defense cut approved this year that will be finalized in the 2013 budget. Earlier, as a 78-aircraft joint program managed by the Army, 54 C-27Js were to replace the Army C-23 Sherpa that was reaching the end of its service life. When taking charge of the program in 2009, the USAF committed to flying the Army direct support cargo mission with C-130 and C-27J aircraft.

On Oct. 27 Army Vice Chief of Staff GEN Peter Chiarelli said his service is very committed to the C-27, "We feel it fills a gap." Twenty C-27J have been purchased and some are flying in Afghanistan with joint crews. In spite of the budget crunch, many are reminded of the disappearing of the former Army C-7 Caribous early in the Vietnam War. Department of Defense is expected to consider this issue in the near term.

#### Doc Fix Required Again

Without congressional action by Jan. 1, payments for care provided to TRICARE and Medicare providers will be cut by 24.7 percent. Failure to accomplish the fix in a timely manner will cause trivial administrative repair efforts at best and, at worst, cause doctors to deny access to new patients and to drop old ones. This recurrent annual situation requiring increasing payment reductions was caused by a 1997 law based on an errant forecast that medical care fee savings would increase yearly.

Since expected cost savings are programmed into the future as national debt reductions across ten years, a complete fix would increase the deficit by over \$240B. Many hope that this budget artifact will be fixed as part of the ongoing major deficit reduction actions.

#### Lowest Desertion Rate Since 1973

The U.S. Army fiscal year 2010 desertion rate of 1,202 soldiers is the lowest since the Vietnam War. The change from a high of 4,698 in 2007 is attributed to a faltering economy, selecting better recruits and the drawing down of troops in Iraq. These volunteer soldiers are better educated, likely to have families, and performing higher skilled duties.

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Numerous Army programs are credited with aiding these servicemembers and families cope better with modern financial and social issues.

#### **MyCAA Being Reduced**

The Senate Armed Services Committee reduced the administration request for the popular Military Spouse Career Advancement Account program from \$190 M to \$70 M in the 2012 NDAA, which is nearing approval. This cut is in line with the Jul. 20 DoD MyCAA change to only aid spouses of lower-ranking service members in the pay grades of E1-E5 and O1-O2 who have the greatest need to successfully enter, navigate and advance in portable careers.

The program is to be used only for associate's degrees, professional licensing or certification and not for bachelor's or graduate degrees.

The Military Coalition supports enlarging MyCAA to aid a larger range of military spouses who are struggling to make ends meet while moving frequently.

#### **VA COLA Approved**

On Nov. 2 Rep. Nancy Pelosi informed a veterans' roundtable that the House had just approved the Department of Veterans Affairs 3.6 percent Cost of Living Allowance for military retirees, Survivor Benefit Plan annuities, VA disabilities and Dependence Indemnity Compensation. This COLA is effective Dec. 1 and will be paid Dec. 30.



#### ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Air Assault Chapter



Retired Army **1SG Tommy A. Snow** receives the Bronze Honorable Order of Saint Michael from CSM Mark W. Lindsey, senior noncommissioned officer of 6th Bn., 101st Cbt. Avn. Bde., during a ceremony Oct. 31, 2011 at Fort Campbell, KY. Snow was the senior NCO of Co. D, 6-101st Avn. before his retirement earlier this year, and was recognized for his more than 20 years of outstanding aviation service. Snow will remain at Ft. Campbell working as an aviation contractor.

#### **Colonial Virginia Chapter**

PHOTO RY OPT MARTHA



Chaplain (CPT) Jeffery P. Bartels (center), 1st Bn., 222nd Avn. Regt., was inducted as a Knight of the Order of Saint Michael by his battalion commander, LTC James E. Huber, at a Nov. 17 ceremony at Joint Base Langley-Eustis.Also participating in the induction were (Ir), SGM Lawrence D. Dougherty, battalion senior NCO; Huber; Bartels; Mr. Mark Jones, deputy to the commander of the U.S. Army Aviation Logistics School; and Mr. Joe Shabbott, deputy director of the Department of Aviation Systems Training, USAALS. Soldiers shown in the background are aviation initial entry Soldiers in training at USAALS. Bartels was recognized on the occasion of his change of station for his efforts in preparing the 1st Inf. Div. Cbt. Avn. Bde. for a 15 month deployment, logging more than 150 combat hours with MEDEVAC as a nonrated crewmember and becoming known as the "Flying Chaplain" of Camp Speicher; and as

Battalion Chaplain of 1-222nd over nearly three years, where he developed the spiritual fitness of more than 6,000 initial entry Soldiers serving in 12 Aviation occupational specialties. He will serve as a brigade chaplain in Germany.

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#### Stonewall Jackson Chapter



MAJ Garry J. Kusilka and CW4 John T. Anderson (from right) both assigned to 2nd Bn., 224th Avn. Regt., are inducted into the Honorable Order of Saint Michael, Bronze, by 25th Inf. Div. commander, MG Bernard S. Champoux (center), and the 2-224th Attack Helicopter Bn. commander. LTC Neal J. Edmonds at a Nov. 10 ceremony at Coalition Operating Base Adder, Iraq. Kusilka was recognized on the occasion of his impending retirement following this deployment for his outstanding contributions to Army Aviation while serving as a platoon leader, company commander and battalion S-3 and flying more than 3,000 accident-free hours. Anderson was recognized for achieving over 4,000 accident-free hours, while multi-tracked as instructor pilot, standardization pilot and tactical operations officer at platoon, company and battalion levels; he will continue serving as the bn. TACOPS.

#### **Tennessee Valley Chapter**



**CW5 Richard W. Barnard**, an aviation program team inspector in the Aviation Field Maintenance Directorate (AFMD) of the AMCOM Integrated Material Management Center (IMMC), is inducted into the Honorable Order of Saint Michael, Bronze by IMMC director of maintenance, COL Donald R. Nitti, at an Oct. 27 ceremony in Huntsville, AL. Barnard was recognized on the occasion of his retirement for over 30 years of significant and lasting contributions to Army Aviation.



*Mr. Dudley M. "Mark" McMillin*, regional aviation sustainment manager-west (RASM-W) at Fort Hood, TX, is inducted into the Honorable Order of Saint Michael, Bronze by IMMC director of maintenance, COL Donald R. Nitti, at a Sept. 23 ceremony in Temple, TX, near Fort Hood. McMillin was recognized on the occasion of his retirement for his long-term, significant contributions to Army Aviation.



*Mr. Roger Simmons*, a regional support team lead, with RASM-W, Huntsville, AL is inducted by IMMC director of maintenance, COL Donald R. Nitti into the Honorable Order of Saint Michael, Bronze, at a Sept. 30 ceremony at Redstone Arsenal, Huntsville, AL. Simmons was recognized on the occasion of his retirement for more than 30 years of outstanding service and significant and lasting contributions to Army Aviation.



During an Oct. 4 retirement ceremony at Redstone Arsenal, AL, *Dr. Virginia D. "Suzy" Young*, director of the Advanced Science and Technology Directorate of the Aviation and

**ARMY AVIATION** 

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Missile Research, Development and Engineering Center (AMRDEC), was inducted into the Honorable Order of Saint Michael, Bronze, by Tennessee Valley Chapter Secretary, Christine Henderson, and AMRDEC Director, Mr. Eric Edwards. Young's impact on the Aviation community was far-reaching in her responsibilities for assessing the most current technology needs and new major focus areas for rotorcraft and unmanned aircraft systems (UAS). Serving as the Director for the National Rotorcraft Technology Center, the Vertical Lift Research Center of Excellence, and the Center for Rotorcraft Innovation, she represented the Army in the development, approval, transition and execution of programs in order to focus Joint government, academia resources and the U.S. rotorcraft industry to maintain technology development and achieve world preeminence in rotorcraft technology.

#### **AAAA Chapter News**

**Mid-Atlantic Chapter** 



Members of the 29th Combat Aviation Brigade command team, and the Mid-Atlantic chapter, pause for a Kodak moment at their headquarters in Camp Taji in support of Operation New Dawn. Left to right: CSM Thomas B. Beyard, CAB senior noncommissioned officer; CAB commander, COL David W. Carey, Sr.; 1LT Michael J. Jenkins, headquarters and headquarters company commander; and 1SG Phyllis "Jen" Combs, HHC senior NCO.



#### NEW MEMBERS continued from page 88

**Phantom Corps Chapter** MAJ George Adam Hodges Tammy Renee Moody Ragin' Cajun Chapter CW4 John Mucha **Rio Grande Chapter** WO1 Abraham Garcia CW4 Stormy McLemore Ripley Savannah Chapter SPC Matthew Franklin Cavanaugh CW2 Jennifer Hakeman SSG Jeremiah Matthew Haller MAJ Robert Brian Taylor SGT Jason L Willhide **CPT Kenneth Williard** Southern California Chapter Charles M. Knox 2LT Sean T. Summerall Stonewall Jackson Chapter1 SG Ken D. Hall **Tarheel Chapter** Daniel R. Davenport **Tennessee Valley Chapter** Matt Carter Ken Crossley R.D. Davis MAJ Bjorn David Johnson **Dionne Croone Miller** COL Jeffrey J. Mockensturm Charles H. Pollard Allen M. Susie Richard E. Turner COL Kurt Weidenthal II Ret. **CPL** Timothy Wright Volunteer Chapter 2LT Amanda C. Morgan **Voodoo Chapter** CW2 Bradley Errington Washington-Potomac Chapter MAJ MARC DORRER MAJ Robert M Kurtz COL Milton S. Newberry, Ret. Timothy F. Oldenburg, USAF Ret. Chris Taggart V Ret. CW4 John S. Tomkowski III Wright Brothers Chapter Albert Martinez Jr. No Chapter Affiliation CSM Terry Leon Alflen

LTC William E. Brown III CW3 Harry L. Caldwell WO1 Michael T. Chelette Angela B. Clingman WO1 Brian A. Correa WO1 Hansel R. Duran LTC William Scott Early David T. Ellis WO1 Timothy J. Ervin CAPT William Ferguson Lee S. Fitch WO1 Tristan B. Gates WO1 Jordan T. Glasner WO1 Brandon M. Gonsalves CPT Edward Kenneth Greber WO1 Lee L. Hamons Ross J. James WO1 Joshua J. Klinkhammer CW3 Fernando Martinez, Ret. CPT Terence L. McMillan II WO1 Jeremy Noble Bill Norville WO1 Brad J. Pearson SGT William Preston Reeves SGT Anthony C. Rogers Barry K. Sanders Russell Shepard CW2 Gregory Shockley Robert Trembicki

#### LOST MEMBERS

#### Help us locate a lost member from this listing and recieve a free one month extension to your AAAA membership!

COL Michael W. Alvis, Ret. CW3 Brian Eric Andermann CW3 Gregory K. Bates CW4 Brett Lee Beavers CPT Michael R. Beissinger SGT Brittany A. Briere **Rick Buckwalter** WO1 Todd W. Cahill SPC Charles P. Clark Rebecca E. Crown SGT James C. Cunkelman SPC Michael A. Dale SPC Christopher A. Deeter Harlie Ryan Dockens WO1 Eric J. Echguerria 2LT Amy Lou Farris SGT Gilberto Figueroa SPC Raymond E. Fleming CW2 Ruben Jose Foster 2LT Anna H. Gardner PFC Cody J. Grabowski

SGT Kyle Grant PV2 Jenelia M. Hawkins 1LT Devin G. Holbrook 1LT Michael T. Jamieson COL Terry J. Jamison SPC Justin C. Kelley Franklyn Konarik CPT Rana D. Korynta SGT Andrezrei Kupinski CDT Jacen P. Lanclos CW3 Jesse Whitcomb Lee SGT Steven J. Leflar CPT Anthony L. Leiding CSM Lewis C. Lockett, Ret. CW2 Philip Marlon Louis Juan C. Lozano Chris B. Macpherson 1LT Kyle T. Markle PFC Joshua Matteson 1SG Micheal H. McCann 2LT Thomas A. McHale II SSG David Mentier CDT Kyle W. Miner PFC Latasha M. Mitchell WO1 Antonio D. Montgomery SGT Tyler V. Montgomery **CPT Kyle Murray** SGT Kevin M. Nirosky 2LT Matthew P. Nulk SSG Jason M. Palm SPC Phu P. Pham 2LT Rudy J. Pyron PFC Curt Reece SPC Jordan D. Reed PFC William C. Reed SGT Evelyn L. Reyes SGT Eric Robertson SPC Carlos A. Rodriguez WO1 James M. Shaw CDT Christopher W. Simpkins CDT William R. Small PFC Elizabeth A. Stockstill LTC William B. Sweenev. Ret. WO1 Chris D. Tait WO1 Justin C. Thompson 2LT Eric M. Tisdale SGT Humberto Toledo CDT Erica L. Triebenbach Isidore Venetos SSG Brandon L. Vernon CW3 Jason Watson Donald M Wix Jr.

**ARMY AVIATION** 

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WO1 Lucas S. Amundson

CW3 Joseph P. Baumann

Sam J. Bedwell

## **AAAA News**



#### New Order of St. Michael Recipients Bronze

SFC James Edwards Jr. MAJ Matt McMannes BG Charles Taylor Mr. Richard B. Grant LTC Paul D. Gronbeck LTC Christopher R. Shotts LTC Steven F. Millner MSG Terrence D. Reyes MAJ James H. Scullion



#### New Knight of St. Michael Recipients

LTC Jose L. Aguilar LTC Michael P. Dietz COL Christopher Hickey BG James K. Brown Mr. Thomas C. Tscaclas CPT Eddie V. Chew IV

**Soldier of the Month** SPC Aaron D. Floyd August 2011 *Jimmy Doolittle Chapter*  SGT Edmond J. Kazmierski September 2011 *Jimmy Doolittle Chapter* 

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#### Soldier /NCO of the Quarter

SGT James E. Hager 1st Quarter 2011 *Aviation Chapter* 

#### **New Chapter Officers**

Mount Rainier Chapter COL Robert Dickerson, President LTC James Faulknor, Secretary Jeffery Rosenberg, VP Awards CSM L. Niko Vandevoorde, VP Enlisted Affairs MAJ Phillip Mazingo, VP Active Component Affairs

#### ACES

SFC Lorri Jo Ihrig Jimmy Doolittle Chapter MAJ Kevin M. O'Brien, Ret. *Mid-Atlantic Chapter* 

#### **New Lifetime Members**

MAJ James R. Achenbach COL Richard Adams WO1 Lucas S. Amundson CW5 Benjamin P. Bushong CW4 THomas P. McGurn, Ret. LTC James Nugent Jr. CPT Kevin J. Wardrobe BG William T. Wolf

#### **New Industry Members**

Aero Simulation, Inc. Artex/ACR Datron World Communications Satcom Direct Communications

#### In Memoriam

COL Joseph Levinson, Ret. LTC Richard E. Miller, Ret. COL Dale W. Taylor, Ret.

## AAAA AWARDS OPEN FOR NOMINATIONS

Army Aviation Association of America Hall of Fame

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.

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Please Contribute to the Only Association that Provides Support to the U.S. Army Aviation Soldier and Family

### The AAAA Scholarship Foundation, Inc.

provides hundreds of scholarships every year to Soldiers, NCOs, warrant and commissioned officers and their family members.

Your tax-deductible donations help make a difference to those looking to further their educational opportunity. **Contribute to #10516** 

Please see your unit CFC representative for details on participating in the 2012 CFC program. **The AAAA Scholarship Foundation, Inc.** 755 Main Street, Suite 4D, Monroe, CT 06468-2830

#### Attention AAAA Members Stay Connected! Get the latest email news & notices from the AAAA National office.

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

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

## UPCOMING EVENTS

#### JANUARY 2012

- Jan 14 AAAA National Awards Committee Selection Meeting, Arlington, VA
- Jan 23-26 Aviation Senior Leaders Conference, Fort Rucker, AL

#### FEBRUARY 2012

- Feb 8-9 Joseph P. Cribbins Aviation Product Forum, Huntsville, AL
- Feb 11-14 HAI Heli-Expo, Dallas TX

#### **APRIL 2012**

Apr 1-4 AAAA Annual Professional Forum and Exposition, Nashville, TN

#### MAY 2012

May 1-3 AHS 68th Annual Forum & Technology Display, Fort Worth, TX

## **ARIVIYAVIATION** UPCOMING SPECIAL FOCUS:



### January 2012

- Aviation Product Support
- Arming The Force



#### February 2012

Rotary Wing Project
 Manager Hardware Updates

Contact: Bob Lachowski Advertising Director Tel: (203) 268-2450 x 131 E-mail: bob@quad-a.org

755 Main Street, Suite 4D 203-268-2450, Fax 203-268	CIATION OF AMERICA Monroe, CT 06468-2830 -5870, Web www.quad-a.org CANT 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       Image: Constraint of the	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       Male       Female         I HOLD a Warrant issued to me by the Secretary of the Army       I HOLD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)         I AM       I AM NOT entitled to wear several National Defense Medals         TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please         INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST         REGULAR/ASSOCIATE MEMBER DUES       1 Yr \$50       2 Yrs \$100         3 Yrs \$150       5 Yrs \$250         RETIRED MEMBER DUES       1 Yr \$37       2 Yr s \$74         3 Yr s \$111       5 Yrs \$185         Check or Money Order for dues is enclosed, made out to "AAAA".       Diner's Club
Unit of Assignment Work Tel * (*DSN for OCONUS work phones otherwise commercial)	Credit Card# (No DEBIT) 3 digit sec. code Expires mm/yy
Spouse (First Name) FAX Tel:	CHAPTER AFFILIATIONS (Check one)
E-Mail Addresses * (*AKO – us.army.mil preferred)(If both military and civilian are used, place preferred one first) <b>RELEASE OF INFORMATION</b> Place "X" in appropriate box: I I DO I I DO NOT want the above information released if requested by other members and/or to be pro- vided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.	Affiliate me with theChapters     Please DO NOT affiliate me with any specific chapters.     Applicant's Signature and Date Optional Sponsor or Recruiter (rank & name)     Simultaneous MemberShip Form 600-DS (Fill-in) (Revised May 2008)

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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

New Safety Record

Fiscal year 1986 was the all-time safest year in Army Aviation history, just 1.98 major (Class A) accidents per 100,000 flying hours. The Army began keeping such records in 1958, when the major accident

rate was 54.3 accidents per 100,000 flying hours.

#### In Memoriam

Pioneer Army Aviator, BG William W. Ford, died on November 9, 1986. General Ford was a 1920 graduate of West Point. He also attended Virginia Polytechnic Institute and the University of Virginia. General Ford, a Field Artilleryman by trade, was a champion of the concept of the Air Observation Post.



In 1942, as a lieutenant-colonel, General Ford organized and directed a course at

Fort Sill which produced the "Class Before one" of artillery spotting pilots known as the "Grasshoppers." General Ford retired from the Army in 1954 and went on to teach mathematics at the University of South Florida and the University of Massachusetts. He was a 1975 inductee into the Army Aviation Hall of Fame. General Ford had resided in Redding, Connecticut. He is survived by his wife, Sarah.

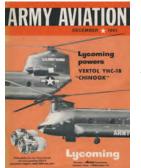
#### **Lightning Test**

Adjoining photo depicts a Bell D292 helicopter. This product of the Army's Advanced Composite Airframe Program or ACAP underwent tests to measure the affects of lightning on



composite material. The Boeing Military Airplane Company's Atmospheric Electricity Hazards Protection Program utilizes a simulator able to produce 200,000 amperes at 1.6 million volts.





# 50 YEARS AGO

DECEMBER 1961

#### "Freedom Fighter"

Adjoining photo depicts COL Jack L. Marinelli, President of the U.S.

Army Aviation Board, detailing a large scale model of Northrop's M-156 "Freedom Fighter," to LTG Hamiliton H. Howze, Commanding General of the Strategic Army Corps. General Howze was on hand at Fort Rucker for service testing of the M-156 versus the Douglas A4D and the Fiat G.91 by pilots of the USCONARC test facility.

#### **On Deck**



An HC-1B Chinook is shown on an aircraft carrier elevator. The elevator, though, is pure fiction, painted on the ramp astride the Boeing Vertol plant in Morton, PA. The mythical elevator is part of an outline of an aircraft carrier hanger deck, which offers Boeing a chance to study

the deck-handling characteristics of helicopters aboard the Navy's flattops.

#### Mach Buster

Adjoining photo depicts CPT Jesse L. Wilkinson, Operations Officer, Aviation Staff, 4th Infantry Division. CPT Wilkinson

recently flew aboard a Lockheed F-104 Super Starfighter at Palmdale, CA. Together with a Lockheed test pilot, CPT Wilkinson climbed to 50,000 feet and streaked across the skies at Mach 1.8.CPT Wilkinson, a veteran fixed and rotary-wing aviator, briefly handled the controls of the Lockheed fighter.



ARMY AVIATION



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.

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

#### MAJOR GENERAL JAMES H. PATTERSON, RET.

**ARMY AVIATION HALL OF FAME 2007 INDUCTION** 

Retired MG James "Jim" H. Patterson served his nation and Army aviation for over 28 years in uniform, and then continued to serve in key defense industry leadership positions after retirement. Patterson served as the assistant division commander of the 1st Cavalry Division, Fort Hood, Texas; then deputy commanding general at the Army Aviation School and Center, Fort Rucker, Ala., where approximately one half of his tenure was spent as the acting commanding general; as the director of Battlefield System Integration for the Army; and commanded the 6th Air Cav. Bde.

His career included a unique blend of cavalry-armor and aviation assignments which gave him a unique vision of cavalry and aviation's potential on the modern battlefield.

During the October 1975 Army Forces Command and Training and Doctrine Command Conference II, he helped demonstrate employment concepts for the III Corps and TRADOC commanders, and to a gathering of all division commanders and the branch chiefs of the Army.

This exercise clearly demonstrated the viability and decisiveness of air cavalry and Army aviation on the modern battlefield.

Patterson not only demonstrated a vision which substantially changed the employment techniques of cavalry and aviation, but was a brave and decisive leader at all levels of command as evidenced by his awards and decorations.

He was awarded the Distinguished Service Cross, the Distinguished Service Medal, the Distinguished Flying Cross, two Legions of Merit, two Bronze Stars for Valor, 21 Air Medals and the Purple Heart.

From 1987 to 1992, Patterson was the vice president for Perceptronics, Inc., and helped to field the AIRNET and SIMNET, both highly successful collective virtual training systems developed by Defense Advanced Research Projects Agency and the aviation defense industry.

Patterson knew aviation and air cavalry inside and out, making him a brave visionary leader ahead of his time, and enabled him to leave an indelible imprint on how Army aviation fights and survives on the modern battlefield.



**ARMY AVIATION** 

# CASTING A LONGER SHADOW

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## UNMANNED CAPABILITIES REACHING ACROSS THE BATTLESPACE

AAI Unmanned Aircraft Systems (UAS) has proven itself time and time again as a leader in unmanned technology with the Shadow<sup>®</sup> Tactical UAS and One System<sup>®</sup> Ground Control Station. Approaching 700,000 flight hours, Shadow has soared over the battlespace, bringing critical tactical information to the warfighter on the ground, in the air and at sea.

Building on its leadership in unmanned technology, AAI has advanced its control systems, Aerosonde<sup>®</sup> Small UAS, Unmanned Surface Vessels, and manned/unmanned teaming concepts to new heights. With successful tests of multiple UAS control, and manned/unmanned teaming, the sky is no longer the limit, but the beginning of future technologies being applied today toward tomorrow's challenges.

Find out more about the growing shadow AAI casts over the UAS industry at RSC\_AAIReg@aai.textron.com.





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