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ARMYAVIATION

Publisher
William R. Harris Jr.

Associate Puplisher
COL (Ret.) Daniel L. Ball

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

Director of
Design & Production
Anne H. Ewing

Contributing Editor
Mark Albertson

Family Readiness Editor
Judy Konitzer

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

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

Web Address
www.quad-a.org

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

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Briefings ...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Guard Bureau Chief Joins Joint Chiefs of Staff

U.S. AIR FORCE PHOTO

The chief of the National Guard Bureau now is a statutory member of the Joint Chiefs of Staff. Air Force *Gen. Craig R. McKinley* became a member of the Joint Chiefs on Dec. 31, when President Barack Obama signed the 2012 National Defense Authorization Act. Other provisions that affect the National Guard include re-establishing the position of vice chief of the National Guard Bureau at the three-star level while rescinding the two-star position of director of the bureau's joint staff. The new law also requires that National Guard general officers be considered for command of U.S. Army North and U.S. Air Force North, and it authorizes funding for the National Guard's State Partnership Program.

Via to Head AMC

U.S. ARMY PHOTO

LTG Dennis L. Via was nominated by the President on Jan. 25 for appointment to the grade of general and for assignment as commanding general, U.S. Army Materiel Command, Redstone Arsenal, AL. He is currently serving as the AMC deputy commanding general/chief of staff; and will be replaced by MG Patricia E. McQuistion who has been nominated for appointment to the grade of lieutenant general and is currently serving as commanding general, U.S. Army Sustainment Command, Rock Island, Ill. Via will take over the reins from GEN Ann E. Dunwoody, the Army's first female four-star General, who has held the job since Nov. 14, 2008.

Lewis to AMRDEC Director for Aviation Development

U.S. ARMY PHOTO

Dr. William "Bill" D. Lewis assumed responsibilities of Director for Aviation Development at the Aviation and Missile Research, Development and Engineering Center (AMRDEC), Redstone Arsenal, AL Jan. 2012. Previously, Lewis headed the AMRDEC Aviation Engineering Directorate. He replaces Dr. James Snider, a former program executive officer for aviation and president of AAAA, who retired from AMRDEC in September, 2011.

CSA Visits U.S. Troops in Korea

U.S. ARMY PHOTO

Army Chief of Staff GEN Raymond T. Odierno, left, shakes hands with GEN James D. Thurman, commander of United Nations Command, Combined Forces Command and U.S. Forces Korea and the highest ranking active Army Aviator, during a visit to South Korea, Jan. 20, 2012. Odierno made his first visit to Korea on Jan. 20 since assuming his responsibilities as the 38th Army chief of staff, and spoke to soldiers about the military's shifting focus to the Asia-Pacific region.

Airport Screening to Speed Up for Military Families

President Barack Obama signed a bill into law earlier this month directing the Transportation Security Administration to develop a plan to expedite screening services for troops on orders and in uniform and, "to the extent possible," their accompanying family members. While the details are still in the works, the act does call for the agency to establish standard guidelines for the screening of military uniform items, such as combat boots, and for the agency to consider working these new procedures into an existing "trusted passenger program." The agency already has some measures in place to aid troops and families through the screening process; for example, troops in uniform and with a military ID aren't required to remove boots or shoes unless an alarm goes off. Also, families who would like to accompany a deploying military loved one to the boarding gate or greet them upon their return may receive passes to enter the secure area of the airport. Families should contact their air carrier representative at the airport for local procedures.

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Knight of the Honorable Order of Saint Michael

This month I would like to bring to your attention a relatively new AAAA award program that I don't think is as widely known as it should be. The Knight of the Honorable Order of Saint Michael was established in 2010 as a new category of the long-standing Order of Saint Michael program that started in 1990.

Recognizing that The Order of St. Michael is designed as primarily an Army Aviation specific award, the Knight award is intended to identify the many other non-aviation soldiers and civilians whose long-term support and diligent work promote the success of our branch, mission, profession, and community.

Did You Know . . .

- Did you know that at the end of each year the AAAA donates $1.00 per AAAA member to the U.S. Army Aviation Museum at Fort Rucker? This year that number is 18,430 based on the November 1, 2011 AAAA membership total.
- Also in end of year allocations, the AAAA donates $100,000 each year to the separate charitable 501 (c)(3) corporation, the AAAA Scholarship Foundation Inc., which was formed in 1963, six years after AAAA was formed in 1957.
- During 2011, AAAA donated over $70,000 to our chapters for welcome home and send-off ceremonies for deploying and returning units.
- AAAA also supports every chapter every month with one free membership and certificate for your local "Soldier of the Month" program. All the chapter has to do is send in the name and address of the individual. This program has been expanded to alternately include a worthy civilian as a "Member of the Month" if your particular chapter is largely civilian based.

U.S. ARMY PHOTO BY JANE ARMSTRONG, FT. RUCKER TASC

Mr. Ron Skinner (center) is inducted as a Knight of the Honorable Order of Saint Michael, by LTG (Ret.) Daniel J. Petrosky, AAAA national president, and MG Anthony G. Crutchfield, commanding general of the U.S. Army Aviation Center of Excellence during his retirement ceremony on Jan. 23 at the Army Aviation Museum.

Potential Knights of the Order of Saint Michael include:

- Officers, warrant officers and noncommissioned officers of US Army branches other than Aviation.
- Foreign officers and noncommissioned officers who work directly with U.S. Army organizations in support of Army Aviation missions.
- Officers and noncommissioned officers of other US Armed Services (Air Force, Navy, Marine Corps, Coast Guard) who work directly with U.S. Army organizations in support of Army Aviation missions.
- Civil Servants, Industry Partners, and others who demonstrate continuing support of the missions, organizations, and personnel of Army Aviation and/or its professional association (AAAA).

I can't think of a more deserving example of a Knight recipient than Mr. Ron Skinner, the perennial Protocol Chief at Fort Rucker, who just retired last month.

It was my honor to present Ron with the Knight Award for his many years of outstanding service in support of our Branch.

Certainly for those of us who have stayed close to Fort Rucker, Ron was always there in the background, quietly and professionally getting things done, and making it all look easy.

Well done, Ron.

Finally, a ***Message to all our Chapter Presidents***: remember to select your Soldier of the Year and send him/her to the upcoming AAAA Annual Professional Forum and Exposition, April 1-4 in Nashville.

The AAAA National Office will pay for a room and two tickets to all events. All you have to do is provide your soldier and spouse with transportation to Nashville!

Contact Deb Cavallaro at (800) 722-ARMY ext. 127, or *deb@quad-a.org.*

See you in Nashville.

❖❖

LTG Dan Petrosky, Ret.
AAAA President

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The Future of Army Aviation: The Way Ahead

By MG Anthony G. Crutchfield

Over the past several months we have been working hard to incorporate the use of some modern multimedia technologies within the Army Aviation Museum here at Fort Rucker to enhance the experience for everyone who visits. I recently visited the Museum to see the progress that the team had made. While walking around the exhibits, I was reminded that Army Aviation has a tradition of adopting new ideas and technologies early on.

Our ability to embrace change is founded in a simple belief – you don't know where you are going till you know where you came from. Today we are faced with the major initiative of defining the future of Army Aviation.

While there are many challenges that we will face, I believe the Aviation Enterprise is well postured to define the future based upon our proud history.

Army Aviation's exceptional performance over the last ten years at war is helping the Aviation Enterprise to define our future. As we continue to support a Nation currently at war, we would be foolish not to assess the key lessons we've learned and use our newfound wisdom to help define what the future could hold.

Since 2003 we have implemented a series of doctrinal, organizational, training, materiel, and personnel initiatives to enhance our combat aviation brigade's (CAB) ability to execute their wartime missions.

The Aviation Enterprise's most recent effort to define the future is the establishment of a Full Spectrum CAB which exploits our body of combat experience as it applies especially to manned-unmanned (MUM) capabilities.

Innovation is Key

Today the 101st CAB is transforming into the first Full Spectrum CAB which will have a reconnaissance squadron built around the OH-58D Kiowa Warrior and RQ-7 Shadow UAS. We have been aggressively employing unmanned aircraft systems (UAS) in Iraq and Afghanistan for the past several years.

US ARMY PHOTO BY SPC. LATOYA WIGGINS

The OH-58D Kiowa Warrior, AH-64D Apache Longbow and MQ-1C Gray Eagle land at Michael Army Airfield, Utah, Sept. 16, 2011, after the completion of the Manned Unmanned Systems Integration Capability Exercise. The aircraft joined with the RQ-11B Raven and MQ-5B Hunter to demonstrate their interoperability during the MUSIC Exercise.

Our deployed Aviation formations have developed innovative tactics, techniques, and procedures (TTP) to exploit these newly fielded UAS tools while working in conjunction with manned air and ground platforms.

To further enhance our MUM capabilities, members of the Avia-tion Enterprise conducted a large-scale Manned Unmanned Systems Integration Capability (MUSIC) exercise in September 2011 to demonstrate current and emerging manned-unmanned interoperability capabilities between platforms. Shown in the photo are an OH-58D Kiowa Warrior, AH-64D Apache Longbow and MQ-1C Gray Eagle after the completion of a MUSIC event on September 16, 2011.

Efforts like TTP documentation and MUSIC exercises are helping us define our future and establish new capabilities like the Full Spectrum CAB. The Aviation Enterprise's adaptive, innovative and collaborative approach is serving us well and will do so in the future.

Many of you may not be aware that the Army is also taking a hard look at building a future Army force in an era of declining resourcing. This initiative seeks to define the optimum Army structure for the future given forecasted constraints.

While we work to build America's Army for the future, we would be negligent if we did not take a hard look at Army Aviation's roles, missions, organizations, capabilities, and how we train our professional Aviation Soldiers with these same cost culture considerations in mind.

Due to historical and anticipated

timelines to develop aviation weapon systems, our branch needs to look well into the future and start now to build the Aviation force of 2030. As Army Aviators, we owe it to our great Army to conduct the hard work necessary to describe the future of Army Aviation; in essence we need to be on the front side of change.

Core Competencies

As a key member of the combined arms team, Army Aviation will provide organizations, capabilities, and personnel that meet the requirements of combined arms maneuver and wide area security. Vertical lift will continue to be a critical combat multiplier as a maneuver arm for both the Army and the joint force.

Aviation will provide the land force with rapid mobility of personnel and cargo relatively unhindered by terrain; a capability to rapidly put "eyes on target"; a capability to attack the enemy from multiple directions and dimensions; and the ability to rapidly find, fix, and finish the enemy.

Aviation's core competencies of today are seen to remain virtually the same in 2030:

- Aerial Reconnaissance, Surveillance, Target Acquisition
- Security Operations
- Precision Attack Operations
- Air Assault / Air Movement
- Aeromedical Evacuation

While our core missions will remain as they are today, the enemy, environments, and the way the Army will operate will change the ways Aviation units will conduct those missions. Combined arms maneuver and wide area security will require Aviation forces to operate more decentralized, conduct continuous reconnaissance, and conduct seamless air-ground operations.

Future Aviation forces need to be capable of operating over much wider areas in all conditions of day, night, degraded visual environments, and weather. The time to fly enroute to a location must be reduced even though the distances are longer.

Aviation units must be able to rapidly deploy anywhere in the world, rapidly task organize for Unified Land Operations, operate with a significantly more adaptable logistical footprint, and reduce its manning requirements.

Aim Point 2030

To help guide the Aviation Enterprise, we are actively developing an Army Aviation 2030 Campaign Plan. I've defined a key goal, commonly referred to as "Aim Point 2030," which will help define and drive our efforts to develop a comprehensive plan that builds a redesigned, newly equipped, and effectively manned Aviation force that is more effective, adaptable, flexible, lethal, and efficient.

To that end, no later than 2030, the Army must achieve the operational capability of an Aviation Force that is able to meet future reconnaissance, attack, and vertical maneuver mission demands; is organized into rapidly deployable and adaptable formations; and is equipped with a new generation of multi-mission manned and unmanned aircraft with a greatly reduced sustainment footprint in order to provide the operational force commander with an unmatched decisive action capability in support of unified land operations.

This is a major Aviation Branch initiative which will impact every member of our Aviation Enterprise. For the Branch to achieve this vision, we cannot allow the Aim Point of 2030 to change! The Road to 2030 will not follow current norms; it will be a totally new path.

The Aviation Enterprise will use this vision and subsequent campaign plan as the "Road Map" along the path to our future. It will be a future that ensures a healthy Aviation Branch, postured to successfully support the defense of our national interests and our nation. We should accept nothing less!

I know that many of you reading this article today helped write our history – I thank you for your service and dedication. To those current members of Army Aviation, I challenge you to help us define and achieve our goals for the future.

On behalf of the entire Aviation team, thank you for taking time to be part of our history and our future!

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.

CW5 Reese

Condition Based Maintenance: From Concept to Combat

By CW5 Keith L. Langewisch

This month CW5 Keith Langewisch, the Aviation Branch Maintenance Officer, volunteered to provide an article reference Condition Based Maintenance (CBM). He highlights the historical background of the program and keys for improvement in regard to training and sustainment in the "school house" as well as the unit. Utilization of CBM in concert with the Health Usage Monitoring System and Vibration Management Enhancement Program is as critical as the tools the Aviation mechanic uses every day. These programs (when correctly implemented) provide accurate indication of component life and greatly enhance the efficiency of the units' maintenance program. Above the Best!

CW5 Michael L. Reese

U.S. ARMY PHOTO BY SPC JENNIFER ANDERSSON

KANDAHAR AIRFIELD, Afghanistan (Aug. 24, 2011) – CW4 Joel Sizelove, the production control officer in charge for Task Force Lift, checks the readouts from the health management system on a UH-60M Black Hawk to track, among other things, vibrations in the rotors.

I attended my first Apache Maintenance Officer Conference in 1997. CW3 Lem Grant, South Carolina NG, asked all military attendees if they would be willing to stay after the scheduled events to hear a pitch on an idea he was working on with the University of South Carolina.

When the time came, he stood before a group of seasoned Apache maintenance test pilots (MTP) and asked, "What would you say if you were given a system to be installed on your Apache so that when your crews come back from a flight you look at some readings that were taken during the flight and make minor changes to your rotor system to improve the vibration levels? This correction would not require a test flight."

We didn't take him too seriously. Fast forward ten years. During 12th Combat Aviation Brigade's (CAB) 07-09 Operation Iraqi Freedom deployment, 2-159th Attack Reconnaissance Battalion volunteered to have the Modernized Signal Processing Unit (MSPU) installed on their aircraft during phase maintenance.

During run-ups of the first aircraft equipped with MSPU, the system flagged the #1 nose gearbox (NGB) as having excessive vibration levels.

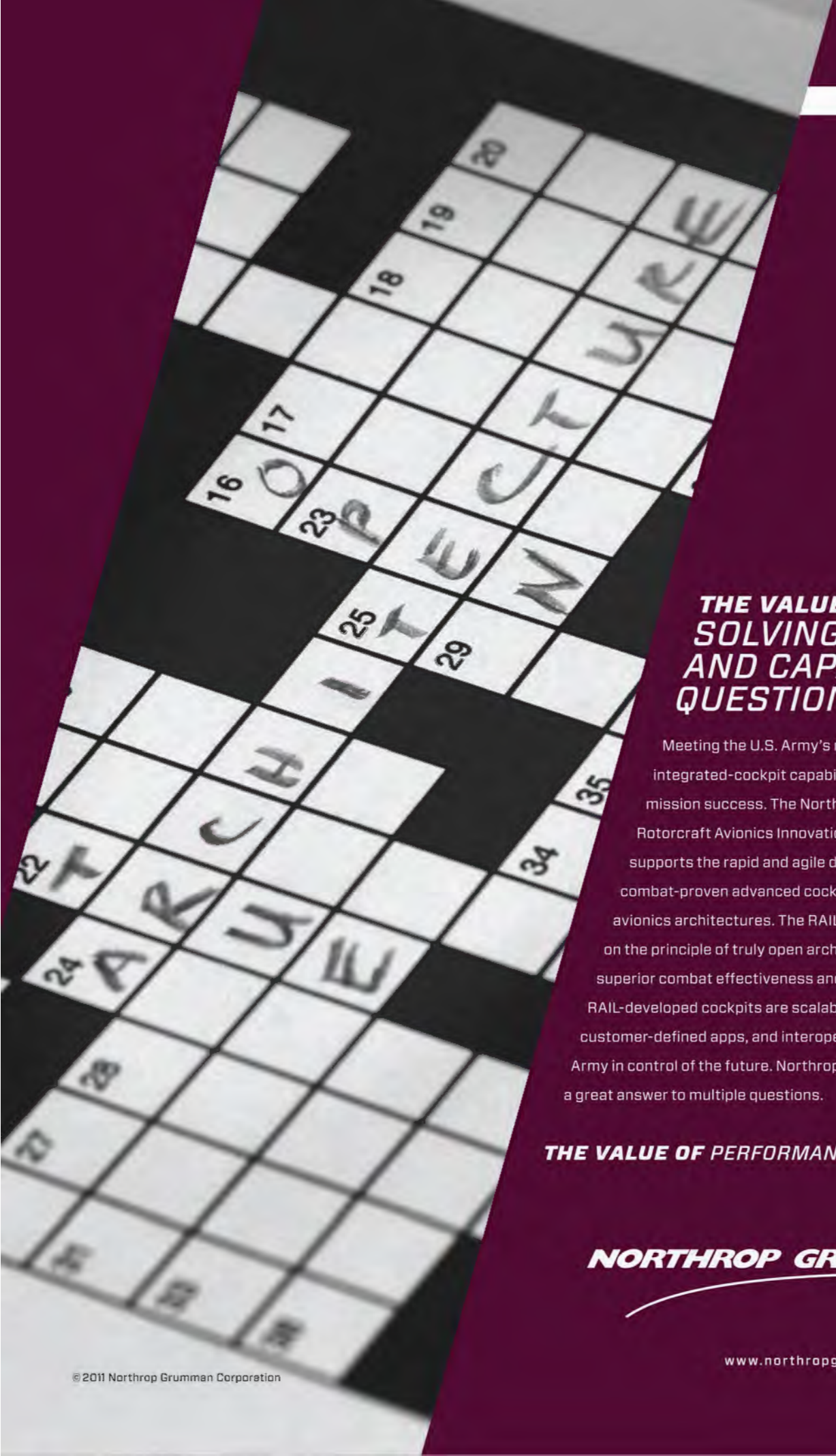
The battalion aviation maintenance officer (BAMO) told the phase team to pull it back in the hangar and have the MWO team check the wires for opens. None existed. He called the Apache project management office to see if there were any additional checks they needed to do. He was told to replace the NGB, which the phase team did. On the next run-up, the NGB passed. This system saved the unit a possible precautionary landing outside the wire.

What Is CBM?

The efforts of the University of South Carolina, along with many industry partners, Project Executive Office Aviation (PEO AVN), Aviation and Missile Life Cycle Management Command (AMCOM), and Aviation and Missile Research, Development, and Engineering Center (AMRDEC) evolved into Condition Based Maintenance (CBM). What is CBM actually? Most of our maintainers know it as Health Usage Monitoring System (HUMS) or MSPU, or maybe Vibration Management Enhancement Program (VMEP).

CBM is defined as a set of maintenance processes and capabilities derived, in large part, from real-time assessment of weapon system condition obtained from embedded sensors and/or external tests and measurements using portable equipment.

The goal of CBM is to perform maintenance only upon evidence of need. Since its inception CBM has been changed to CBM+, the "plus" indicates the integration of materiel condition with the aviation logistics enterprise. The desired outcome of CBM+ is a maintenance team with knowledge, skill sets, and tools for timely maintenance of complex sys-



THE VALUE OF SOLVING COST AND CAPABILITY QUESTIONS.

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

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tems through use of technologies that improve maintenance decisions and integrate the logistics processes.

This maintenance team keeps getting larger and larger. Who are the team members? It starts at the very basic level…the crew chief, and continues up the normal maintenance chain…maintenance sergeant, platoon sergeant, MTP, commanders at all levels…but doesn't stop there.

Outside the CAB, the maintenance team includes all those mentioned in the previous paragraph and now includes our training institutions… U.S. Army Aviation Center of Excellence (USAACE), U.S. Army Aviation Logistics School (USAALS), and Training and Doctrine Command (TRADOC).

Making CBM Work

We have some challenges to address across the Aviation Enterprise in order to realize the full potential of CBM. The capabilities of CBM depend on two critical elements: data and parts.

Data, recorded at platform and transmitted to the CBM Data Warehouse, allows engineers and our industry partners to improve existing systems and develop additional capabilities. Parts, installed and operated on aircraft under all environments and conditions, provide the physical evidence of failure and indications of how parts fail. Parts and the correlated data, captured over time, allow for the creation and refinement of condition and health indicators.

What is required is an army of maintenance professionals, appropriately trained in the application of CBM tasks and skilled in the use of CBM data. We have an army of maintenance professionals - we need training. Currently, only one formal TRADOC program of instruction (POI) includes CBM related training.

USAALS trains Soldiers on CBM tasks during the 15T transition course for the UH-60M. They also provide informal CBM training on a limited, ad hoc basis in other aviation maintenance courses. Similarly, POIs for aviation training courses conducted at USAACE include only informal CBM training, and then only when time permits.

Incorporation of training at the USAALS and the Maintenance Test Pilot Course has not kept pace with the fielding of these systems.

Outside these limited opportunities the only formal CBM training available to aviation maintenance personnel and aviation units is during New Equipment Training (NET) or when provided by the PM upon request from a unit.

While NET is sufficient during the initial fielding of a system it does not support the sustainment of perishable skills. The long-term effectiveness of training provided by aviation PMs is mitigated by high OPTEMPO and high turnover in aviation units.

I learned a long time ago that problem solving involves four critical steps: determine that there is a problem, identify the problem, analyze what can be done to solve the problem, and then implement the corrective action.

Working the Solution

Feedback received from BAMOs, senior aviation maintainers, and Soldiers indicates that the lack of formal CBM training in our institutional schools is a problem. Clearly, developing and integrating formal CBM training into appropriate POI at USAALS and USAACE is a component of an overall corrective action.

The Aviation Maintenance Manager course at USAALS leads the way with incorporating CBM training in their 151A course. CW5 Jimmy Evans, command chief warrant officer at USAALS, understands the importance of CBM and has added this valuable training to the POI for the 151 Warrant Officer Basic Course. So, be on the lookout for newly arriving 151A and put them to work reviewing CBM data.

The 151A training is one shining example of how the aviation enterprise is moving in the right direction. More work is required.

The Aviation Branch Chief, MG Crutchfield, has come online saying we need a CBM Training Integrated Process Team (IPT). You may be called upon to serve as part of or contribute to the Training IPT. I ask you to respond to that call or request and lend your expertise to this effort.

With USAACE in the lead on the CBM training IPT initiative additional opportunities and methods to acquire knowledge and skills in the application of CBM will become available to aviation maintainers.

The Aviation Enterprise team is working with DA, DoD, and other agencies to pass lessons learned to other combat systems. Aviation has proven the value of CBM and is being asked to tell the story.

As the Aviation Enterprise moves in that direction, we need maintainers to continue to use these systems, continue to articulate to commanders the value added by these systems, and push that up the chain of command to senior Army Leadership.

❖❖

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.

CW5 Keith Langewisch is the maintenance officer of the Aviation Branch, with the U.S. Army Aviation and Missile Life Cycle Management Command, Redstone Arsenal, AL.

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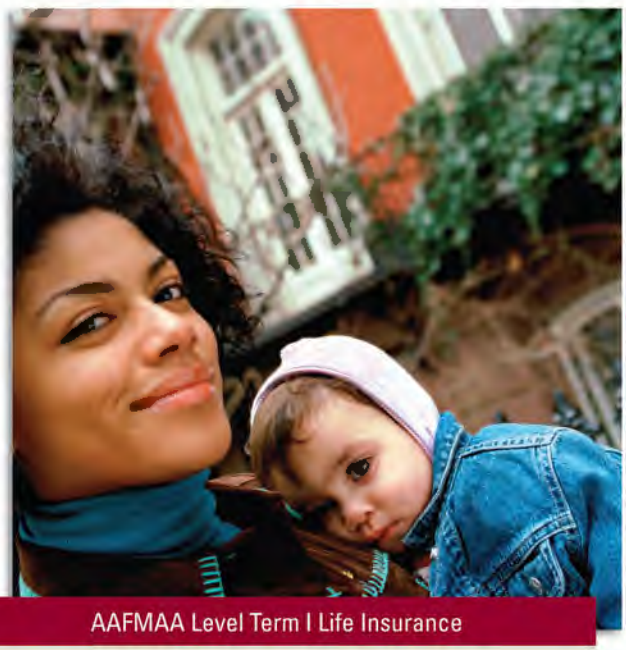

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CSM Glidewell

Condition Based Maintenance Training Across CMF 15

By CSM Edward P. Iannone Jr., Retired, SGM Vernon C. Brown II and SGM Eric I. Wainwright

With the possible threats of budget cuts and reduced resources, condition based maintenance (CBM) is a program that is going to gain importance across Army Aviation. One of the first steps that we as leaders must take is to embrace this new system and ensure that our units utilize it for all of its worth. The days of time between overhaul (TBO) are coming to an end – we can no longer afford to change out and rebuild major components solely due to the amount of hours on them. But with this change we have to ensure our aviation maintainers are properly trained and standards are developed so everyone knows what they must do and how to do it.

I would like to introduce the writers of this article and thank them for their continued efforts to better Army Aviation maintenance – CSM(Ret.) Ed Iannone and his team, SGM Vern Brown, USAACE deputy commander's sergeant major for training, and SGM Eric Wainwright, the USAACE directorate of training and doctrine sergeant major.

CSM Tod L. Glidewell

AMCOM MMC COURTESY PHOTO

Apache crew chief looking at the health of his aircraft after downloading data.

Founded in commercial condition monitoring concepts and introduced to the U.S. military in an Office of the Secretary of Defense sponsored study, "Reliability Centered Maintenance," Army Aviation has developed improved maintenance practices to meet today's high OPTEMPO and tomorrow's demand.

Condition Based Maintenance is the application of Reliability Centered Maintenance (RCM) analysis which optimizes an enhanced awareness of material condition. Applied correctly CBM can reduce maintenance burden, improve materiel safety, improve weapon system reliability, and control growth in Operations and Sustainment costs. To maximize the impact of CBM for improved maintenance, Army Aviation is developing tough, realistic, and performance-oriented training using both traditional and non-traditional approaches.

It Starts With Standards

In his article "Dirt Foot" (*Army Aviation*, Oct. 2011), MG Crutchfield asked, "Are we performing maintenance by the book?" One can also ask in the same vein, "Is the data from digital source collectors on the aircraft being exploited to its full potential in maintenance procedures?" At its heart the question targets standards; overall maintenance standards and those encompassed within CBM methods and practices.

This is where the working group along with the engineers at Aviation and Missile Life Cycle Management Command (AMCOM) will analyze data mined from each airframe to establish new maintenance standards/parameters that will drive updates to maintenance technical manuals and formal programs of instruction, and – ultimately – modify the actions of the Soldier maintainer and maintenance manager on the flight line.

Training developers from the U.S. Army Aviation Logistics School (USAALS) have merged their observations from site surveys conducted at CBM-enabled units with training material provided by Aviation program management offices to develop an initial set of CBM tasks.

AMCOM and the U.S. Army Center of Excellence Directorate of Training and Doctrine (USAACE DOTD) are currently in the process of establishing a web-based CBM class tailored toward the crew chief and maintainer. This orchestrated effort will provide the point of need instruction required for both the entry level maintainer and the seasoned NCO working with CBM. In addition, it will also provide reach back capability for Soldiers requiring a refresher on the subject at hand.

Implementing CBM requires new ways of thinking, new approaches to trouble shooting and problem solving, and new maintenance management practices. CBM links the maintainer with the enterprise where the analyst who derives maintenance procedures is dependent on the Soldier. Soldiers who capture and move data are dependent on the analyst to derive maintenance procedures.

Everyone has a job to do. If one link is not completed the chain breaks, data doesn't move, decisions are made based on old data or no data,


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and improvements cannot be developed. Optimizing aviation maintenance with the enhanced awareness of materiel condition enabled through CBM, by way of a comprehensive set of standards, falls within what I mentioned in last month's article as one of the "Priorities for the Next Fiscal Year".

CBM Tactics, Techniques, and Procedures

Army Aviation arrived first on the efficiency front and remains there today. As of November 2011, 70% of the manned aviation fleet was equipped with Digital Source Collectors (DSC), the integrated Health Usage and Monitoring Systems currently deployed on Army helicopters. With the new body of information produced by these DSCs, aviation Soldiers will have an additional tool to employ in conducting and managing maintenance.

Adaptive Training Concept

The Army Capstone Concept, 2016 – 2028, states, "The training and education of our entire force must aim to develop the mindset and requisite knowledge, skills, and abilities required to operate effectively under the conditions of uncertainty and complexity." Maintaining highly sophisticated weapon systems in demanding environments at unprecedented OPTEMPO sufficiently describes "conditions of uncertainty and complexity." The Army Training Concept 2012 – 2020, describes how the Generating Force, because of short boots on ground (BOG) to dwell ratios while completing "nearly 50% of the largest re-stationing of the Army since World War II," has assumed a greater role in unit level training. These factors alone substantiate the need for innovative approaches to training.

Focusing on the concept of ALM 2015, it is the identification of these training and educational gaps that exist, and providing the bridge for those gaps to provide today's Soldiers with the tools necessary at the point of need.

Utilizing the most effective media is the key to this endeavor's success.

In an effort to match the pace of equipment fielding with training, achieve the Army's BOG to dwell objectives, and optimize the impact of CBM-enabled maintenance methods, the aviation training proponents at USAACE are partnering with the Army Training Support Center, USAALS, PEO Aviation, and AMCOM to research and develop adaptive training capabilities. These initiatives, described below, address both the necessity for decreasing the individual OPTEMPO while providing critical skills training throughout a Soldier's Army career.

Immersive, Scenario Driven, Practical Exercises (ISD-PE)

Particularly pertinent to maintenance management training courses, ISD-PE which place leaders in simulated situations, will be employed to hone decision making and serve as a forcing function for maximizing the use of embedded diagnostics and prognostics technologies.

Slide presentations and instructor-led lectures fall short of reinforcing CBM capabilities. Instead, maintenance managers will be exposed to an array of commonly encountered maintenance challenges and management scenarios.

Leveraging in-depth knowledge of DSC-derived information managers will implement informed decisions concerning allocation of resources (manpower, materiel, and time, for example) within a variable set of scenarios. The outcomes of decisions are assessed by immersive simulation engines providing feedback, alternatives, and sequels.

Scenarios, outcomes, and decision support tools not only reflect historical situations but can be updated and modified by interaction from maintenance managers in the field. This capability shortens the train-up time when newly promoted or assigned leaders transition from the school house to the unit.

Offering this capability through Advanced Distributed Learning portals allows the sustainment of perishable skills while away from the school environment. There is not enough time to train everything in the school house; so, there has to be other ways to get training to the Soldiers. Here are a few current and future ways that are being used.

Web Based Training (WBT)

WBT will be directed to certain MOSs and skill level. WBT is anytime instruction delivered over the Internet browser. We will develop WBT as asynchronous (self-directed, self-paced) training. Instruction will be similar to the way Defense Acquisition University (DAU) trains government personnel. Web-based instruction is the perfect solution to meeting the needs of sustainment training because it is available on demand, does not require travel, and is cost-efficient.

Army Training Support Center (ATSC)

The cornerstone of the Army's training support management structure, the U.S. Army Training Support Center (ATSC), is a field operating activity of the U.S. Army Training and Doctrine Command (TRADOC). Established July 1, 1976, ATSC is located at Fort Eustis, VA. Its mission is to plan, integrate, implement, and sustain many of the training support programs, products, services, and facilities that support training across all domains, TRADOC's core missions, and the Army. CBM training documents will be placed there for any Soldier to view. It is self training only – no testing just learning.

New Equipment Training (NET)

The NET will assist commanders in achieving operational capability in the shortest time practical by training Soldiers/crews and maintainers how to operate and maintain the new/improved equipment. It also provides unit leaders with training support components needed to sustain the proficiency of operators and maintainers of the new/improved equipment. NET is provided as needed prior to testing and handoff of equipment to the gaining commands.

The NET provides for the initial training and transfer of knowledge from the materiel developer or contractor to the tester and user. It represents the knowledge that is needed for operation, maintenance, and logistic support during testing and initial introduction of new materiel into the Army inventory.

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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.

CSM (Ret.) Ed Iannone is a logistics manager with CBM Directorate of the Integrated Materiel Maintenance Center, U.S. Army Aviation and Missile Life Cycle Management Command at Redstone Arsenal, AL; SGM Vern Brown is the USAACE deputy commander's sergeant major for training and SGM Eric Wainwright is the senior noncommissioned officer of the USAACE Directorate of Training and Doctrine, both at Fort Rucker, AL.

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Playing the Game

By BG William T. Wolf

To the outside observer, safety may seem like a numbers game of statistics and comparisons. But those of us in Army safety know those numbers represent something very real: Soldiers who have died in accidents and will never return to their units or families.

We've been fortunate during the past several years that our numbers have been on a downward trajectory — smaller totals mean good news for the Soldiers, family members and civilians doing our Army's hard work every day. Engaged leadership has paid dividends for the safety and well-being of our force, and Soldiers are getting better and better at taking care of each other both on the front line and at home.

Numbers don't lie, however, and there's no doubt fiscal 2012 got off to a rough start for safety. At the close of the first quarter, accidental fatalities were up 6 percent from the same timeframe a year before. To put that statistic in perspective, think about a squad of Soldiers, then imagine half of them gone in an instant. That's approximately how many more lives our Army lost from one year to the next in just a single quarter, and that's a number none of us should be willing to accept.

U.S. ARMY PHOTO BY SGT. KIMBERLY LAMB, 37TH IBCT

Soldiers from Headquarters and Headquarters Company and Company A, 1-125 Infantry Regiment, 37th Infantry Brigade Combat Team, practice medical evacuation during training at Camp Shelby Joint Forces Training Center, MS, Nov. 11, 2011. The 37th IBCT is deploying to Afghanistan in support of Operation Enduring Freedom.

I firmly believe this setback is temporary, an anomaly we will correct quickly and decisively by doing what we know works — engaging with our Soldiers. From the squad up, leaders should be talking to their Soldiers about everything that can take them out of the fight, starting with indiscipline behind the wheel of privately owned vehicles.

As tragic as the first quarter's POV accidents are, they provide valuable lessons learned on issues like speed, seat belts and drunk driving. Like the rest of us, nearly every Soldier in our formations has acted recklessly on the road at one time or another, taking the same risks as their fallen peers but escaping serious harm.

Talking through recent accidents with your Soldiers offers them the opportunity to take a hard look at themselves and their mistakes, to see how close they have come to disaster and find ways to curb risky driving behaviors and ultimately save lives.

Especially critical are junior leaders — each of you must take an active interest in your Soldiers' off-duty activities and encourage an open-door policy regarding safety concerns. Engagement will become increasingly important in the coming weeks, as winter transitions to spring and Soldiers spend more and more time on the road in their POVs and on their motorcycles.

If you aren't already subscribed, the Army's Preliminary Loss Reports (PLR) are a great engagement tool available to leaders and safety personnel. Released after a fatal accident is reported to the U.S. Army Combat Readiness/Safety Center, each PLR contains facts, risk mitigation tips and

STOCK PHOTO PROVIDED BY SHUTTERSTOCK

suggested engagement techniques to enhance the dialogue between you and your Soldiers. You can begin receiving PLRs by email today by filling out a simple form available on the USACR/Safety Center website, *https://safety.army.mil*.

Also be sure to check out the other tools available on the site, including the recently updated Individual and Battle Buddy Risk Assessments. These printable cards are designed to help Soldiers identify factors that could put them or their buddies at risk for an accident and include resources where Soldiers can seek assistance. The assessments are accessible via the "Leader's Corner" tab at the bottom of the USACR/Safety Center home page.

Our Army has come a long way in doing things right and doing things safely. It's due to our entire team – leaders, Soldiers, families and civilians – working together to save lives.

By staying focused and engaged, we can overcome our first quarter losses and make 2012 our safest year yet. In our business, there's no better number to be at than zero – and that's a goal we can all stand behind!

Army Safe is Army Strong!

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

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151A Takes on New Leadership Role

By CW3 Kevin J. Ryan

As your aviation maintenance school house prepares to reorganize into an aviation brigade structure in the coming months, I have asked CW3 Kevin Ryan, who presently commands a Black Hawk helicopter repairer advanced initial entry training company, to discuss his unique experience in that role of preparing Soldiers to become world-class maintainers.

COL Heitkamp, Commander

USAALS COURTESY PHOTO

CW3 Kevin Ryan assumes command of Co. C, 1st Bn., 222nd Avn. Regt., Joint Based Langley-Eustis, VA on 3 June 2011.

A 151A (Aviation Maintenance Technical Warrant Officer) holds a unique position in any aviation maintenance arena. He or she is a versatile officer who manages equipment and facilities to maintain and repair rotary- and fixed-wing aircraft. Typically, a 151A is a seasoned enlisted Soldier who is selected by a board panel to become a warrant officer.

Upon completion of training, a 151A is a subject matter expert who maintains a significant position supervising aviation maintenance and repair and advising the commander on aviation maintenance decisions.

Like many of my colleagues in the 151A field, I have spent a significant portion of my career as an enlisted Soldier. As a 151A my assignments have been primarily maintenance-based which allowed me to become a confident aviation maintenance manager.

Prior to arriving at the U.S. Army Aviation Logistics School (USAALS) at Joint Base Langley-Eustis, Virginia (JBLE), my most recent FORSCOM assignment was the Production Control Officer for the general support aviation battalion of the 82nd Combat Aviation Brigade.

As a maintenance manager, my time was devoted to the mission, and the extent of my leadership included knowing the Soldier's ability to repair a helicopter.

At times, the mission focus pulled me away from the fundamentals of Army leadership.

A Unique Opportunity

After serving nearly seven years in the 82nd CAB, my next assignment would take me from the high operational tempo at Fort Bragg, NC to a position I never really contemplated holding - an initial entry company command position at USAALS.

As a 151A, I have the privilege of serving as the company commander, which is typically held by a captain.

Company C, 1st Battalion, 222nd Aviation Regiment, is comprised of over 300 Soldiers in the Military Occupational Specialty of 15T (Blackhawk Helicopter Repairer).

These Soldiers arrive fresh out of basic training to attend a 16-week course which develops these Soldiers into competent aviation mechanics.

This time in command has provided me a unique experience as a warrant officer.

As the Company Commander, I witness the newest Soldiers within the Army transform into aviation mechanics who will significantly impact combat readiness.

The best part of serving in this assignment is the ability to impact the future of Army aviation and knowing these Soldiers are receiving the best training possible.

I am also able to relate to them on both a personal (I attended the same type of training when I entered the Army) and professional level by giving back to the Army and Aviation Branch the experiences I have accrued over my career.

A 151A is normally trained in the technical aspect of leadership; however, this assignment has provided me the opportunity to also develop the administrative part of leadership.

The new Soldiers within my company demand an extensive amount of leadership development and training to serve the country to the best of their ability.

Most of these Soldiers are fresh out of high school with limited previous responsibility.

In 16 weeks, they will depart the school and arrive at their new units with the ability to maintain a multi-million dollar piece of equipment.

Preparing to Lead

I can honestly say I was not prepared to take on this assignment as the company commander for these Soldiers. Even with the Pre-Command Course in my records I have not had the opportunity to "pay my dues" in a staff officer position. To say the least, I was nervous getting back to a leadership role.

My biggest concern taking on this responsibility was my lack of experience and knowledge in dealing with legal proceedings or my familiarity with the manual on Courts Martial.

All of which I knew would come into play due to the amount of new Soldiers in this company.

After serving in the command position of an Advanced Individual Training Battalion, I have had the opportunity to polish my leadership style and make "taking care of the Soldier" my priority.

In this environment, I have read numerous articles and manuals far beyond the spectrum of a typical publication an "aviation maintenance subject matter expert" would require.

I have had the opportunity to define training, accountability, responsibility, counseling and administration at a level not typically developed by warrant officers.

It has definitely made me a more effective and well-rounded Soldier and leader.

This has been a unique opportunity for me as a 151A, but as USAALS transitions into the 128th Aviation Brigade on the 16th of March 2012 there could be more possibilities for other 151As.

Two more battalions will be activated and more company commands created which could easily be filled by 151As should the opportunity present itself.

With this company command experience at USAALS, I have a better understanding of mentoring future commanders on an expanded range of responsibility, not confined to aviation maintenance.

This position at USAALS is important for future 151As, transforming a one dimensional maintenance advisor into a full spectrum leader within the Aviation Branch.

A Note from USAALS Command Warrant Officer CW5 Jimmy Evans

As Command Warrant of USAALS, I see the professional development of the 151A force as a great opportunity. Here at USAALS, the opportunities are unique and this article highlights just one of those opportunities for 151A to step out and gain valuable leadership experience; another is that each one of our IET companies has a slot for a 151A to be a company XO.

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CW3 Kevin Ryan is the commander of Co. C, 1st Bn., 222nd Avn. Regt. at Joint Base Langley-Eustis, VA.

BOEING COURTESY PHOTO

The AH-64A Apache first fielded in 1984 brought a new level of capability and firepower to ground commanders.

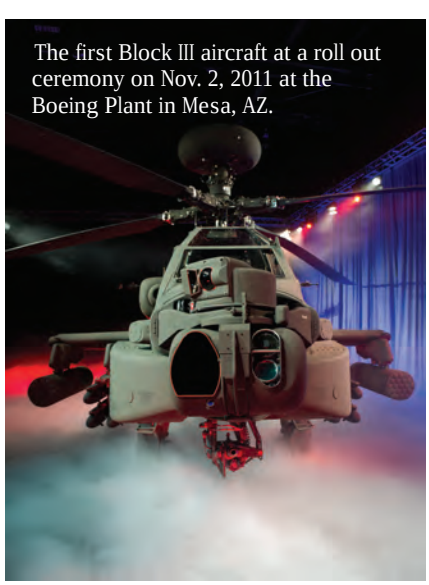
AH-64D Longbow Apache – Here Today and Tomorrow

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

In 1973 the Army determined that the venerable, battle-tested AH-1 Cobra was insufficient to meet future combat requirements, so the Advanced Attack Helicopter program was initiated. Eleven years later, in 1984, after a competition between helicopter manufacturers, the first AH-64A Apache rolled off the production line.

As the threat continued to evolve and our commanders' capability requirements increased, the AH-64D Longbow with Fire Control Radar was introduced to the Army in 1993.

Today this evolution continues, and the latest generation of Apache, the AH-64D Longbow Block III, will enter service this year.



BOEING COURTESY PHOTO

The first Block III aircraft at a roll out ceremony on Nov. 2, 2011 at the Boeing Plant in Mesa, AZ.

Block III Arrives

On November 2, 2011 the Army and Boeing commemorated delivery of the first Block III Apache. This Block III aircraft first entered service as an AH-64A on November 16, 1987 and was later remanufactured into a Longbow Apache in 2002.

The Apache Block III program is currently in the Low Rate Initial Production (LRIP) phase. This phase will ensure we have established adequate and efficient manufacturing capability and that we are ready to begin building Apache Block III aircraft in larger quantities.

Aircraft built during LRIP will be used to conduct the Initial Operational

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PM APACHE COURTESY PHOTO

Block III pilot training will initially be accomplished at the Boeing plant in Mesa, AZ. Pictured above is the first class of Block III training graduates and are representatives from the first unit equipped, 1-1st ARB, and Fort Rucker, AL. Front row, left-right: CW4 Jeffrey C. Woodall, CW3 Carson S. Steck, CPT Leo A. Amoling. Back row: CW3 Shawn Witt, CW4 Steven J. Dermer, DAC Jerry A. Krometis, CW5 Warren A. Aylworth, CW3 Richard L. Crabtree, LTC Edward M. Vedder, CW4 Ronald C. Porter.

Test and Evaluation (IOTE), the Force Development Test and Evaluation (FDTE), and to equip the first unit.

The first unit equipped with Block III is 1st Battalion (Attack/Reconnaissance), 1st Combat Aviation Brigade stationed at Fort Riley, Kansas and they will take the Block III aircraft through IOTE at National Training Center, Fort Irwin, CA in the summer of 2012.

Training

The first Apache Block III training classes have been conducted at the Boeing factory in Mesa, Arizona.

This initial Instructor & Key Personnel Training (I&KPT) event trained aviators and maintainers from the Training and Doctrine Command (TRADOC) Capabilities Manager's (TCM) office, the U.S. Army Aviation Center of Excellence (USAACE) Directorate of Standardization (DES), 1st Battalion, 14th Aviation Regiment and 1-1st ARB in direct support of the upcoming test events.

Aviator training included 28 hours of classroom academics, 12 simulator periods and approximately 8.5 hours of flight training in the aircraft.

Initial maintainer I&KPT was for the 15R and 15Y soldiers who will support the test events. This training included academics and hands-on practical exercises (PE) with Block III aircraft.

The Apache Project Manager (PM) /U.S. Army Aviation Logistics School (USAALS) New Equipment Training Team (NETT) will provide all follow-on training for 1-1st ARB aviators and maintainers at the unit's home station.

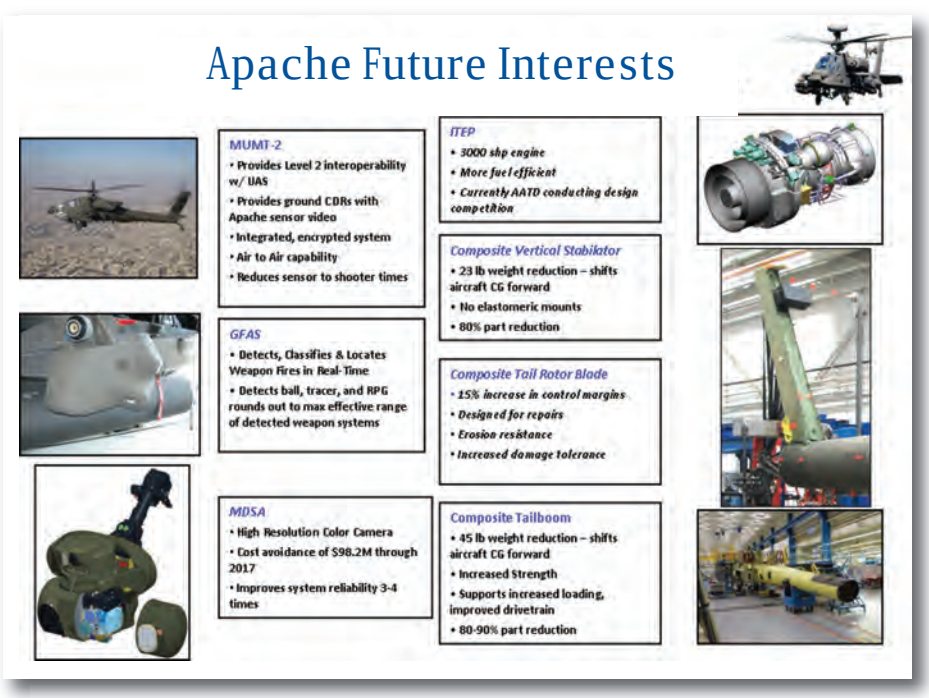
While 1-1st ARB soldiers received training both at Boeing and then at home station, the units to be fielded next will receive all of their training at home station. The NETT will arrive at the unit with aircraft, courseware, operator and maintainer training devices, and plenty of motivation to train the entire unit at home station.

This training and fielding approach will reduce training time, keep soldiers at home with their families, provide the unit leadership with daily training status, and prevent key personnel from being out of the loop for extended periods of time. And another important benefit – especially these days – this will save the Army money!

Continuous Improvement

Several enhancements are already planned for insertion as the Block III production line ramps up. The first comes after we are approved for Full Rate Production (FRP) in August 2012. In addition to the Block III upgrades and enhancements in the LRIP aircraft, all Apaches produced in full-rate will have completely new fuselages.

This is a major element of the Apache life-cycle sustainment plan as many of these airframes have flown through the



stresses and strains of over 30 years in heroic support of the Soldier.

Additional enhancements planned for insertion in aircraft delivered in 2017 will provide:

- Joint interoperability (Link 16)
- Crashworthy External Fuel System
- Condition Based Maintenance "Plus" enhancements (embedded diagnos tics, fault isolation)
- Communications upgrades
- Navigation upgrades
- Manned/Unmanned Teaming enhancements
- Common Operating Environment interoperability
- Performance/Flight page upgrades
- Cognitive Decision Aiding enhancements (data fusion, voice recognition, cockpit upgrades)
- Color dayside video integration
- Fire detection system
- Architecture / processing enhancements
- Aided Target Detection / Classification
- Image Fusion
- Maritime targeting enhancements
- Radio Frequency Interferometer (RFI) upgrades

As enhancements are being built into Block III aircraft on the production line, we continuously evaluate these technologies for potential insertion to the Block II fleet via field retrofit. Several of these enhancements will be made available to Block II on a case-by-case basis.

This will enable improved capabilities on older aircraft, reduce sustainment costs to the Army, and streamline logistics and supply chains.

For example, we are now qualifying the composite main rotor blade (CMRB) for use on Block II Apaches, an effort that will result in improved Block II aircraft performance, reduced maintenance requirements for the fleet and a quicker supply-system migration back to a single part number for Apache rotor blades.

Apaches Around the World

Military partners around the world are as excited about the future of Apache as we are and several nations are already working Apache Block III Foreign Military Sales (FMS) initiatives. These FMS programs are a nation's investment in her future - investments which will make all Apache programs stronger and more capable, as well as improve effectiveness of coalition military operations worldwide.

The Evolution Continues

Fleet sustainment challenges, the continuous evolution of threats, advancements in technologies, as well as commanders' urgent operational requirements have led to the development of the world's most capable attack helicopter – the Apache Block III.

But we didn't get here by accident or by waiting to see what might happen next – our leaders of yesterday had knowledge of the present, a solid vision of the future, a firm commitment to get there, and an understanding that it would be a challenging journey and not a "big-bang" appearance at the destination.

What does this mean as we look to the future? Today's Block III Apache – the tremendous aircraft currently rolling off the production line – is not the "final" product.

We will continuously identify fleet sustainment challenges, assess operational capability gaps and implement solutions that remain tied to our leaders' vision of the future.

The theme for this work is **SMART**: **S**ynergistic, **M**odular, **A**daptable, and **R**elevant **T**echnologies that meet the current and future needs of our soldiers. This continuous process will ensure the Army has a "ready and relevant" attack helicopter fleet today and tomorrow.

SMART will also provide knowledge, reduce risk and serve as a valuable stepping stone on the path to an eventual replacement aircraft.

Conclusion

Life-cycle sustainment is not a slogan, it is a full-time mission that requires full-time focus and a firm commitment to the future.

The result of a successful life-cycle sustainment effort is a system that is "ready" for the mission and "relevant" against the threats and in the environments it must fight.

The tasks in a life-cycle sustainment mission continuously evolve to address the evolving readiness and relevance challenges.

The AH-64D Apache is certainly ready and relevant today. The Apache Project Office and our industry partners are intensely focused and committed to keep it that way for tomorrow!

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COL Shane Openshaw is the project manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL. COL (Ret.) Robin D. Cofer is a support contractor with S³ Inc., Huntsville, AL supporting the Apache Project Office.

Armed Scout Helicopter

ARMED SCOUT HELICOPTER RENDERING

Artist's Depiction of the OH-58F Aircraft.

By Mr. Michael K. Herbst

When COL Robert Grigsby assumed command of the Armed Scout Helicopter (ASH) Project Management Office (PMO) on July 1, 2010 he made his top priority abundantly clear – meet the current and future needs of the Warfighter; period!

His vision meant evolving the ASH PMO structure to effectively meet the challenges at hand. Thus, in April 2011 he established the Product Director's (PD) office for Armed Scout Fielded Systems (ASFS).

LTC Kirk McCauley, a proven leader within the ASH PMO, was selected to be the first PD.

He assumed life cycle management for the Fort Rucker training helicopter fleet along with the heavily utilized OH-58D Kiowa Warrior (KW).

This re-alignment allowed LTC Matthew J. Hannah, the chartered product manager (PM) for KW, to focus his efforts exclusively on the ACAT II level OH-58F Cockpit and Sensor Upgrade Program (CASUP) along with the Wartime Replacement Aircraft (WRA) Program.

The third member of the ASH triad, LTC Courtney Cote, the chartered PM for Armed Reconnaissance Helicopter, will retain responsibility for the hugely successful Iraqi Armed 407 (IA 407) foreign military sales program and the U.S. Army's Armed Aerial Scout (AAS) program.

Kiowa Warrior

In our Nation's current fight, the tenacious OH-58D KW continues to be the aircraft of choice among our field commanders, having logged more than 750,000 combat hours since 2003.

With the end of Operation New Dawn (OND), the KW boasts an impressive average OPTEMPO of 76 hours per aircraft and an average mission capable (MC) rate of 86%; incredible when you consider that the average airframe age is over 40 years.

This is an extraordinary testament to all those who operate and maintain this venerable but aging fleet, the Army Aviation Enterprise and our industry partners.

Notably, with Bell Helicopter's delivery of the last Safety Enhancement Program aircraft in September 2011 the entire fleet is now in the Cockpit Display System 4 (CDS4) configuration.

As impressive as those statistics are, the Fielded Systems office has no intention of slowing down; they continue to aggressively push capability improvements to the field to address operational needs, reduce aircraft weight, enhance maintenance, and improve safety.

By implementing a "Block" modification strategy the Fielded Systems office is able to maximize the time the aircraft is in Reset and minimize time away from the unit.

Block Mod Strategy

In 2011, the Fielded Systems office fielded the Cockpit Floor Armor, a new weapons system laser pointer, and Remote Rocket Assembly software enhancements to both OND and Operation Enduring Freedom (OEF).

In 2012 the list includes Level 2 Manned-unmanned (L2MUM) team-

2011	2012	2013 and Beyond
Cockpit Floor Armor	Level 2 Manned-Unmanned (LWMUM) Teaming	Mast Mounted Sight (MMS)
New Weapons System Laser Pointer	Common Missile Warning System (CMWS)	Laser Pointer
Remote Rocket Assembly Software Enhancements	ARC-231 SATCOM	Holographic Sighting System
	Improved .50 cal (M3P)	Reduced Weight Missile Launcher (RWML)
	Health Usage Monitoring System (HUMS)	

Table of Scheduled Capability Improvements for the OH-58D Kiowa Warrior

ARMED SCOUT HELICOPTER COURTESY PHOTO

Initial work on EMDD-1 Aircraft.

ing which provides video streaming to the KW from unmanned aircraft system (UAS) platforms and the Common Missile Warning System (CMWS) to name just a few.

Ongoing development is occurring for the Mast Mounted Sight (MMS) Laser Pointer, Holographic Sighting system, and the Reduced Weight Missile Launcher (RWML), along with weight reduction efforts for a new heater and Composite Universal Weapons Pylon.

Beyond the current fight and to ensure the KW remains viable through its new retirement date of 2025, we are further addressing obsolescence and weight reduction with the Cockpit and Sensor Upgrade Program (CASUP) OH-58F initiative.

CASUP is designed to address platform–wide obsolescence inherent in an aircraft that has not undergone a comprehensive, depot-level modernization effort since its transformation from the unarmed OH-58D Army Helicopter Improvement Program to the armed OH-58D KW in 1990, and yet this proven war horse continues to maintain the highest OPTEMPO of any Army Aviation asset.

F-Model

The OH-58F program was launched in May 2009 and successfully completed its Milestone B review in December of 2010.

Work began on the first OH-58F Engineering Management Development Demonstration (EMDD-1) aircraft in the Spring of 2011 and in January 2012, the second EMDD aircraft will be inducted, which will support the entire test event schedule leading up to the Limited User Test.

The OH-58F Model Critical Design Review in February 2012 will lock in the design and support preparations for the manufacturing process demonstration phase.

Pre-flight and ground test runs are scheduled for this summer, with first flight occurring in late fall. This effort will culminate with the first unit equipped OH-58F squadron in 2016; subsequently all OH-58D aircraft will be modified to the new OH-58F configuration.

Wartime Replacement Aircraft Program

A parallel initiative designed to help restore fleet strength and establishing a source of spare cabins is the OH-58D WRA program. The dual-purposed WRA program converts OH-58 A/C cabins to OH-58D cabins (A2D) in a 4-phase process involving both government and industry.

Efforts are underway to build a "New Metal" zero-time OH-58 cabin production line at the Bell Helicopter Amarillo, Texas facility; a first in nearly a decade.

The pilot A2D aircraft was delivered to 1st Squadron, 6th Cavalry on Dec. 21, 2011 and the first six production WRA A2D aircraft are scheduled for delivery in June 2012.

ARMED SCOUT HELICOPTER COURTESY PHOTO

Delivery Ceremony of T-407 to the 21st Squadron, at Al Taji, Iraq December 2010.

IA 407

A major contributor in helping rebuild Iraq's military capability has been the engineering development and fielding of foreign military sales (FMS) IA 407 helicopters to the Iraqi Army Aviation Command.

This extraordinarily successful program resulted in the ARH PM, LTC Cote, being recognized as the 2011 Secretary of the Army Product Manager of the Year.

In December 2010, the 21st Squadron, Iraqi Army Aviation Command accepted delivery of three training aircraft and later this year the squadron will begin accepting delivery of their remaining aircraft in the armed reconnaissance configuration.

The winning formula; combine a proven commercial-off-the-shelf (COTS) aircraft, the Bell 407, with multiple FAA certified commercial capability upgrades, and a proven U.S. military grade mission equipment package.

The result is a low-cost, technologically advanced military grade armed surveillance and reconnaissance helicopter that is both lethal and survivable in today's military environment.

This remarkably successful enterprise was developed in partnership with the U.S. Army Aviation and Missile Research, Development, and Engineering Center's Aviation Engineering Directorate and Prototype Integration Facility on Redstone Arsenal and is assembled at the AMCOM Logistics Support Facility.

Significantly, the US Army is serving as lead for both the design concept and system integrator.

The armed configuration standard equipment package includes a nose mounted L3/Wescam Electro-Optical Sensor and an Ordnance Mounting System incorporating an FN Herstal M3P .50-cal machine gun with a 400 round ammunition magazine and an M260 7-tube Rocket Launcher Pod for the 2.75 Folding Fin Aerial Rocket.

ARMED SCOUT HELICOPTER COURTESY PHOTO

IA-407 in the Armed Reconnaissance Configuration assigned to the 21st Squadron, Iraqi Army Aviation.

Aircraft survivability upgrades include the EADS Airborne Missile Protection System-M which provides missile detection/warning with automatic or manual flare dispensing countermeasures, ballistic tolerant fuel cells, and crew ballistic protection armor panels.

Beyond the KW

What to expect beyond the KW and 2025; that's the big question. Although the Armed Reconnaissance Helicopter Program was terminated in October 2008, the Defense Acquisition Executive validated the need for a manned helicopter that is armed, small, and maneuverable.

That coupled with feedback from operational commanders regarding the value of the OH-58D in theater and the conclusion was; conduct of a new Armed Aerial Scout (AAS) Analysis of Alternatives (AoA).

This requirement was refined through a two phase AoA process: Phase I, looked at whether the capability could be filled by an unmanned system, a manned system or a combination of both.

The manned and unmanned mix was determined to best meet the capability required at the conclusion of Phase I in April 2010.

Phase II, analyzed the force and platform mixes in a virtual scenario and was completed in April 2011.

The Army is currently pursuing a path to re-engage industry for updated information and conduct a voluntary flight demonstration to further inform the Army's decision regarding an Armed Aerial Scout materiel solution.

Flight demonstrations are currently scheduled to begin approximately four months after the Request for Information is released to industry.

Scouts Out!

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Mr. Mike Herbst is the deputy project manager for the Armed Scout Helicopter Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

Cargo Helicopter Project Office

By COL Robert L. Marion

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

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

In 2011, we stood up the product manager's office for Chinook Modernization. This office is responsible for the material development of all Chinook improvements and for all Chinook foreign military sales (FMS). They have a great challenge, and are already contributing across the entire fleet.

None of this would be possible without the successes resulting from talented, committed, well-trained and well-led soldiers, civilians and contractors serving all over the world. We look forward to a challenging and rewarding 2012.

CH-47F

LTC Bradley J. Killen

The CH-47F Team supported Soldiers around the world in 2011. Our efforts included accepting 46 aircraft ahead of schedule, incorporating post-production modifications, and fielding two combat aviation brigades (CABs).

Additionally, we fielded two National Guard (NG) units as well as the Eastern ARNG Aviation Training Site, and continued new equipment training (NET) bringing the total number of Soldiers and civilians trained to over 2300.

Boeing has been producing the CH-47 helicopter at their Ridley Park, PA plant since 1965, and recently completed the CH-47F production line portion of a $130 million dollar renovation and capital improvement project to create a world-class aircraft manufacturing facility.

This project was accomplished while maintaining the average four aircraft per month production rate.

Among the benefits of the changes to the nearly 223,000 square foot facility are the increased production capacity to six aircraft per month, increased manufacturing efficiencies, improved tooling and better facility lighting, and environmental controls.

As recently as 2000, only 10 aircraft were being produced per year compared to the 46 aircraft delivered in 2011. Boeing has delivered 161 CH-47F aircraft to the U.S. Army, and is scheduled to deliver 59 aircraft in 2012.

The CH-47F team is also working to award the second multiyear contract in FY13 for 155 CH-47F aircraft, and complete the U.S. Army procurement requirements.

After the U.S. Army takes ownership of the aircraft, they are flown to a modification facility where post-production mission equipment packages are applied.

Previously, modifications at multiple sites required shipping people, equipment, and materiel around the world, which often interfered with unit operations and training.

A single modification site was established in 2010 to consolidate all aircraft modifications in order to deliver a fully mission capable aircraft to the unit. When the modifications are completed, the aircraft are delivered to the designated Unit in accordance with Department of the Army's directed fielding schedule.

The CH-47F team completed fielding to the 12th CAB in Germany, and the 25th CAB in Hawaii providing the Army with eight fully equipped CH-47F units. The CH-47F team also completed fielding to the Connecticut, Pennsylvania, and Hawaii NG, and the Eastern ARNG Aviation Training Site.

For 2012, we are postured to train two CABs at home station, and one NG unit at the training facility at Hunter Army Airfield in Savannah, GA.

PM CARGO COURTESY PHOTO

The Cargo On/Off-load System

Units are trained by the CH-47F New Equipment Training Teams (NETT) at home station to allow soldiers to remain at home, supporting the Army Force Generation cycle and increasing the quality of dwell time.

NET teams have trained over 2300 personnel on site in the following disciplines, CH-47F pilots, instructor pilots, and maintenance pilots; military occupational specialty (MOS) 151 aviation technical warrant officers, aircraft electricians, aviation shops supervisors, avionics mechanics, non-rated crew members (NCM), technical inspectors, cargo helicopter repairers, and CH-47F Transportable Flight Proficiency Simulator (TFPS) operators and maintainers.

The success of the NET team training model is embraced by the Department of the Army, and it directed an extension of the NET team unit training mission through FY15.

CH-47 Modernization

LTC Joseph A. Hoecherl

On August 30, 2011 the U.S. Army formally stood up the Product Management Office (PMO) for Chinook Modernization with the mission to modernize the CH-47 fleet.

The efforts of PM Modernization will continue to focus on improvements for the remaining CH-47Ds, the CH-47F, as well as development and fielding of CH-47 capabilities beyond the CH-47F Multi-year II production aircraft.

Additionally the Modernization PM will lead all Chinook FMS cases.

Over the past year, the PM has achieved many key development and fielding milestones, aimed at providing the Soldier much needed capability improvements. Some of these are highlighted below.

Cargo On/Offload System (COOLS)

COOLS is the number one requirement from our Soldiers based on recent Operational Need Statements.

COOLS will allow the CH-47 cabin and ramp floor to be easily and quickly converted from Troop (flat floor) Mode to Cargo (rollers) Mode.

The current floor system, helicopter internal cargo handling system (HICHS), takes up to 4 hours to reconfigure between Cargo and Troop Mode while COOLS will take 15 minutes or less.

An integrated under floor Ballistic Protection System (BPS) will be provided with COOLS. This new BPS will significantly reduce weight with the added benefit of under floor installation allowing normal movement in the cabin.

COOLS fielding will allow more efficient use of the CH-47 fleet, decrease Soldier workload and provide vital crew and passenger protection. Fleet retrofit will begin 2nd quarter FY13.

Cargo Platform Health Environment (C-PHE)

Cargo PMO has partnered with Boeing and continues development of the Cargo Platform Health Environment (C-PHE) for the CH-47F.

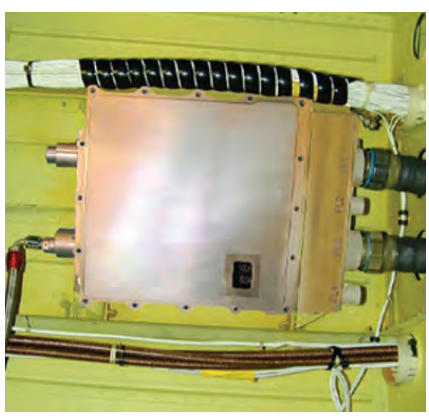
C-PHE is an integrated system that will provide a timely and reliable source of high quality health and usage data acquired directly from the on-board systems.

The purpose of C-PHE is to provide the CH-47F maintenance community with the aircraft specific tools and technology needed to achieve Condition Based Maintenance (CBM+) capability for the CH-47F fleet.

Flight test will be conducted in 4th quarter FY 12 and fleet retrofit will begin 1st quarter FY13. Benefits include the automated maintenance tasks of Continuous Rotor Smoothing (RTB), 50 Hour Vibration Check and Engine Vibration Check.

Engine Electronic Control Unit (ECU)

Fielding of the engine ECU continued in 2011. Fielding of the new ECU on CH-47D was completed, and there are now a total of 121 CH-47D aircraft equipped with it. Fielding of the ECU on the CH-47F began in December 2011 and will continue into 2013.



PM CARGO COURTESY PHOTO

Engine Control Unit

The ECU incorporates approximately 50 new fault codes to assist in troubleshooting, simplified procedures for conducting max power checks and power assurance tests and design changes to alleviate obsolescence issues.

A software update (version 2) was released in 2011 that addressed some previously identified minor nuisance faults. Version 3 ECU software which will integrate ECU information directly to the Common Aviation Architecture System (CAAS) via 1553 data bus, is in development and will incorporate limit override and torque validity logic.

PM CARGO COURTESY PHOTO

Improved Gun Mount

Improved Gun Mount

Theatre fielding of the new M24E1 window/door Gun Mount began in December 2010 and completed with a total of 120 gun mounts fielded.

The M24E1 is a Government designed window and door gun mount system that replaces the existing gun mount for the M240H.

The new mount allows the gun to be easily swung into the aircraft to provide unimpeded ingress and egress from the aircraft, and provides an increased field of fire and traverse stops to eliminate gun induced damage to the aircraft. Additionally, the system incorporated a 400 round ammo can and catch bag system which doubled the system capacity.

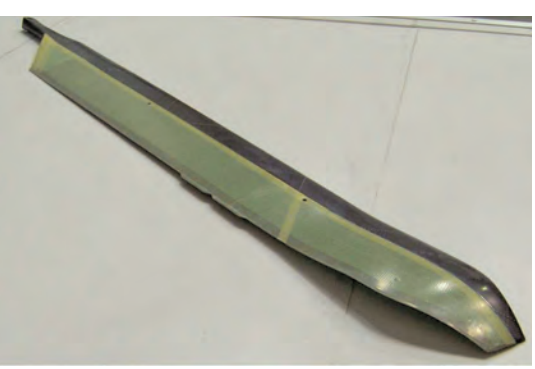
Based on user feedback, the PM (in conjunction with PM Crew Served Weapons) developed and is currently testing the M24E2, which will allow for both inboard and outboard articulation to further facilitate emergency egress.

Fielding of the upgraded M24E2 gun mount is planned to begin in FY13.

Advanced Chinook Rotor Blade (ACRB)

The ACRB is being developed to improve the lift capability of CH-47s and is currently estimated to deliver up to 2,000 lbs. of additional lift capability at high/hot conditions (4K/95◦F), while maintaining forward flight performance and hover capability at sea level conditions. Additional features of the ACRB will include pre-cured fairing skins to reduce water intrusion, and improved reparability due to a more modular assembly process.

The root end of the ACRB will remain the same as the legacy rotor blade, so that changes to the CH-47 rotor head will not be required. The new ACRB is common across the Chinook fleet with fielding planned to begin in FY17.



PM CARGO COURTESY PHOTO

Advanced Cargo Rotor Blade

Cargo Ramp Gunner Seat (CRGS)

In an effort to provide improved safety and reduce crew member fatigue, the PM fielded a total of 90 CRGS systems to units in theatre.

Rapid install and removal times of the CRGS provide the crew with the ability to easily reconfigure the aircraft between missions.

PM CARGO COURTESY PHOTO

Cargo Ramp Gunner Seat

No additional fielding of this capability is planned at this time.

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COL Bob Marion is the project manager for Cargo Helicopters, LTC Brad Killen is the product manager for CH-47F and LTC Joe Hoecherl is the product manager for CH-47

SPECIAL FOCUS
NON-STANDARD
ROTARY WING
PROJECT OFFICE

Uploading a new militarized Mi17 for delivery to Afghanistan.

NSRWA PMO COURTESY PHOTO

Non-Standard Rotary Wing Aircraft Project Management Office:
Delivering Capability and Enabling Autonomy

By COL Norbert E. "Bert" Vergez and LTC (Ret.) Scott J. Hoffmann

In its first full year of operational support, the Non-Standard Rotary Wing Aircraft (NSRWA) Project Management Office (PMO) transitioned from a fledgling organization into a mission focused team supporting our partner nations by managing and fielding non-standard rotary wing capability around the world.

With the competitive contract award to MD Helicopters, an historic first for the U.S. Army, to another history making contract award for militarized Mi-17V5 aircraft, the emphasis for the NSRWA PMO continues to focus on partner nation rotary wing capability.

Despite operating in the dynamic and complex world of Security Force Assistance (SFA), the officers and civilians of the NSRWA PMO excelled in providing various non-standard rotary wing aircraft support for the Department of Defense's (DoD) SFA mission.

Scout/Attack Helicopters

The Scout/Attack Product Office team played a critical role in delivering six MD-530F helicopters and two flight training device simulators to Afghanistan. With the initial fielding complete, the Afghan Air Force will use the MD-530F as their primary rotary wing trainer.

NSRWA PMO COURTESY PHOTO

The Afghanistan Ministry of Defense's newest Mi-17V5.

This aircraft delivery marks the beginning of the first undergraduate pilot training held exclusively inside Afghanistan in more than 30 years.

The NSRWA PMO/MD Helicopter Team flawlessly established the Afghan rotary wing facility ahead of schedule and within cost.

The Afghan rotary wing training effort began with requirements generation, went through full competition, contract award and subsequent delivery with the Scout/Attack product team in the lead.

Of special note is that, in order to support the customer's aggressive timelines, the Scout/Attack Product Office / MD Helicopter Team worked aggressively to accelerate the full delivery of all aircraft, simulators, parts and facilities to theater in just under 10 months.

At the request of the user, the Program Executive Office, Aviation / U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) Team worked together to increase the scope of the effort and within that 10 month window to include full contractor logistics support and on-site facilitization.

As the original equipment manufacturer (OEM), MD Helicopters took on the daunting task and expertly choreographed the activation of a full contractor logistics support (CLS) operation for the MD-530F fleet.

With the recurring success of the NSRWA managed acquisition pro-

grams, the SFA portfolio continues to expand in scope.

One example is the recent implementation of a Foreign Military Sales (FMS) case for El Salvador. On December 9, 2011 the Scout/Attack Product Office / AMCOM Acquisition Center team signed a production contract with MD Helicopters to procure three new MD-500E aircraft. These new aircraft will supplement the El Salvadoran Air Force's current inventory of existing MD-500Es for their use in air reconnaissance and ground support operations.

Another recent addition to the Scout/Attack Product Office workload is the implementation of a new FMS case to provide training aircraft to the Saudi Arabian National Guard (SANG). The United States Army Security Assistance Command (USASAC) implemented the case in December 2011 and includes 12 MD-530F training aircraft along with logistics support.

The SANG will use the aircraft as the primary rotary-wing trainer due to its small size, its long service history, ease of maintenance and overall simplicity of operations. This case includes an initial requirement for 24 armed aircraft with a future requirement for up to 12 more.

The SANG is considering a directed source platform for the Boeing AH-6i that capitalizes on the same airframe used for the MD-530F using advanced avionics, upgraded rotor and flight control systems and of course, weaponization.

Medium Lift Cargo Helicopters

During 2011, the NSRWA PMO achieved what many thought was impossible; first, the awarding of a historic contract resulting in the delivery of fully militarized Mi-17V5 aircraft within seven months of contract award.

The Afghanistan Ministry of Defense (MOD) professed an urgent and compelling requirement for 21 militarized Mi-17V5 aircraft.

Based on this information, the Defense Acquisition Executive transferred responsibility for this procurement from the Navy to the Army on December 16, 2010. The acquisition of the 21 militarized Mi-17V5 aircraft is on track to meet cost, schedule and performance requirements.

In relation to schedule, the NSRWA PMO delivered the first three aircraft on December 14, 2011 with subsequent deliveries of six more aircraft on December 26th and 28th. The remaining 12 aircraft are on schedule for deliveries in the spring of 2012. This is truly unprecedented and clearly exceeded everyone's expectations, considering the delivery was within seven months of contract award.

NSRWA PMO COURTESY PHOTO

NSRWA PMO supported MD-530F and Mi-17 in Afghanistan.

Airworthiness & Safety

To establish positive control, oversight and cognizance of airworthiness, the NSRWA PMO worked closely with the Army's Aviation Engineering Directorate (AED) and the Mi-17 Military Airworthiness Authority (MAA) to decrease the assessed flight risk for the Mi-17V5 helicopters. On November 9, 2011 the Army's AED formally recognized the latter MAA.

This action serves as the basis for airworthiness for the Afghan 21 Mi-17V5 helicopters, future procurement efforts and established an airworthiness baseline for the legacy Mi-8/Mi-17 fleet.

Other advantages of recognizing the MAA include the potential elimination of the flight critical component service life reduction program and results in likely cost savings over the life of the program for aircraft operating in Afghanistan.

Continued NSRWA Mission Evaluation

Per the Acquisition Decision Memorandum signed by the Defense Acquisition Executive, the NSRWA PMO is charged with managing all "other" non-standard rotary wing aircraft for the Department of Defense as well as partner nations.

In order to improve responsiveness for Foreign Military Sales (FMS) case development and execution, the Program Executive Office, Aviation, working in conjunction with AMCOM is in the process of co-locating the Security Assistance Management Directorate's (SAMD) Non-Standard Aviation Systems Division case managers and developers directly with the NSRWA PMO.

While SAMD will maintain overall case management efforts, the NSRWA PMO will gradually assume the execution of the product level management of the rotary wing systems and associated products within the cases.

The NSRWA PMO/SAMD team is already actively engaged in case development and implementation with efforts for Iraq, Lebanon, El Salvador, Afghanistan, Pakistan, the Philippines and Yemen to name a few.

Summary

As U.S. Forces plan and execute the eventual withdrawal from countries in the Middle-East and Southern Asia, the need for rotary wing capability is essential to ensure our partner nations have the resources available to meet their internal defense and security requirements. Partner nation autonomy and ability to operate, train and maintain their respective fleets of rotary wing aircraft is a critical tenet of the DoD SFA mission.

The NSRWA PMO / AMCOM Team will continue to strive to maintain the premier Aviation Support enterprise that provides proactive, timely and consistent programmatic support to the Soldier and our partner nations.

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COL Bert Vergez is the project manager for Non-Standard Rotary Wing Aircraft, Program Executive Office for Aviation, Redstone Arsenal, AL and LTC (Ret.) Scott Hoffmann is the operations officer of the NSRWA PMO.

SPECIAL FOCUS
UTILITY HELICOPTERS
PROJECT OFFICE

Army Black Hawks at Work

U.S. ARMY PHOTO

Mainstay of "Prevent-Shape-Win"

A Utility Helicopters Update

By COL Thomas H. Todd III

Ten years of constant war have taught our enemies something about our Army: "Fear the Sound of Rotors in the Dark." Our utility helicopter formations have delivered the best trained and equipped Soldiers on earth to key terrain at the time of our commanders' choosing.

We have meshed with Joint and Combined teams to provide our committed forces with nearly unlimited mobility and we have sustained their combat efforts through all phases of land force operations.

The power of the U.S. Army has been projected to the most distant and isolated corners of the globe. Moreover, we brought our Soldiers home safely, evacuated the wounded of friend and foe alike and provided refuge to the innocent.

These demonstrated traits underpin a future where Army Aviation must again rise to the challenges of our leadership: Prevent future conflicts through deterrence by fielding a credible force capable of full spectrum combat; shape the future environment through engagement with our allies; and, win decisively if committed to combat.

What follows is a roadmap of Utility Helicopters Project Office actions designed to meet these goals.

U.S. Army Efforts

UH-60 A/L/M achieved their FY 11 production goal to deliver 116 aircraft; delivering 59 UH-60M and 26 HH-60M models to the Army, 2 UH-60M models to the U.S. Air Force and 2 UH-60Ms to the Department of State. Twenty-seven UH-60Ms were delivered to foreign military sales customers.

In FY12, UH-60 A/L/M has a production goal of 118 aircraft; of these, the U.S. Army is slated to receive 63 UH-60Ms and 36 HH-60Ms.

FY11 was a record-breaking year for the Corpus Christi Army Depot (CCAD) RECAP Program.

CCAD completed 48 UH-60A A -to-L aircraft, a 26% increase over the previous high; and is scheduled to complete 48 H-60 RECAP aircraft in FY12.

In calendar year 2011, the Materiel Fielding & NET Team trained 161 aviators, 329 maintainers, and completed UH/HH-60M New Equipment Training (NET) and fielding for the 82nd Combat Aviation Brigade (CAB) and began training the 101st CAB.

In CY 2012, we plan to finish NET for the 101st CAB, conduct NET for Sweden, 10th CAB, and Company C, 7th Bn., 101st Avn. Regt., of the 159th CAB, and begin NET for the 2nd Bn., 158th Avn. Regt. of 16th CAB.

The modernization team is focused on three specific efforts: development and testing of fly-by-wire (FBW) technology, continuous modernization of the UH/HH-60M fleet and digitization of the UH-60L cockpit.

In December 2012, the Black Hawk Modernization team, to include


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U.S. ARMY PHOTO

UH-72A S&S Aircraft

Sikorsky, Aviation Flight Test Directorate (AFTD), and the Aviation Engineering Directorate (AED) completed flight test operations of the UH-60M upgrade (FBW) aircraft.

The test effort amassed 500-plus flight hours and achieved Level 1 Handling Qualities across all Mission Task Elements (MTE). This was a major accomplishment for the design and test effort and met the number one design goal of the program.

The two test aircraft will be transitioned back to the Army and will be used to conduct future science and technology (S&T) evaluations.

The modernization program is migrating capabilities developed from the FBW UH-60M into the existing UH-60M fleet to include: Global Air Traffic Management (GATM), improved battlefield graphics, performance planning, mission management, HH-60M MEDEVAC improvements, and mission growth capabilities.

In addition to the planned improvements of the UH-60M aircraft, the Modernization Office continues to be challenged with obsolescence of multiple electronic components, striving to effectively manage obsolescence and providing additional capability where feasible.

The UH-60L Cockpit Digitization (LCD) effort will greatly benefit pilots by providing them a digital cockpit that increases functionality, capability and growth potential, through the integration of a digital bus, moving maps, network interoperability, and performance planning.

Major Black Hawk modification efforts enhanced the readiness and effectiveness of our fleet.

These include: improvements to the stabilator actuator; we fielded the Reliability Enhanced Stabilator Actuator (RESA) this year as a direct replacement for the existing stabilator actuator for all H-60 models.

RESA employs a sealed brushless DC motor, resulting in a significant improvement in reliability over the current actuator.

The new Dual Stabilator Controller (DSC) replaces a pair of the legacy stabilator amplifiers. It began fielding this year and will reduce the maintenance burden by eliminating the need for the Stabilator Test Set when performing maintenance actions and troubleshooting on the stabilator system.

This year, the Upturned Exhaust System (UES) completed HH/UH-60M production line cut-in and initial fielding. Post-production retrofit of the UES will continue until all H-60M model aircraft are equipped. UH-60 A/L fielding is scheduled to start once the UH-60M fleet is complete. Improvements to the UES are already underway to further improve the effectiveness and durability of the system.

The fielded Ballistic Protective System (BAPS) has proven very effective, but will be upgraded in FY12-13 to the Enhanced BAPS (EBAPS).

EBAPS will provide the same level of protection, but with a weight savings of approximately 40%.

Army MEDEVAC units successfully deployed 24 HH-60Ms to Operation New Dawn (OND) and 15 HH-60Ms to Operation Enduring Freedom (OEF) this last year.

The first HH-60M aircraft into OND belonged to Company C, 3rd Bn., 126th Avn. Regt. out of Vermont and Massachussetts.

We recently held an after action review (AAR) with both the VTARNG and MAARNG where they provided the Army with tremendous feedback on their return from theater.

The T700 engine continues to reinforce its reputation for exceptional performance and ease of maintainability in all environments encountered throughout the world.

This past year saw a steady increase of -701D engines being fielded through both new production and conversion of older engines to the -701D configuration.

Through a cooperative effort with the National Guard Bureau, over 40% of the UH-60A fleet is now equipped with -701D engines, including all aircraft deployed to Kuwait and OEF.

The introduction of common engine controls will further standardize the fleet and reduce logistical burden as the same engine can be installed on Black Hawks or Apaches with the controls correctly identifying the aircraft. Effort is also underway on the Improved Turbine Engine Program (ITEP) which will develop the next generation engine bringing reduced fuel usage, increased performance, improved reliability, and lower maintenance.

The ***UH-72A Lakota*** is the Army's newest helicopter and the latest in a long line of successful aircraft carrying out diverse missions across the globe.

Last year we fielded 59 UH-72A aircraft to multiple national guard and active component sites across the globe. The Lakota is replacing the aging UH-1 and OH-58A/C aircraft currently in use by the ARNG and at test and training centers across the U.S., its Territories, and Germany.

The Army Acquisition Objective

(AAO) is 345 UH-72A.

As of December 31, the program is now operating 197 aircraft.

Last year Lakota units flew over 35,000 hours as the fleet rapidly approaches 100,000 hours flown.

In 2011 a new mission equipment package (MEP) entered into service with the ARNG. The Security & Support Battalion MEP adds an electro-optical / infra-red sensor, a searchlight, and data collection, display and downlink systems.

UH-72A equipped with this MEP will be used by the ARNG to support counter-drug, law enforcement, border patrol, and Homeland Security missions across the U.S., Hawaii and in Puerto Rico.

UH-72A aircraft are also a prime responder to natural disasters both at home and abroad. The ARNG received 26 MEDEVAC equipped UH-72A aircraft in FY 11.

The rapid production of the UH-72A is allowing the Army to transfer OH-58A/C to Ft. Rucker to support training and retire expensive, aging UH-1 helicopters.

The LUH Program continues to meet all cost, schedule and performance requirements while delivering every aircraft on time.

Other U.S. Government Efforts

In FY11, we inducted 6 UH-60Ms into unique mission modifications; 2 for Customs and Border Protection (CBP), 3 for Department of State (DoS) and 1 for the Federal Bureau of Investigation (FBI).

We fielded 8 UH-60M aircraft; 3 modified to DoS, 3 modified to FBI and 2 green to the USAF Operation Loss Replacement (OLR) Program.

In FY12, we will manage the contract for the U.S. Navy with options to purchase up to 63 new Navy H-60s. The U.S. Air Force will receive 2 UH-60Ms.

We will induct 1 UH-60M into unique mission modifications for CBP; 3 CBP UH-60A A-to-Ls into RECAP; and 1 Tennessee National Guard HH-60A into HH-60L RECAP.

We plan to field 9 UH-60M aircraft; 3 modified for DoS, 3 modified for CBP, 1 modified and 2 green for the USAF OLR Program.

Foreign Military Sales (FMS)

This was a robust year for FMS. Since January, we have accepted 59 UH-60s on behalf of 7 different nations.

Of these, 48 have been shipped to their respective countries.

This represents a dramatic increase from previous years and can be accredited to streamlined procedures, a strong relationship with the contractor, and the successful execution of accelerated schedules in support of various country missions.

FMS also facilitated the execution of a formal Letter of Acceptance between the U.S. and the Saudi Arabian National Guard.

FMS is currently working 35 active country cases for 28 separate countries. Twelve of these cases involve on-going aircraft deliveries.

With the 151 aircraft we are currently contracted to field, FMS will be gainfully employed through 2019.

Summary

The Army's plan for the Utility fleet is an aggressive plan funded by the scarce dollars available in today's environment.This fleet continues to modernize and our Soldiers have maintained a force that has demonstrated the ability to **Prevent** conflict through strength.

We are actively engaging over 27 countries with a robust FMS program to help **Shape** our world; and, we are capable of **Winning** Joint and Combined air assault battles today.

Our Black Hawk and Lakota fleets are approaching their approved acquisition objectives and our Common Engine program is working on a more powerful and fuel efficient engine for the future. More importantly, our Soldiers continue to be the best trained and ready force ever assembled.

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COL Thomas H. Todd III is the Utility Helicopter Project Manager, Program Executive Office, Aviation at Redstone Arsenal, AL.

U.S. ARMY PHOTO BY CW2 MATTHEW BLACKWELL, B/4-101ST AVN.

UH-60M helicopters from TF Attack conduct air assault operations in Uruzgan Province, Afghanistan.

U.S. ARMY PHOTO BY CW2 MATTHEW BLACKWELL, B/4-101ST AVN.

TF Attack UH-60M helicopters conduct air assault operations in Uruzgan Province, Afghanistan.

TF Attack Brings Critical Capability to ISAF SOF COIN Efforts

By LTC Roderick M. Hynes

Regional Command-South, Afghanistan: May 2011, 1423 Local.

While conducting a vehicle interdiction mission in direct support of an International Security Assistance Forces Special Operations Forces (ISAF SOF) unit, the air mission commander (AMC) receives a message via over-the-horizon communications. The message from Task Force Attack's tactical operations center (TOC) directs the helicopter assault force to dynamically re-task and conduct a hasty air assault to exploit a homemade explosive (HME) site that was just relayed from timely intelligence.

In flight, proposed landing zones (LZs) are relayed to the crews and further refined by the AMC and pilots in command (PICs). The aerial weapons team (AWT) moves to set the conditions for the air assault. The ground force commander (GFC) is in communication with the air assault task force commander (AATFC) for guidance and coordination. Final approval is relayed by the aviation task force commander.

Within 20 minutes, the package arrives at the HME facility, exploits the site and an N-model Hellfire from the AWT destroys more than 3,000 lbs. of HME that would have been used to make improvised explosive devices (IEDs).

The Reality

This rapid and flexible example of a time sensitive air assault is not fantasy, but a frequent reality for 3rd Battalion, 101st Aviation Regiment (Task Force Attack).

The 101st Airborne Division utilizes the Gold Book as the cornerstone for all air assault operations.

While it is not doctrine it is generally accepted as the model for Army air assault operations. Gold Book tactics, techniques, and procedures (TTPs) are time-tested and proven methods to execute these operations.

However, in the counter insurgency (COIN) environment, it is often not

feasible to execute a 96-hour planning construct when the shelf life on actionable intelligence is so perishable.

So, how can an aviation task force support the customer in a timely and effective manner while also mitigating the risk? This article offers one method to accomplish a time-sensitive mission.

U.S. ARMY PHOTO BY CPT. PHILIP SINGLETON, A/3-101ST AVN.

An Apache flying reconnaissance over Uruzgan Province, Afghanistan.

Key Planning Elements

From a planning perspective there are a few key elements to focus on.

- First, understand that a time-sensitive target (TST) is simply the combination of accurate intelligence with the ground forces' ability to rapidly deploy, coordinated with an aviation asset, to conduct a hasty air assault operation with devastating effects on the enemy. These operations are based on time-sensitive intelligence, and are planned and executed within one crew duty day cycle; therefore AMC and crew selections are critical.

In the "COIN at Altitude" model, one of the centers of gravity is AMCs that can operationalize the rules of engagement and tactical directives.

They also must be capable of, and allowed to, make decisions in the air that normally would be reserved for the aviation task force commander.

The pilots and crews must be able to fly and fight in the toughest terrain in the world. Build and utilize a team of competent PICs and AMC as the nucleus of the package.

- Relationships are the second leg of the triad. The only reason we could pull off the operation earlier described was because we have a phenomenal working relationship with our SOF customers.

We are extremely familiar with each other's capabilities and limitations allowing us to plan a mission set well within those constructs.

This includes planning with known "audibles" that go beyond the standard cherry/ice or LZ primary, alternate, contingency, emergency (PACE) decisions found in more methodical air assaults. The audibles have been rehearsed and are familiar to all key players thereby avoiding the mission becoming an "operation series of successful miracles."

Our ability to conduct liaison exchanges during operation windows ensures both ground and air assets have the same view of the picture.

The Task Force has developed a TST Air Assault SOP that codifies the procedures and products associated with these operations. It is reviewed quarterly in theater to ensure it keeps pace with changes to the operational environment.

- TF Attack has also leveraged technology on hand to facilitate these missions. An example is the UH-60M Blackhawk and its ability to allow the pilot to react to dynamic re-tasking in flight. The aircraft is outfitted with technologies that allow the pilot to change and edit plans during flight, and the ability to monitor aircraft performance in one of the harshest environments faced by Army aviators.

Performance planning is particularly important when dealing with the number of Soldiers that can board the aircraft and the high altitudes that are common when conducting missions in Afghanistan.

This aircraft brings tools to the fight that allow the pilots to better support the GFC's intent, especially when ensuring minimum time on objective with minimum exposure to potential enemy action.

Risk Considerations

In addition, the use of multiple intelligence collection platforms allows for conditions-based turns for high risk air assaults.

These systems coupled with the command and control suite offered in our TF command post allow key leaders at all levels the ability to make timely and informed decisions.

Composite risk management ensures that all plausible mitigation is in place, allowing the TF to execute the mission.

The TF has validated through precious rotational experiences that crew, landing/pick up zone, AMC selection is critical.

Bottom line is high risk missions must have a high risk payoff associated with them. The ability to execute TST air assaults is a critical capability we bring to the COIN fight. Ultimately our report card is written by the trooper on the ground and their analysis of battlefield success.

In the first six months of the current deployment, TF Attack and our SOF customers have realized unprecedented success. The number of high value targets/objectives removed from the battlefield exceeded the previous unit's rollup from the last four years combined. More importantly, these operations have set the conditions for irreversible momentum in the security line of effort.

This will have long-term strategic importance as the Afghan Security Forces start to take on a larger role in securing their populace.

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LTC Roderick M. Hynes is the battalion/task force commander for 3rd Bn., 101st Avn. Regt., Task Force Attack, 159th Cbt. Avn. Bde., supporting Operation Enduring Freedom, Afghanistan.

Simulated Black Hawk crash site at the USACRSC crash dynamics lab.

USACRSC COURTESY PHOTO

Breaking the Links: The Crash Dynamics Lab

By Mr. Bob Van Elsberg

A smashed UH-60 weathers under the hot Alabama sun, its scattered parts forever consigned to the ground. Nearby, in the U.S. Army Combat Readiness/Safety Center's new crash dynamics lab, other aircraft, joined by tactical and privately owned vehicles, rest silently at recreated accident sites. However, these "ghosts" will not remain silent forever. Groups of students learning accident investigation will relive the final moments in these tragic mishaps. What they learn may one day help save Soldiers' lives.

That these accidents happened wasn't merely happenstance; there are normally a series of events – typically referred to as links in an accident chain – that result in a crash. The goal for students in the Aviation Safety Officer and Ground Safety Officer Courses and Career Program-12 intern program is to learn to spot those links in time to prevent future accidents.

Although the Black Hawk is a relatively new "resident" of the crash lab, there are other modern aircraft, including the AH-64 Apache, CH-47 Chinook and a pair of Hunter unmanned aircraft systems. Although dated, even a UH-1, known to generations of Soldiers as the "Huey," sits damaged from an accident during a Flat Iron mission. When things go wrong in the sky, gravity is most often the victor.

However, not all fatal crashes happen in the air; many more occur on the ground. Modern armored vehicles, designed to protect Soldiers from improvised explosive devices and rocket-propelled grenades, sometimes fall victim to rollover accidents.

Reflecting that threat, a mine resistant ambush protected (MRAP) Raptor rests on its side, replicating an accident where a turret came off; a type of accident that sometimes leaves Soldiers crushed or even cut in half.

The Greatest Risk

As sobering as those thoughts are, combat is not where Soldiers are at greatest risk for fatal accidents. It's when the sounds of battle are far away and Soldiers are home driving their car or truck or riding their motorcycle or all-terrain vehicle that they most often let down their guard.

Capturing that reality is a short section of curved, two-lane country road with the guardrail peeled back to the fifth pole. The wreckage of a car bears testimony to how a young Soldier lost control, slammed into the guardrail and died.

Elsewhere, a crashed motocross bike recalls the death of an NCO on an installation off-road riding range. A damaged all-terrain vehicle depicts the night an intoxicated Soldier lost his way on an unlit gravel road, went into the trees and was killed. None of these accidents are fictional; each one was developed from an actual investigation.

Hands-On Learning

Students in the aviation, ground and civilian intern safety classes are introduced to these accident scenes only after having completed weeks of classroom training. When it's time for them to go face-to-face with the facts, instructors have them assemble a team, selecting a board president, recorder, physician, maintenance officer and other advisers. They are given a "redacted" (victims' personal information removed) red book containing certain facts about the actual accident; these may include the aircraft's heading, airspeed, where the crash occurred and information on survivors, if any.

Upon arriving at the lab, students tape off the crash site and begin collecting and analyzing the evidence as the board recorder photographs the accident site. Scouring the landscape for ground scars and examining pieces of wreckage for other clues, students unwind the events leading to the crash as they search for the contributing factors.

Their time at the lab is relatively brief, typically about four hours. After gathering the evidence, the students will return to their classrooms to deliberate the facts. However, that may change in the future; plans are in place for an onsite industrial hygiene lab that will serve as a classroom, allowing students to easily return to crash sites and gather additional information.

Just as in an actual investigation, once the findings and recommendations have been determined, the students out brief the unit's chain of command – in this case, their instructors. But when they do, it will be after having gathered information at the most up-to-date and diverse crash dynamics lab within the Department of Defense.

That the new lab exists can be credited to BG William T. Wolf, director of Army Safety and commanding general of the USACR/Safety Center, who obtained $800,000 to expand and improve what had been a sorely out-of-date facility. He did so pursuing a specific goal – to make the lab more relevant to what we are doing today.

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Mr. Bob van Elsberg works in the Strategic Communication Directorate of the U.S. Army Combat Readiness/Safety Center at Fort Rucker, AL.

Twelve Hours Bottle to Throttle and 1:1:3

By Dr. (LTC) Joseph Puskar

Q: Doc... I was wondering if the restriction for drinking alcohol is still "Twelve hours bottle to throttle?" We were partying pretty hard this weekend, and I still feel a little dizzy. Is there anything I can do that will help with that?

FS: Here's what AR 40-8, para. 6c says: "Alcohol. Aircrew will not perform aviation duties for a minimum of 12 hours after the last drink consumed and until no residual effects remain." That means practically twelve hours must pass from the last drink to the flight brief; i.e. when the mission brief starts or the start of your mission day, or after resolution of any residual effects.

Residual effects refer to toxic effects that may linger after the initial alcohol intoxication is over, and all the alcohol has been cleared from your bloodstream mostly by the liver.

In this case your dizziness may result from toxic effects that alcohol has had on your vestibular system.

Know the Impacts

The hair cells and nerve cells in the cochlea that sense movement by the acceleration of the endolymphatic fluid can become poisoned depending upon the level of intoxication and resulting degree of "hangover," and this can take three days or more to completely resolve in severe cases.

If blood levels get high enough for it to accumulate in the inner ear's cochlear fluid in a sufficient concentration, alcohol stays there much longer than the blood, so the toxicity and resulting dizziness and loss of balance can last long after there is no detectable alcohol in your blood, and after you're legally "sober."

Rapid involuntary eye movements termed vestibular nystagmus can result from abnormal signals to the cells of the inner ear from alcohol toxicity.

Dehydration, electrolyte imbalances, and inability of your body's cells to effectively use oxygen, or histotoxic hypoxia can also contribute to the dizziness.

Acute toxic effects of alcohol result in decreased mental and physical stamina and endurance, decreased ability to process complex visual-spatial, vestibular, auditory, and proprioceptive (touch or position) sensing stimuli and information.

It prevents you from getting into the deeper levels of restorative sleep leading to fatigue.

Low blood sugar can result because alcohol blocks the formation of glucose in the liver, or gluconeogenesis. You can help minimize this effect by taking drinks only with meals, and avoiding sugar mixed drinks like rum and colas and gin and tonics. Alcoholic drinks with a high sugar load cause a greater release of insulin than the sugar drinks alone, and this leads to lower blood sugar levels.

"Holiday heart" refers to a transient arrhythmia of the heart (atrial fibrillation in most cases) that usually resolves after a day or so.

The word intoxication is derived from a Latin word meaning "to poison."

Other effects that can contribute to the residual effects or "hangover" include dehydration that is due to alcohol's impairment of the function of anti-diuretic hormone (ADH), or vasopressin. ADH triggers cells in the kidneys' collecting ducts to reabsorb water that would otherwise leave the body as urine.

The resulting dehydration contributes to the hangover headache, increases your susceptibility to heat injuries, and decreases G-force tolerance.

If you do drink a little to relax and enjoy yourself at home over the holidays next year, or at other social events, a few drinks can be healthy for you, but remember moderation is the key.

Moderation is the Key

The Army's 1:1:3 drinking policy is a good guide to follow.

Have no more than one drink per hour, one drink total if you are driving, and three total for the night.

And these are one ounce alcohol equivalents like one beer, one shot of whiskey, or an 8 ounce glass of wine; not half of an "ammo bowl" for those who have been to Korea!

Tips such as drinking one large glass of water for each alcoholic drink you've had can help prevent dehydration. Eating a good meal with your drinks can slow down or buffer the absorption of alcohol from your digestive tract. The old home remedy of drinking coffee to help improve the symptoms of hangover has been found to be helpful.

But none of these tricks can substitute for moderation, so keep count and stop after three drinks!

Watch Out for Your Wing

And lastly, don't forget to keep an eye out for the wingman who may have had a little too much to drink.

Younger aviators, those naive to alcohol's effects, and those of smaller body size, women, and some who lack the enzyme alcohol dehydrogenase in their stomachs thus putting them at about a two drink disadvantage are more susceptible to intoxication. Make sure they have a good, sober wingman to help get them home safely, and never let an impaired wingman drive.

Fly safe, and see you at the flight line!

Doc Puskar

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

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

Things That Work

By COL (Ret.) Robert D. Carter

As I mentioned in the October 2011 article "3 Simple Questions," I would gather the information provided by the chapter from the annual Chapters Activities Reports and pass on pearls of wisdom that could be possibly be used across the Association. Well I have received a small amount of reports but they are full of great initiatives by some of our chapters. One of the comments that came in was about feedback on what chapters are doing throughout the year. Hope this helps.

It is obvious that a lot of chapters have found that golf and running brings in a great crowd. A number use the annual golf tournaments, including ones with joint services, to bring in funds for their scholarship programs. Chili Cook-off, 5K runs, cross country runs and just the energetic fun runs are great crowd pleasers and keep the interest in our Association.

Chapters have found the typical monthly and quarterly meetings peak peoples interests, and combined with different activities/speakers allow some camaraderie.

Membership nights, Veterans Days, baseball events with local teams, and employee appreciation events are some of the initiatives and provide a great venue for membership drives. Congratulations to the Central Florida Chapter as they hosted their 214th consecutive monthly meeting in December.

A number of chapters continue to support local Wounded Warrior Programs. Donations and support to the program can go a long way for these Soldiers and their families. Support to local Fisher House Foundations also hit a couple of the chapter reports this year.

It isn't contingent on how big a chapter is or how much they put forth monetarily but the fact the effort is made which adds the most to any event that may present itself.

The welcoming of Soldiers through our nation's airports is a great boost in any Soldier's mind. A large number of chapters have supported unit deployment and post deployment balls, ceremonies, and family readiness activities.

One chapter raised money to provide postage costs for shipments to deployed Soldiers; combined with that effort they collected over 3 tons of goods to push forward.

The National Executive Board has supported our units and chapters with thousands of dollars for their events.

Not to forget our Veterans, the Mid-Atlantic Chapter supported the homeless with funds to purchase ponchos for their protection.

Combined activities with AUSA and local ROTC units have created some momentum for events. Two of our chapters even combined for a cruise opportunity to the Bahamas. As reality television has hit the screen, we had a chapter sponsor a Biggest Loser Program for its organization.

The Thunder Mountain Chapter provided support to last summer's wildfires out west; this even included members opening their homes to displaced families.

Not to forget the recent holidays, several chapters provided assistance in the form of Toys for Tots, Holiday Baskets, Christmas Bike Drives, and support to our elderly at different Nursing Homes.

And last but not least is the continuing support for the outstanding performance by our Soldiers, civilians, and families through various recognition programs.

While this may be incoherent as an article, it truly provides a flow of ideas for others to consider as they develop their chapter programs. And, I hope this helps to first of all highlight great things that are going on across our Association and at the same time provide some food for thought as chapters develop their future programs.

As your VP for Chapter Affairs, I want to continue to use this column to assist you in meeting your individual Chapters' goals. Don't ever hesitate in contacting me to help your Chapter or obtain clarification of National procedures.

If you have an idea of a subject that needs to be transmitted across our 70 chapters, let me know and I will use this column as the voice across the Association. As a reminder my email address is *bob.carter@quad-a.org*, drop me a line.

See you next month and thanks for the opportunity to serve the Aviation Soldiers and their families.

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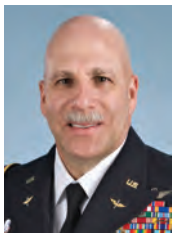
COL (Ret.) Bob Carter
AAAA Vice President for Chapter Affairs



Full Spectrum Membership

By CW5 Mark W. Grapin

I am not such the writer that I must change the names to protect the innocent – it's more like changing names to prevent embarrassment – sort of like giving kids in Junior High School their kiss and hug and have-a-good-day wishes at home, before hopping into the car to drop them off in front of all their friends. I am also not sure if a Quad-A membership – let alone reading magazine articles about it – are things you want your friends catching you doing. Everyone has ridden a Moped, but few will admit this revelation in public.

So I wonder how it must be for a young crew chief shivering in Afghanistan, thumbing through a hand-me-down issue of this magazine, pausing long enough over this forum to learn that her membership is free while she's deployed. And whether the laptop is in her hooch, or she must find her way to the MWR tent to peck a few lines of email, the resultant ba-bong on my end of the wire notifies me that I have a promise to keep for a fellow Soldier.

"Dear Chief: I read that I can get a free membership in AAAA if I'm deployed. If that offer is still open, here's my info…" The offer is still open. With our national attention shifting from Iraq, it's too easy for the vast majority of our populace to forget that our Nation's sons and daughters are still in harm's way. They still need materiel improvements, still need for manufacturers of our aircraft and spare parts to continue to reach for better, and still need for every drop of fuel dispensed to burn as advertised. Our schoolhouses are still open, and producing the master mechanics, controllers, systems operators, and pilots we so desperately need to fill a pipeline of personnel that doesn't stop – that can't stop.

And as I peck these words onto the page, there's an engineer hunched over a drawing board, or a shipping clerk banding a box of left-handed orbital framices that are needed somewhere a half-a-globe away by someone wearing Uncle's uniform. That mechanic or contractor is ready to attach that framice to the stationary case, so their aircraft can leave the maintenance tent, and lives can be saved by the crew-served magnificence we call Army Aviation.

"Yes, Specialist; the offer is still open." We'll be more than glad to add your name to the 18,000 or so others in our professional association who connect every end and corner of our Branch; project our message of relevance, readiness and willingness; and squeeze as mortar between every brick in our national defense to ensure the best personnel are connected with the best materiel, and provided the tools and doctrine necessary to continue to stand their watch safely.

Ba-bong… not ten minutes following the email described above, a second arrives in my in-box – this, from a Representative to Congress and what safely may be called the other end of our membership spectrum. I've never voted for this person, nor even lived in his district. And his name has been omitted to preclude the jaundiced efforts of those who would wield a poison pen and paint this public servant as being in bed with industry or Defense. Elections and electorates are each fickle, and we must invest the effort necessary to understand the challenges of this end of our membership spectrum, just as we do that of the Specialist in Afghanistan. I have broken bread with this Congressman, and we have toasted those who have fallen. We have shared candid and mutually respectful conversations and perspectives.

PHOTO BY ERIC C. GRAPIN

No need for that membership check if you're deployed or enroute to the Combat Theater – just drop us a note and let us know of the deployment, and we'll take care of the rest!

And this email is just as important as every other in my in-box – that of the wish for a Happy New Year, and a reflective thanks for all our hard work in the year just passing. He didn't "want" anything – that's not what the vast majority of our correspondence is about. And sometimes, a pilot will simply key the mic when the span of silence has been too long just to ensure the communication link hasn't failed. Of course, no pilot would admit to such discomfort; nearly all such commo checks come across as, "Approach; this is Army 234: Do you have the winds and altimeter at Fribbish? Unable to receive the ATIS…" The offer is still open, key away.

The next few ba-bongs are unremarkable – an offer for a zero-interest credit card, a refinance offer for my mortgage, but not a single offer entailing an upgrade to the Ginzu knives. Fine by me. Gives me more time to peck a reply to the first two emails, and it's funny how the text comes out pretty similar in each: "Hoping your New Year is starting well, and was glad to get your email. Thanks for the important role you're serving, and we're enormously proud of your contributions. The wife and kids are fine – hope all is well on your end. I promise to keep you posted on what we're working on next for Army Aviation."

Continued Progress in Other Membership Initiatives

Please keep us posted of any changes to your surface or email addresses, phone number or your desire to affiliate with a chapter. The Membership Committee is scheduled to meet at least once more prior to our Annual Forum in Nashville, and your input to the forum is always welcomed. Details on each of the Membership programs are further described in the AAAA InfoFile, and I welcome your questions at mark.grapin@quad-a.org.

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CW5 Mark W. Grapin
AAAA Vice President for Membership

Holly Petraeus Becomes our Advocate in the Consumer Financial Protection Bureau

By Judy Konitzer

With the unique challenges Service members and their families face, it is not hard to see why they can be targeted by unscrupulous lenders wanting "to help" obtain cash to cover debts and expenses when they find themselves in financial trouble.

If you live near a military base just check outside the gates and you will see a myriad of shops – loan, pawn, surplus, electronic, furniture, used car, et al. waiting to compete for Service member dollars.

Although many are reputable, some simply try to take advantage of young, financially inexperienced military, many who for the first time in their lives find themselves away from the comfort and security of hometowns. Add the internet search engines to these outside the gate institutions and you now have millions of links all relating to "military loans."

Those who feel confident about navigating the internet don't necessarily recognize scams, and unfortunately there are many. To all this include banks, credit card companies, mortgage and payday lenders, and debt collectors.

Many military bases are in states hit hardest by the collapse of the housing market, and many members bought homes at prices the current market cannot support.

They can't sell their homes for enough money to pay off mortgages. Unless they are delinquent in paying their mortgages, they do not have access to some assistance programs, and they aren't eligible for a short sale or loan modification.

For those who receive orders for new assignments, it can mean leaving families behind in these homes to avoid hard financial hits, loan defaults, and subsequent foreclosures, which would harm credit ratings.

CFPB COURTESY PHOTO

Hollister (Holly) K. Petraeus (center), Assistant Director for the Office of Servicemember Affairs, Consumer Financial Protection Bureau, signs a Joint Statement of Principles on July 6, 2011 with the judge advocates of all the services. Pictured are (from left): MajGen Vaughn Ary, U.S. Marine Corps; RADM Frederick J. Kenney, U.S. Coast Guard; Lt Gen Richard C. Harding, U.S. Air Force; Richard Cordray, Assistant Director for Enforcement, CFPB; VADM James W. Houck, U.S. Navy; and LTG Dana K. Chipman, U.S. Army.

This in turn puts security clearances at risk and possibly careers.

Can you see now why it is so important to add some consumer protection measures for our military families?

Some military families were helped when Congress voted to modify the Housing Assistance Program (HAP), created to protect military and federal civilian families who saw home values drop because of base closures.

In 2009, HAP was expanded to help new categories of military homeowners including personnel seriously wounded during post 9/11 deployments, surviving spouses of members killed during deployments, and military members who bought homes before July 1, 2006 and were reassigned between Feb. 1, 2006 and Sept. 30, 2010.

But the extra $550 million Congress appropriated to expand HAP has been used and now military families may not be getting that special kind of help.

Enter the Watchdog

In July 2010 the Dodd-Frank Wall Street Reform and Consumer Protection Act was signed into law to attempt to address the abuses behind the financial crisis and the Consumer Financial Protection Bureau (CFPB) was created under U.S. Treasury Department. The bureau is tasked with the responsibility to "promote fairness and transparency for mortgages, credit cards, and other consumer financial products and services.

Its central mission is to make markets for consumer financial products and services work for Americans - whether they are applying for a mortgage, choosing among credit cards, or using any number of other consumer financial products."

The jurisdiction of the bureau includes banks, credit unions, securities firms, payday lenders, mortgage servicing operations, foreclosure relief services, debt collectors and other

financial companies, and its most pressing concerns are mortgages, credit cards and student loans, according to incoming director, Richard Cordray.

CFPB accepts suggestions from consumers via YouTube, Twitter and its own website *http://www.consumerfinance.gov*.

A "Been There-Done That" Advocate

Holly Petraeus was appointed head of the CFPB's Office of Servicemember Affairs in January 2011. She has spent her whole life in the military and comes to this office with exemplary qualifications. Her father, William A. Knowlton, was a four star Army General who served in World War II and Vietnam. Her husband, General David H. Petraeus, retired after 37 years with an illustrious career and is the current Director of the Central Intelligence Agency. The Petraeus' have two children, and their son is currently on active duty.

Like many others, Holly spent years volunteering on Army posts. When Holly's husband was the commander of the 101st Airborne Division (Air Assault) at Ft. Campbell, Kentucky, she served as the Division's Senior Family Readiness Group Advisor. In that capacity she was able to work with Department of Defense (DoD) officials, as well as local, state, and national legislators, to deal with the unforeseen Service member financial problems that came with deployment for the Iraq war.

In 2004 she became the Director of the Better Business Bureau's Military Line and held that position for six years. It gave her the opportunity to make on-site visits to military units all over the country, and guide the development of six teen and adult financial workshops, which were taught to more than 20,000 individuals in military communities.

She also wrote a monthly military consumer newsletter and according to Holly "it was an education for me each month to research and write the articles that went into that newsletter." Her background and qualifications make her current role a natural fit.

In testimony before the Senate Committee on Banking, Housing, and Urban Affairs on November 3, 2011, Holly said, "The CFPB is authorized to enter into agreements with DoD to carry out the Office of the Secretary of the Army's (OSA) work and to make sure that the OSA's goals are achieved.

OSA is responsible for developing and implementing initiatives to educate and empower service members to make better informed decisions regarding consumer financial products and services, to monitor their complaints about consumer financial products and services, (the CFFB's and other Federal or State agency responses to those complaints) and to coordinate the efforts of federal and state agencies to improve consumer protection measures for our military families."

This past year Holly traveled extensively to hear from military families and financial counselors about their most pressing financial challenges and has set up a framework to integrate what she has learned into the operations of the CFPB and her office.

She also said she "met with Adjutants General and their National Guard troops in Oklahoma, Ohio, Illinois and Indiana to hear about their particular issues, which may be a little different from those of active-duty troops since they spend much of their time as civilians and don't have an infrastructure of military-installation-based support like the active duty community does."

A Joint Statement of Principles has been entered into with DoD and the judge advocates general (JAGs) of all the Services. Holly testified, "We wanted to work out a mechanism for sharing complaints made to the CFPB with the JAGs (and vice versa), and we felt it was important to detail how we would work the exchange of information between us. We don't want any military consumer complaints to fall through the cracks!"

Continuing her testimony she said, "We've also set up a working agreement with the Department of Veterans Affairs (VA). We are now referring to the VA Home Loan Program any military personnel or veterans who call the CFPB's hot line claiming that they are in danger of foreclosure, even those who do not have VA-guaranteed loans. This seemed to us to be a very exciting and helpful collaboration."

A troubling area relates to military education benefits and for-profit colleges. In some cases aggressive marketing by for-profit schools leads to expensive private student loans. CFPB will, in the future, ensure students understand these loans and whether they will really be able to pay them back.

Holly is passionate about helping troops and their families and we look towards her office implementing the protection and education to help them make better decisions on financial products and services.

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

New Department of Defense Website for Military Children

When parents deploy, it has been shown that "in their hearts, kids deploy too," explained Kelly Blasko, a psychologist at the DoD's National Center for Telehealth and Technology (T2), Joint Base Lewis-McChord, Washington.

T2 is the primary DoD office for cutting-edge approaches in applying technology to psychological health. In response to the emotional challenges military children experience, DoD launched an interactive website on Jan 18, 2012 created by psychologists at T2. The website features informative videos, educational tools, and engaging games and activities for three age groups: 6 to 8, 9 to 12, and 13 to 17 as well as a monitored online social network for groups to safely share their experiences with deployments. *http://wwwMilitaryKidsConnect.org*

70th Anniversary of Army Aviation

Fixed Wing Aircraft of World War II

By Mr. Mark Albertson

In our continuing effort to commemorate the 70th anniversary of Army Aviation, *Army Aviation* magazine is pleased to present a collection of fixed-wing aircraft that have come to symbolize the establishment of the air observation post concept during World War II.

Attention will be drawn to the first five versions that began the Liaison series of light aircraft. The "L" series performed yeomen service in a myriad of duties, such as pilot training, courier service, photographic reconnaissance, route-column control, air ambulance, light cargo carrier, maritime and coastal patrol, air taxi, light bombing and of course, artillery spotting.

The liaison aircraft of World War II seem light years away from today's sophisticated attack helicopters. But it was the wee, slow puddle-jumpers – many manned by Field Artillery personnel trained as pilots and who were armed with little more than a radio, a .45 and intestinal fortitude – that set in motion a movement that would eventually result in today's United States Army Aviation Branch. And it is to these men and their little machines that this series is reverently dedicated.

Vultee-Stinson L-1 (O-49) Vigilant

In civilian guise it was known as the Stinson Model 74. To the Army it was the O-49. However in April 1942, the Army Air Force reclassified all light observation types as Liaison aircraft; thus the O-49 became the L-1.

The L-1 was a Fieseler-Storch wannabe, featuring such Storch-like characteristics as slats along the leading edges of the wings and slotted flaps on the trailing edges for STOL capability.

Vultee-Stinson L-1 (O-49) Vigilant

Specifications

Dimensions: Wingspan: 50 ft 11 ins; Length: 34 ft 3 ins (L-1A); Height: 10ft 2 ins.
Weight: Empty: 2,670 lbs; Gross: 3,400 lbs.
Power plant: One Lycoming R-680-9 nine-cylinder, air-cooled radial, rated at 295 hp at 2,300 rpm.
One Hamilton-Standard constant-speed propeller, 8 ft 6 in diameter.
Performance: Top speed: 122 mph; Cruise: 108 mph; Service ceiling: 20,000 ft; Range: 350 miles.
Crew capacity: Two, pilot and observer, tandem seating.

Taylorcraft L-2 (O-57) Grasshopper

Specifications

Dimensions: Wingspan: 35 ft 5 ins; Length: 22 ft 9 ins; Height: 8 ft.
Weight: Empty: 875 lbs; Gross: 1,300 lbs.
Power plant: One Continental O-170-3 (A-65-8) four-cylinder, direct-drive, air-cooled rated at 65 hp at 2,300 rpm.
One Sensenich two-bladed, fixed-pitch wooden propeller, 6 foot diameter.
Performance: Top speed: 88 mph; Cruise: 78 mph; Service ceiling: 10,050 ft; Range: 230 miles.
Crew capacity: Two, pilot and observer, tandem seating.

Initial production saw 142 L-1s, 182 L-1As (with a thirteen-inch extended fuselage) and three L-1Bs delivered in 1942. But in 1943, production tailed off measurably. Just 21 copies of the L-1D, 2 copies of the L-1E and one copy each of the L-1C and L-1F.

For the Army Ground Forces, the L-1 proved a bust as an artillery spotter. Fully loaded the L-1 tipped the scales at 3,400 pounds versus the venerable L-4 which came in at a svelte 1,220 pounds. Hence the L-4 proved better suited for soft or muddy conditions. The L-4 was easier to store and transport. And because of its shorter wingspan, the L-4 could operate from country roads.

In addition, the L-1 lacked stability in crosswind landings and featured a less than sturdy landing gear. And when compared in terms of economics, it was no contest. The L-1 took some 6,000 man-hours to build versus 300 man-hours for a Grasshopper.

The L-1 found a home in the China-Burma-India Theater as an air ambulance. Its Lycoming power plant was suited for flying over Asia's mountainous terrain.

Taylorcraft L-2 (O-57) Grasshopper

The U.S. Army Air Corps procured for assessment, four D-Model commercial types from Taylorcraft in 1941. Known originally as the O-57, the L-2 took part in Army maneuvers in the summer and fall of 1941. The Army placed orders in 1942 and 1943 amounting to 1,949 aircraft.

Accidents plagued the L-2. The plane proved deficient in low-speed handling characteristics versus the rival L-4. Indeed the L-2 was found to stall without warning during low-speed turns. The first Field Artillery fatality was Lt. R.P. Stalling, killed at Fort Sill. By mid 1943, five other pilots had been killed.

The L-2 was eventually declared obsolete and relegated to training duties. Few L-2s saw service overseas. The aircraft was eventually grounded in 1943.

Aeronca L-3 (O-58) Grasshopper

The Aeronca Model 65 TC Defender was known at the outset as the O-58; and then, as the L-3. First models were procured by the Army Air Corps in 1941. That same year the L-3 joined its stable mates, the L-2 and L-4, in the summer and fall war games put on by the Army. During 1942 and 1943, 1,465 copies were procured.

The L-3 offered improved visibility over the L-2 because of its larger window area. But that advantage failed to prevent the L-3 from joining

Aeronca L-3 (O-58) Grasshopper

Specifications

Dimensions: Wingspan: 35 ft; Length: 21 ft; Height: 7 ft 8 ins.
Weight: Empty: 865 lbs; Gross: 1,300 lbs; 1,850 lbs (L-3B) and 1,800 lbs (L-3C).
Power plant: One Continental O-170-3 (A-65-8) four-cylinder, direct-drive, air-cooled rated at 65 hp at 2,300 rpm.
One Freedman-Burnham two-bladed, ground-adjustable propeller with an aluminum hub outfitted the L-3A. L-3 "B" & "C" models mounted a Sensenich two-bladed, fixed- pitch wooden propeller.
Performance: Top speed: 87 mph; Cruise: 79 mph; Service ceiling: 7,750 ft; Range: 190 miles.
Crew capacity: Two, pilot and observer, tandem seating.

Piper L-4 (O-59) Grasshopper

Specifications

Dimensions: Wingspan: 35 ft 2 ins; Length: 22 ft 3 ins; Height: 6 ft 8 ins.
Weight: Empty: 708 lbs; Gross: 1,220 lbs.
Power plant: One Continental O-170-3 (A-65-8) four-cylinder rated at 65 hp at 2,300 rpm.
One Sensenich two-bladed, fixed-pitch wooden propeller.
Performance: Top speed: 85 mph at sea level; Cruise: 75 mph; Service ceiling: 9,300 ft; Range: 190 miles.
Crew capacity: Two, pilot and observer, tandem seating.

Vultee-Stinson L-5 (O-62) Sentinel

Specifications

Dimensions: Wingspan: 34 ft; Length: 24 ft 1 in; Height: 7 ft 11 ins.
Weight: Empty: 1,550 lbs; Gross: 2,300 lbs (L-5G).
Power plant: One Lycoming O-435-1 six-cylinder rated at 185 hp at 2,550 rpm.
One Sensenich two-bladed, fixed-pitch wooden propeller, 7 ft 1 in diameter.
Performance: Top speed: 130 mph; Cruise: 115 mph; Service ceiling: 15,800 feet; Range: 420 miles.
Crew capacity: two, pilot and observer, tandem seating.

the L-2 on the ground because of training accidents.

A few L-3s served with the U.S. II Corps in the Mediterranean. Some saw service at the Air OP training school at Lourmel, Oran with the Free French Forces. But most L-3s remained stateside.

Piper L-4 (O-59) Grasshopper

The L-4 Piper Cub is the Babe Ruth of Army Aviation aircraft; endowed with an off-the-shelf simplicity that came to epitomize the Ground Forces' idea of an Army co-operation aircraft: Low cost, easy maintenance, robust construction and reliability. It is certainly safe to say, that here, the taxpayer got the proverbial bang for the buck.

The ubiquitous Cub went through a number of marks, beginning as the YO-59; civilian designation was the J3C-65. Four were purchased in 1941. Then as the O-59, twenty were procured followed by an additional order of 120 copies.

The Cub came highly recommended: President Franklin D. Roosevelt's Civilian Pilot Training Program. Seventy-five percent of the 435,165 graduates of the CPTP (known after 1942 as the War Training Service) flew the Cub. Army modifications included additional Plexiglas for improved visibility and a modified cockpit. The usual radio was the SCR-609 sender-receiver.

The L-4 attracted a cult following like a 1950s Sci-Fi flick. This was indicative from the catchy nicknames it generated during World War II: Grasshopper, Puddle-Jumper, Bisquit Bomber, Maytag Messerschmitt and Doodlebug* just to name a few.

Despite being an unarmed, low-speed put-put, the Cub earned the well-deserved reputation of being one of the most powerful aircraft in the U.S. Arsenal. For just a single aviator, armed with a radio and binoculars, could bring down on the enemy the fearsome wrath of the U.S. Army Field Artillery.

The L-4 by far was the most produced U.S. Army co-operation aircraft in World War II at 5,671 copies. Cubs served in nearly every theater of the war.

Vultee-Stinson L-5 (O-62) Sentinel

This light aircraft was a derivative of the commercial Model 105 Voyager. The first six copies procured by the Army Air Corps were designated as YO-54. However the aircraft was altered to conform to Air Corps requirements, becoming the Model 76. To the Air Corps it was known as the O-62 and then as the L-5.

The L-5 was bypassed by the Ground Forces as an artillery spotter. The L-5 was speedier than the L-4 and boasted a longer range. The L-4, though, enjoyed superior STOL capabilities, was easier on the wallet and could rough it on airfields akin to that of a washboard.

However starting with Operation Shingle – the invasion of Anzio, January 22, 1944 –the Ground Forces began to find uses for the L-5 where the L-4 came up short: Ambulance duties, wire laying and light transport, photographic reconnaissance and the rescue of downed personnel.

The L-5 saw extensive service in both the European and Pacific Theaters. The USAAF procured 3,972 copies.

* "Doodlebug" was a nickname applied to the Fi-103 missile, built by the Gerhard Fieseler Werke G.M.B.H. This weapon was known by its more popular name, the V-1 Rocket, or the *Vergeltungswaffe Eins* (Revenge Weapon One). Another nickname for the V-1 was the "Buzz Bomb."

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Mark Albertson is an award winning historian and contributing editor to ARMY AVIATION magazine.

1st CAB Prepares for New Unit

By SGT Kevin Parry

The Combat Aviation Brigade, 1st Infantry Division will be adding a new capability in March. Company F will augment the brigade's mission with the Gray Eagle unmanned aircraft system (UAS) which can provide nearly 24 hours of coverage while in a reconnaissance configuration.

"It's a multiple asset that the commander can use for many different situations," said CW3 Jeffrey Stokes, the Co. F commander. In addition to the reconnaissance configuration, the Gray Eagle can be configured to become an asset to aircraft over the battlefield. Apache pilots not only have the ability to communicate with operators, but can also see the payload that the Gray Eagle is carrying; and with the introduction of the Apache Block III aircraft, scheduled to reach the CAB also in March, pilots can actually take control of the payload.

Ultimately, Gray Eagle operators will have the capability to acquire and engage targets on their own, according to the needs of the ground troops or the ground commander.

-SGT Kevin Parry is assigned to the public affairs office, combat aviation brigade, 1st Infantry Division.

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

A Gray Eagle unmanned aircraft taxiing on an airfield at Camp Taji, Iraq, before a surveillance mission in the Baghdad area.

U.S. ARMY PHOTO BY SGT KEVEN PARRY, 1ST CAB PUBLIC AFFAIRS

Soldiers from Co. F, 1st CAB, undergo training on the Gray Eagle UAS systems on Fort Riley, KS.

Industry News

And Announcements Related to Army Aviation Matters

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

LONGBOW LLC to Provide Apache LONGBOW Block III Radar and Data Link Systems

LOCKHEED MARTIN COURTESY PHOTO

The LONGBOW Limited Liability Company, a joint venture of Lockheed Martin and Northrop Grumman Corporation, received a $181 million contract from the U.S. Army for AH-64D Apache Block III LONGBOW systems. The contract includes the first international purchase of the Block III LONGBOW Fire Control Radar (FCR) by Taiwan, which will receive 15 Block III LONGBOW FCR systems. LONGBOW LLC will also produce 18 Radar Electronic Units (REU), 14 Unmanned Aerial System Tactical Common Data Link Assembly (UTA) systems and spares to equip the U.S. Army's new fleet of Block III Apaches.

Avion Solutions, Inc. Named Huntsville Small Business of the Year

HUNTSVILLE CHAMBER OF COMMERCE COURTESY PHOTO

Mr. Chad Donald (right), executive vice president of Avion, Inc., accepts the Huntsville, AL Chamber of Commerce Small Business of the Year Award in Government Contracting Services for 2011 on behalf of his company from Dr. Gurmej Sandhu, founder and chairman of Sigmatech, Inc. The presentation was made during the Chamber's 26th Small Business Awards Celebration at the Von Braun Center in downtown Huntsville. More than 100 contenders were chosen from among more than 400 nominations in six categories before the winners were announced. Avion delivers a broad range of specialized engineering, software development, logistics and technical services to the U.S. Army Aviation community.

ARINC Aerospace

ARINC Incorporated announced on Jan. 9 it has formed a new subsidiary, ASES LLC, doing business as ARINC Aerospace. The new company will specialize in the modification, modernization, upgrade and maintenance of aircraft for the military, government, and commercial marketplaces. ARINC Aerospace assumes most of the operations of ARINC's former Aerospace Systems Engineering & Support (ASES) business unit. Michael A. Young, who led the ASES division as Vice President for the past eight years, has been named Vice President of the new company; approximately 500 ASES employees will also be transferred. ARINC Aerospace will have two divisions: Aircraft Integration, Modification, & Maintenance, and Aircraft Logistics & Sustainment.

Contracts

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

AAI Corp., Hunt Valley, MD, was awarded a $54,795,517 firm-fixed-price contract for the modification of an existing contract to procure laser designator retrofit kits for the Shadow unmanned aircraft system. Work will be performed in Hunt Valley, MD, with an estimated completion date of March 31, 2014.

Bell Helicopter Textron, Inc., Hurst, TX, was awarded an $8,239,840 firm-fixed-price contract to provide for the procurement of a Bell Helicopter Huey II aircraft with maintainer and pilot training. Work will be performed in Ozark, AL, with an estimated completion date of Dec. 31, 2012.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded a $12,000,000 cost-plus-fixed-fee contract to provide for support services for Warrior A/Block 0 unmanned aircraft systems. Work will be performed in Poway, CA, with an estimated completion date of Dec. 17, 2013.

General Atomics Aeronautical Systems, Inc., Poway, CA, was awarded a $30,342,272 cost-plus-incentive-fee contract for the modification of an existing contract in support of the MQ-1C Gray Eagle unmanned aircraft system quick reaction capability. Work will be performed in Poway, CA, with an estimated completion date of May 7, 2012.

L-3 Communications Corp., Systems Field Support, Madison, MS, was awarded a $69,277,000 firm-fixed-price contract for services in support of the worldwide fleet of C-12/RC-12/UC-35 aircraft. Work will be performed in Madison, MS, with an estimated completion date of Jan. 31, 2013.

Rolls-Royce Corp., Indianapolis, IN, was awarded an $18,185,434 firm-fixed-price contract to provide for the procurement of an additional six months logistics support. Work will be performed in Indianapolis, IN, with an estimated completion date of June 30, 2012.

Sikorsky Aircraft Corp., Stratford, CT, was awarded an $81,168,138 firm-fixed-price contract for the modification of an existing contract to convert UH-60M aircraft to the United Arab Emirates Armed Forces unique configuration. Work will be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

Advertisers Index

POTM
PEOPLE ON THE MOVE

AVIATION GENERAL OFFICER PROMOTIONS/ASSIGNMENTS

38TH CAB PAO PHOTO

The Secretary of Defense Leon E. Panetta announced on Jan. 23 that the President has nominated *BG Jeffrey N. Colt*, for appointment to the rank of major general. The chief of staff, Army announced on Jan. 24 Colt's assignment from deputy commanding general (support), 101st Airborne Division (Air Assault), Fort Campbell, KY, to deputy commanding general, XVIII Airborne Corps and Fort Bragg, Fort Bragg, NC.

CHANGES OF COMMAND

38TH CAB PAO PHOTO

COL Mark A. Stryker (right), 42nd Combat Aviation Brigade commander, presents the 642nd Aviation Support Battalion colors to incoming commander *LTC Jack James* during a change of command ceremony at the Army Aviation Support Facility 2 in Rochester, NY on Nov. 5, 2011 as out-going commander, *LTC Scott Norcutt* (far right) relinquishes command. Norcutt, who took command in 2008, is an Iraq War veteran and former deputy director of aviation and safety for Joint Force Headquarters-NY. James is a West Point graduate who has held leadership roles in the 142nd Assault Helicopter Battalion and 42nd Combat Aviation Brigade. He began his aviation career as a pilot with the 25th Infantry Division.

DEPLOYMENTS

U.S. ARMY PHOTO BY SGT. DANIEL SCHROEDER, 25TH CAB PUBLIC AFFAIRS

Wings of Lightning Deploys

Soldiers from the 25th Combat Aviation Brigade "Wings of Lightning," 25th Infantry Division began deployment from Wheeler Army Airfield, Hawaii, to Afghanistan in support of Operation Enduring Freedom during the second week in Jan., 2012. The brigade's fighting force consists of more than 2,300 Soldiers and equipment including OH-58D Kiowa Warriors, UH-60 Blackhawks, and CH-47 Chinook helicopters from WAAF and AH-64D Apache helicopters from Fort Carson, CO. A rear detachment will operate from WAAF to support deployed Soldiers' families throughout the deployment.

AWARDS

U.S. ARMY PHOTO BY STEPHANIE JOHNSON, REO AIN PAO

DFC Awarded to Ten Night Stalkers

Ten members of the 160th Special Operations Aviation Regiment (Airborne) were awarded the Distinguished Flying Cross in a small ceremony at Fort Campbell, KY on Jan. 6 by BG Kevin Mangum, commander of the U.S. Army Special Operations Aviation Command and former 160th SOAR (A) commander. Awarded for heroism or extraordinary achievement while participating in aerial flight, the DFC was presented to: *CPT Michael Hiltquist , CW5 Stephen Combs, CW5 Dino Sorter, CW4 Gregory Cooper, CW4 Andy Fisher, CW4 William Rucker, CW4 John Williams, CW3 Sidney Sprabary, and CW4 James Costello and CW4 Ryan Glathar* who could not be present. The awards were given for the extraordinary circumstances of two separate missions both of which required the aircrews to execute very complex missions on short planning timelines in extremely challenging urbanized terrain. With complete disregard for their own safety, they each provided precise rotary wing support to the troops on the ground despite a determined and persistent enemy. The 160th SOAR (A) recently celebrated its 30th anniversary and remains one of few Army units that have participated continuously in combat operations since September 2001.

RETIREMENTS

U.S. ARMY PHOTO BY SFC STEPHANIE CARL, TF THUNDER PUBLIC AFFAIRS

Final Flight Gets Cold But Warm Reception

With a career spanning over two decades, five deployments in multiple conflicts, and a love of flying, *CW4 Edward P. Walker*, standardizations instructor pilot, 7th Squadron, 17th Cavalry Regiment, 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault), ended his last combat flight as a U.S. Army aviator with a "wetting-down" ceremony in the near freezing temperatures of Kandahar, Afghanistan on Jan. 6, 2012. A crowd of fellow pilots, crew members, and a military fire truck surprised Walker with the ceremony as his OH-58 Kiowa Warrior moved into its parking position at the ramp. Walker will stay in the Clarksville, TN, area for the next couple of years while his children complete their education and plans to pursue a flying career in the civilian job sector.

POTM
PEOPLE ON THE MOVE

FY 2011 COLONEL PROMOTION BOARD RESULTS

The fiscal year 2011 Colonel, Army competitive category, selection board results were released Dec. 14. Congratulations to the following 22 Aviation lieutenant colonels on their selection.

Seq#		
0038	Altieri Jayson A. +	AV
0015	Ault Robert T. *	AV
0080	Barrie Robert L. *	AC
0151	Bentley Michael K.	AV
0136	Berry Kevin L. *	AV
0109	Blackwell William	AV
0134	Chase Kenneth D. *	AV
0049	Cole Andrew Jr *	AV
0016	Hertzendorf Michael	AV
0028	Howard Paul D.	AC
0070	Klinkhammer Ian B. *	AC
0133	Lewis Matthew R. *	AV
0090	Mele Paul A. *	AV
0105	Metzger Jeffrey M. *	AV
0091	Moore Thomas G.	AV
0048	Murray Randy *	AC
0079	Musiol Michael J. *	AV
0154	Prickett Shawn T. *	AV
0047	Rigole Julius A.	AV
0012	Thompson Garry L. *	AV
0126	Torza Vincent H. *	AV
0075	Vannoy John M. *	AC

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.

63 Officers, January 12

IERW AH-64D Track

WO1 James J. Donato – **DG**
LT Kyle C. McDermott – **DG**
WO1 Jeffrey S. Chesworth – **HG**
LT Edwin D. Mobley – **HG**
LT Jeffrey R. Piazza – **HG**
LT Reed J. Alexander II
LT Kurt M. Bujewski
LT Nathaniel Carter
WO1 Morris J. Dansby
LT Ashley Ehasz *
LT Alonso Espinosa *
LT Matthew H. Guin
LT Daniel S. Hall *
LT Steven T. Kinney *
WO1 Pedro E. Marrero
WO1 Danielle D. McClain
LT Adam P. Ramsdale
LT Phillip Rangitsch
LT Jason M. Sutton
WO1 David J. Williams
WO1 Bryan A. Zemek

IERW CH-47D Track

WO1 Benjamin L. Conner * – **DG**
LT Christopher W. Smith – **DG**
LT Albert D. Cole
WO1 Jason S. Michael
LT Jeremy P. Sumruld
WO1 James C. Thissen

IERW OH-58D/R Track

WO1 Timothy D. Slavik – **DG**
LT Chad A. Thayer – **DG**
WO1 Trever M. Aus
LT Benjamin J. Fry
LT Michael A. Hurst *
LT Jacen Lanclos *
LT Wendy M. Reuter
WO1 Martin K. Saffery *
WO1 Nathan M. Smith
WO1 Michael J. Welch

IERW UH-60 Track

WO1 Michael S. Selley – **DG**
LT Andrew J. Watkins-Clark – **DG**
LT Jeffrey Belvedresi – **HG**
WO1 Kyle S. Beyler – **HG**
LT David F. Boswell
LT Edward J. Boylan *
WO1 Thomas J. Brunschmid *
WO1 Lucas L. Buttke
LT Paul R. Caston
LT Daniel A. Clemons
LT Jonathan A. Cook
WO1 Kristopher McClintock
WO1 Evi Morrison
LT Jonathan E. Shaddix
WO1 Jered A. Stetter
LT Bryan J. Tauzer
LT Justin R. Van Dam
LT Troy A. Wright

IERW UH-60M Track

WO1 Gabriel A. Osoria – **DG**
LT Alexander Farinelli * – **HG**
LT Elizabeth M. Connors *
WO1 Michael A. Evangelista
LT Keely G. McKeon
LT Christopher W. Simpkins *
WO1 James Q. Williford

27 Officers, January 26

IERW UH-60 Track

WO1 Dallas G. Garza – **DG**
WO1 Robert P. Faust – **HG**
WO1 Derek L. McMann * – **HG**
WO1 Theodore M. Aarsstad
WO1 Casey B. Cannon
WO1 Christopher Colon *
LT Brendon M. Conroy
WO1 Charles B. Dawson *
LT Gregory M. Engler
WO1 Jamie C. Huebner
WO1 Jeremiah J. Jares *
LT Charles L. Leddy
LT Philip C. Linder
LT Chase M. Simpson
WO1 Johnny B. Pickett *
WO1 Michael T. Schmidt
WO1 Jason R. Todd
LT Jason R. West
LT Thomas J. Winford

IERW UH-60M Track

WO1 Kristian E. Brown – **DG**
LT Justin R. Purser – **HG**
LT Walter Arevalo
WO1 Michael J. Burns
WO1 Jacquelyn E. Courtney
WO1 Christopher Goodwin
WO1 Christopher J. Heiniger *
LT David L. Talarico

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

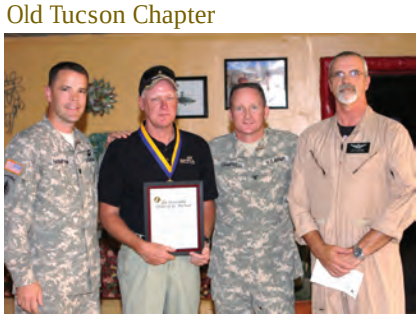
Order of St. Michael, Honorary Knight and Our Lady of Loreto Awards

Iron Mike Chapter

PHOTO BY SSG DONNA DAVIS, ITF POSEIDON PUBLIC AFFAIRS

CPT Jacob Bojarski, of Syracuse, NY, a support operations aviation maintenance officer with the 82nd Combat Aviation Brigade, is inducted into the Bronze Honorable Order of Saint Michael in a ceremony at Bagram Airfield, Afghanistan Jan. 13. 82nd CAB commander COL Terry J. Jamison presented the award to Bojarski on the occasion of his pending release from active duty for his outstanding contributions to Army Aviation which included critical maintenance support that allowed the CAB to amass more than 49,500 combat flying hours during its first 90 days in theater. Bojarski will transition to the civilian sector in the spring of 2012.

Old Tucson Chapter



U.S. ARMY PHOTO BY SFC KIMBERLY WRIGHT, WAATS PUBLIC AFFAIRS

CW5 Keith Resco, brigade aviation maintenance officer for the Western Army Aviation Training Site (WAATS), is inducted into the Bronze Honorable Order of St. Michael by WAATS commander, COL Kenneth G. Campbell, Old Tucson Chapter president, CW5 (Ret.) Bradley D. Rinehart (far right) and LTC Kenneth S. Thompson, WAATS Maintenance Battalion commander, during a ceremony at Silverbell Army Heliport, Marana, AZ on Oct. 14, 2011. Resco was recognized on the occasion of his retirement for his accomplishments during more than 30 years of support to Army Aviation, including flying numerous aircraft as pilot, instructor, maintenance test pilot and maintenance examiner. Additionally, he was involved in the transition to the AH-64D Apache as an IP/ME.

Rising Sun Chapter

CHAPTER PHOTO BY MAJ THOMAS K. BREDE

Krista Brede, family readiness group leader for the 78th Aviation Battalion, is inducted into the Order of Our Lady of Loreto during a ceremony on Aug. 26, 2011, at Camp Zama, Japan, by battalion commander, LTC Robert W. Brinson, Jr., and CW4 David Draper, Rising Sun Chapter president. Brede was recognized for her outstanding service as the battalion FRG leader during Operation Tomadachi-Japan. Her husband, MAJ Thomas K. Brede, is the battalion executive officer.

Savannah Chapter

U.S. ARMY PHOTO BY CPT CHAD ASHE, 3RD CAB PUBLIC AFFAIRS OFFICER

CW5 Bryan C. Batt, Retired, stands with COL Allan M. Pepin, commander of the 3rd Combat Aviation Brigade, after being inducted into the Silver Honorable Order of St. Michael during a ceremony Jan. 3 at the brigade headquarters at Hunter Army Airfield, GA. Batt was recognized for his accomplishments over 31 years of active-duty service in which he flew more than 5,400 accident-and-incident-free flight hours, including more than 2,000 hours during combat deployments. Most recently, he served as brigade standardization pilot for the 3rd CAB in Afghanistan, and was integral to the brigade's achievement of a fatality-free deployment. He also established a training-and-mentoring program to enhance the operational capability of the Afghan Army Air Corps.

Legislative Report

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

New Defense Strategy

On Jan. 4 President Barack Obama gave a press conference at the Pentagon with Secretary of Defense Leon E. Panetta and the Joint Chiefs of Staff and introduced his new defense strategy described in the eight page "Sustaining U.S. Global Leadership: Priorities for the 21st Century."

The combined group presented an image of undiminished power as they described the restrained use of military force and more modest foreign policy goals in an era of austerity after a decade of war.

While the Department of Defense budget reductions including the $487 billion over the next 10 years approved in the 2012 National Defense Authorization Act were discussed in general, the possible sequestration of an additional $600B of DoD funds in 2013 was not explored.

Key strategies include downsizing the military, shifting from the expensive ground wars in Iraq and Afghanistan and refocusing on the threats from China while not ignoring Iran and North Korea. Priority was given for special operations and cyberspace.

The national military strategy was shifted from being able to carry out two sustained ground wars to fight to win one war and spoil the aspirations of another adversary in a different region of the world.

Concurrent missions are to include humanitarian relief and contingency operations such as counterterrorism missions and enforcing no-fly zones. More detailed implementation of this strategy will be released in the President's Budget on Feb. 19.

The Department of Defense Fiscal Year 2013 base budget is $525B with an additional $88B for overseas contingency operations after Budget Control Act mandated reductions of $259B over five years, FY 2013-2017, and $478B over 10 years.

Army FY13 Budget Comments

On Jan. 27 Army Chief of Staff General Ray Odierno at a Pentagon press conference summarized thrusts of the FY13 Army Budget Request which will be released in Feb. as part of the President's Budget.

- Reduce strength from 570,000 to 490,000 over five years
- Reduce at least 8 brigade combat teams
- Deactivate 2 heavy BCTs in Europe, in 2013 and 2014
- Reshape the Army Force Generation (ARFORGEN) model
- Reduce personnel costs
- Ask Congress for 2 BRAC rounds to reduce installation size
- Implement comprehensive energy cost reduction
- Increase special operation forces to 35,000
- Slow Army Aviation procurement from a $5.4B base to $4.5B
- Army agreed with Air Force C-27J cancellation

Debt Ceiling Being Raised

On Jan. 26 the Senate voted 52-44 to grant Pres. Obama a $1.2 trillion increase in the government's borrowing authority. Coupled with the other $0.9B borrowing allowed by the Aug. 2011 Budget Control Act, the president will have $2.1T of borrowing authority offset by only $38 billion in spending cuts up front. In accordance with the BCA the other budget cuts will be taken across the next ten years. This will allow government to borrow up to $16.4 T to cover the bills incurred by Congress and the President without another request until after the Nov. national election.

Another Doc Fix Effort

On Jan. 24 a 20-member House and Senate joint conference committee met in an open meeting to express their willingness to hammer out an extension of the 2-month Social Security payroll-tax bill by Feb. 29, 2012. Failure by Congress to find funds from other programs for this bill without increasing the deficit led to this very short funding authorization. The bill includes the extensions of the Social Security payroll tax reduction (from 6.2 to 4.2 percent), unemployment benefits and the Doc Fix.

The need for the Doc Fix was caused by a 1997 bill that required about a 3 percent cumulative reduction in payments per year across a ten year program to Medicare doctors based on a view that medical costs would be reduced.

In practice, the medical payment costs have increased and Congress has made 12 incremental fixes to maintain adequate payments so doctors retain and accept new Medicare patients as well as TRICARE patients whose fees are based on the same cost structure.

A one-time fix has not been done because of the estimated cost of about $300 billion. Funds from other programs or new revenues were not found and causing a large increase in the deficit was not considered acceptable.

Failure to make the Doc Fix by the end of Feb. is expected to begin a major disruption of Medicare and TRICARE care for retirees and military patients. The Military coalition is continuing its goal to achieve a permanent Doc Fix.

Request Your 2012 Ballots Now

Federal Voting Assistance Program officials have begun efforts to assist absentee military, family member and civilian voters to request, receive and successfully cast their 2012 absentee ballots.

In response to law changes in many states, absentee military and civilian voters are required to submit a Federal Post Card Application each calendar year to receive their ballots even if they have voted recently and are living at the same location. Additionally, you should remember that absentee ballots should be completed and mailed a minimum numbers of days prior to an election day based on your location. For example, those in Afghanistan, not in air stop locations, should mail their ballots 17 days prior to the election day. For more information, go to *http://www.fvap.gov*.

Many Eligible for Medical Disability Review

Veterans medically separated from military service between Sep. 11, 2001 and Dec. 31, 2009, may have some medical recourse if they believe they unfairly received too-low a disability rating from the military. In 2009 Congress authorized a Physical Disability Review Board to reassess the accuracy and fairness of the combined disability ratings assigned to service members who were discharged as unfit for continued military service by the military departments with a combined disability rating of 20 percent or less. Only 3,000 of 77,000 veterans believed eligible have applied, with nearly half receiving upgrades to 30 percent or higher. More information is available at: *http://www.health.mil/pdbr*.

TBI Reporting

In the last several years GEN Peter Chiarelli, the Army vice chief of staff, has focused attention on the study and treatment of long lasting blast-related Traumatic Brain Injuries received by soldiers in convoys and on foot patrols in Iraq and Afghanistan.

From these efforts, the importance of identifying, evaluating and treating mild TBI as needed has been recognized.

Soldiers with possible mild blast-related concussions should report their injury for evaluation and treatment as needed before being exposed too quickly to a second injury that might cause permanent damage.

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In Memoriam

Colonel Joseph Levinson

FILE PHOTO

We are saddened to announce the passing of a member of the "Originals," COL Joseph Levinson, Ret., on Wednesday, October 26, 2011 in Austin, Texas. He was 87.

Born in Chicago, Illinois, he enlisted in the US Naval Reserve in 1942 where he served as a radio man aboard an anti-submarine flying boat. He separated from the Navy in January 1946 and entered the Illinois National Guard where he was called to active duty as an Artillery second lieutenant in May 1951 and subsequently graduated from Liaison Pilot training at Fort Sill, Oklahoma.

He served in Korea as an Army Aviator with the 189th Field Artillery, 45th Infantry Division and ended his tour as an instructor pilot with the Korean Aviation School where he was awarded Korean Pilot Wings Number 18.

In 1963, he commanded the 121st Aviation Company, "Soc Trang Tigers," in Vietnam where he organized the Eagle Search and Destroy operations in the Mekong Delta. Then Major Levinson and his unit's exploits became legendary due to numerous reports in the national press and in the book, "Dirty Little War" as well as the nationally released film, "Vietnam, It's a Mad War."

His last assignment in the Army was as Chief of the Long Range Branch, Studies and Special Projects Division with the Combat Development Command of the Army Aviation School at Fort Rucker, AL.

In this position, his projects included ARCOS (Aviation Structure of the Army 75), the Advanced Aerial Fire Support System (AAFSS / "Apache"), and the Utility Tactical Transport Aircraft System (UTTAS / "Blackhawk"). He was qualified in more than 25 military and civilian fixed and rotary wing aircraft when he retired in 1967.

After retiring from the military, he spent the next 17 years in Richardson, Texas where he developed several successful businesses, and ultimately moved to Austin, Texas where he remained active in AAAA and other military veterans associations becoming a staunch advocate for combat disabled veterans.

"The Originals"

We call our founding Army Aviators "The Originals."

These are the men who were the first organic Army aviators serving as Liaison Pilots from June 6, 1942 to 1951 flying the famed L-4 Piper Cub and similar aircraft.

First as aerial forward observers for the Field Artillery, they were not part of the Army Air Corps; however, by 1951 all Liaison pilots were converted to Army Aviators.

His awards and decorations include the Legion of Merit, Purple Heart, Bronze Star, Air Medal with V and Numeral 13, Air Force Commendation Medal, Army Commendation Medal with oak leaf cluster, Master Army Aviator Badge, as well as numerous WWII, Korean, American and Vietnam theater and campaign decorations.

He was buried with full military honors on November 22, 2011 at Arlington National Cemetery.

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Help us locate a lost member andyou will recieve a one month extension to your AAAA membership!

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January 2012
Alamo/Kack H. Dibrell

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In Memoriam

COL Richard W. Lewis, Ret.

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AAAA recognizes the generosity of the following individuals who have donated over the past quarter to the general fund. Contributions can be made online at www.quad-a.org or mailed to AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468. 100% of your tax deductible donation goes directly to our soldiers and their families.

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UPCOMING EVENTS

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

JULY 2012

July 20 AAAA SFI Executive Committee (Conference Call) Meeting, Arlington, VA

July 21 AAAA Scholarship Selection Committee Meeting, Arlington, VA

AUGUST 2012

Jul 31 - Aug 5 VHPA 29th National Annual Reunion, New Orleans, LA

SEPTEMBER 2012

Sep 9-12 NGAUS 134th General Conference, Reno, NV

ARMYAVIATION UPCOMING SPECIAL FOCUS:

March/April

- AAAA Annual Professional Forum and Exposition, April 1 - 4, Nashville, TN
- 2011 Photo Contest Winners

May

- Reserve/Guard Aviation Updates
- AAAA Forum Recap

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

ARMY AVIATION ASSOCIATION OF AMERICA

755 Main Street, Suite 4D, Monroe, CT 06468-2830
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Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark 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

FEBRUARY 28, 1987

101st Aviation Group (Combat) Re-Designated

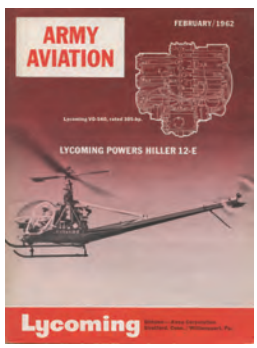
On November 13, 1986, the 101st Aviation Group (Combat) was re-designated Aviation Brigade, 101st Airborne Division (Air Assault). The re-designation ceremony took place before the Brigade Headquarters at Ft. Campbell, KY. The 101st Aviation Group (Combat) had been in effect since June 25, 1969. The Aviation Brigade is the largest of its type in the Army, featuring three attack helicopter battalions, two Black Hawk battalions, one CH-47 battalion, one Command Aviation battalion and a Cavalry squadron. COL Jacob B. Couch, Jr., Aviation Group commander (center, adjoining photo), became the first brigade commander.

Modern-Day Zeppelin

The U.S. Army Aviation Systems Command's Aviation Applied Technology Directorate at Ft. Eustis, VA, awarded a contract to Aerolift Inc. By virtue of the agreement, Aerolift is to apply its lighter-than-air technology in an attempt to satisfy Army cargo handling requirements. Aerolift's blimp-type aircraft is known as Cyclocrane, a hybrid airship built around an X-shaped frame and mounting airfoils and propellers, designed for heavy lift duties. Aerolift Inc. was organized by Arthur Crimmins, inventor of the Cyclocrane.

Gift-Wrapped Apache

Adjoining photo depicts an AH-64 all trussed up for shipping. The polyethylene skin is akin to the shrink wrap applied to boats for winter storage. The wrap is applied by the use of heat-shrink guns, a process that requires four people working the same amount of hours to complete. The Apache in question is bound for Germany.



50 Years Ago

FEBRUARY 1962

Towering Above the Rest

The U.S. Army Signal Brigade in Europe found another use for its H-34 helicopters: Installing or uprooting microwave towers. The antennas climb upwards of 150 feet, measure ten feet across and weigh upwards of 600 lbs. Helicopters not only save time, but eliminate the need for workers to be left mountaineering about construction frames. The photo depicts Captains Paul J. Buchanan and William A. Bruce hovering above a tower. Microwave masts play a significant role in the U.S. Army's communications network.

On Deck

Adjoining photo portrays Army helicopters on the flight deck of USS *Lake Champlain* (CVS-39). Four helicopters of the Executive Flight Detachment from Ft. Belvoir, VA., were lifted by the Navy to Bermuda. The helicopters provided a shuttle service to and from the British possession, lifting President Kennedy to attend conferences held ashore with British PM Harold Macmillan. Eight detachment pilots underwent carrier pilot training for the mission.

New Speed Record

A new three-kilometer world speed record for rotary-wing aircraft was set at Bradley Field in Windsor Locks, Ct. A Navy HSS-2 was clocked at 199.01 mph over a 1.86 mile aerial drag strip. The record-setters were CPT David A. Spurlock and CDR Patrick L. Sullivan, engineering test pilots assigned to the Naval Air Station at Patuxent River, MD. The Sikorsky-built HSS-2 is used by the fleet for anti-submarine warfare.

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity.
Each month Army Aviation Magazine highlights a member of the Hall of Fame.

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

Major Marie T. Rossi-Cayton

Army Aviation Hall of Fame 1992 Induction

MAJ Marie T. Rossi-Cayton was an outstanding aviator and soldier who lost her life flying and soldiering in combat in Southwest Asia during OPERATION DESERT STORM.

MAJ Rossi-Cayton, 32, the first female aviation commander to fly into combat, led Company B, 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade and was the pilot of a CH-47D Chinook flying supplies to troops in the combat zone.

One day before the ground phase of OPERATION DESERT STORM began, television viewers across the United States saw a Cable News Network (CNN) interview of MAJ Rossi-Cayton in which she spoke of her role as a woman flying in the combat zone. She commented that she would be among the first to cross into Iraq when the ground war started.

In a "no big deal" context, she said, "Personally, as an aviator and a soldier, this is the moment that anybody trains for, so I feel ready for the challenge."

With the selflessness of these words and thoughts, she captured and epitomized the excellence of today's Army leaders and aviators.

MAJ Rossi-Cayton was the first female U.S. Army Aviator to be killed while flying combat support missions in an active theater of war.

She set the example for the legions of female aviators and soldiers to follow - indeed for all who are to follow in the contingencies and wars of the future, male and female.

She was an outstanding soldier who gave her life flying and soldiering in Southwest Asia.

her·i·tage [*her*-i-tij]
Noun: transmitted from the past,
handed down by tradition

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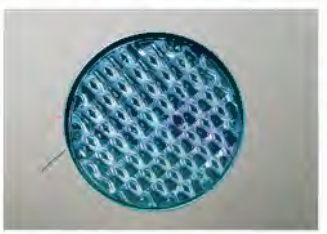

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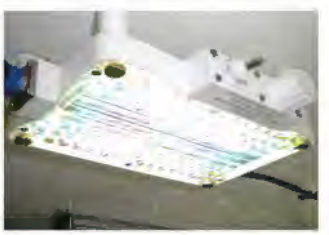

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