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## ON THE COVER



# Briefings...

**Late Breaking News - Announcements - Notes**

## Army Aviation Providing Hurricane Sandy Relief

U.S. AIR FORCE PHOTO BY TSGT. PARKER GYOKERES

Members of Maryland Urban Search and Rescue Task Force one fly aboard a U.S. Army CH-47 helicopter assigned to the Georgia Army National Guard from Joint Base McGuire-Dix-Lakehurst, NJ to Staten Island, NY to conduct house to house searches, Nov. 3, 2012 in the aftermath of hurricane Sandy. Hurricane Sandy formed in the western Caribbean Sea and affected Jamaica, Cuba, Haiti and the Bahamas before making landfall in the mid-Atlantic region of the United States. The Pentagon said more than 10,000 National Guard troops and airmen are on duty supporting the governors in 13 Eastern Seaboard states. Army National Guard units from NC, MA, CT and GA are providing six UH-60s and two CH-47s to assist search and rescue movements from JBMDL. Dual-status commanders authorized to command both state National Guard and federal forces have been approved for MD MA NH, NJ, NY and RI The special status enables the commanders to effectively integrate the defense support and capabilities that the governors request.

## Dunford Nominated to Head ISAF

U.S. MARINE CORPS PHOTO

Marine GEN Joseph F. Dunford has been nominated by President Obama to lead U.S. and NATO forces in Afghanistan. Dunford, who has not served in Afghanistan but has extensive combat experience in Iraq, would replace a fellow Marine four-star general, John R. Allen, who has been selected as the next supreme allied commander in Europe. Both moves, which are expected to occur early next year, require confirmation by the Senate and the North Atlantic Council, the principal decision-making body within NATO. Dunford, who is presently serving as the Assistant Commandant of the Marine Corps, would be the sixth U.S. top allied commander in Afghanistan in as many years.

## USAR Top NCO Moves to OASD

U.S. ARMY RESERVE PHOTO

The U.S. Army Reserve's top enlisted soldier handed over his responsibilities during a ceremony Nov. 2, 2012 Friday at the Pentagon as he takes on his new assignment as the senior enlisted advisor to the Assistant Secretary of Defense for Reserve Affairs. CSM Michael D. Schultz became the 11th command sergeant major of the Army Reserve in March 2010. As the senior enlisted soldier in the Reserve, Schultz represents the interests of more than 150,000 enlisted soldiers and serves as the advisor to the Army Reserve chief on all enlisted matters. SGM James M. Lambert will serve as interim command sergeant major of the Reserve; a permanent successor to Schultz has not been named.

## USASOAC Needs 300 Pilots

U.S. Army Special Operations Aviation Command is looking for about 300 helicopter pilots and aviation officers to fill critical slots in the 160th Special Operations Aviation Regiment (Airborne). For more information or to apply to become a Night Stalker, contact the Special Operations Recruiting Battalion at *recruiters@soar.army.mil*, call (270) 798-9819, or visit the battalion's website at *www.sorbrecruiting.com*. The recruiting effort will continue at least through fiscal 2015, when the command hopes to reach 90 percent of the 160th's authorized strength. As outlined in a personnel message released in September, the command is seeking aviation warrant officers in these military occupational specialties:

- 152 – Scout/attack helicopter pilot
- 153 – Medium lift/utility helicopter pilot
- 154 – Heavy lift/cargo helicopter pilot

The command is also seeking aviation captains, MOS 15B. There is no minimum rank or experience requirement, but the command is targeting aviation warrant officers in the grade of W-2 who have completed their first assignment or combat deployment. The command is also seeking aviation captains who are preparing to attend the captain's career course, as well as captains who have completed a company command. Once an application is submitted, it will take three to four months of processing before that soldier finds out if he or she will be given the opportunity to assess for the "Night Stalkers."

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# AAAA Membership at an All-Time High – What Does This Mean?

AAAA membership has reached a significant milestone. For the first time in our 55 year history we have more than 20,000 members.

I believe that people join professional organizations because they see the value of having multiple forums to exchange ideas and experiences.

AAAA represents the professionalism of Army Aviation supported by a professional volunteer run fraternal organization that has stood beside Army Aviators and their families for more than 55 years.

Army Aviation's current generation has demonstrated the Army Aviation capabilities that have been a game changer for our nation's 11 plus years of persistent conflict. They did this with a total focus on our land forces and meeting the dynamic conditions of this combat period.

They did this by building on the generations that went before them that developed Army Aviation tactics techniques and procedures for the combat of their time. And, AAAA has been there to record and publish these bedrock events, ideas, and learning for the past 55 years.

Our aviation generations have always consisted of our Soldiers, their families, Army civilians, aviation defense contractors, and a strong science and technology team that have constantly focused on aviation's support to the land forces.

The aviation generation that brought us the technology, capabilities, tactics, availability, and reliability for the Vietnam helicopter fleet set the standard for the art of the possible.

The generation that brought us the Army's "big five" systems gave us the upper hand in the cold war and in Desert Storm. Today's current generation that so rapidly modified and improved the fleet has allowed today's aviators to fly effectively for 11 plus years of combat.

They have done this by providing the rapid insertion of the capabilities and the support team aviation required for dynamic mission accomplishment.

AAPI PHOTO BY RENÉ BIDEZ

**LTG Dan Petrosky and the AAAA Executive Group field questions from the Army National Guard Aviation breakout sessions during the Annual Professional Forum and Exposition in Nashville, TN, Apr. 4, 2012.**

We now ask this generation to continue to fight the current war and concurrently do the research and development and science and technology for Army Aviation's future vertical lift capabilities. *It will be this generation of the Army Aviation enterprise that sets the conditions for the success of the next several generations.*

Once again, AAAA will be here to record their science, technology, research, and development milestones. AAAA will continue to support the professional exchange of ideas along the way. AAAA's role throughout the past 55 years has been to provide the professional organization that every large successful enterprise needs.

We have provided the Forums that brought together focused symposiums such as the Aircraft Survivability Symposium where Army Aviation senior tactical operations (TACOPS) officers from across the force have open, candid exchanges, and most importantly developed a road map to counter threats to aviation's mission success.

The ability to have those that fly the mission, maintain the equipment, develop the equipment, visualize and develop the science that protects the crews, produces the equipment and ultimately buys the equipment meeting in one forum has been powerful and extremely effective.

The AAAA Annual Forum brings the entire enterprise together once a year. It facilitates the exchange that clearly describes the capability requirements of the team. It is an integration of all aspects of Army Aviation in one short three day event.

To have these Forums hosted by a volunteer fraternal professional AAAA organization throughout the years demonstrates what a disciplined and effective enterprise can accomplish.

AAAA is proud of our Army, its aviation force and their families.

And, we are proud of our Nation's Joint Forces; the Soldiers, Sailors, Airmen, Marines, Coastguardsmen and Special Operations Forces that Army Aviation has supported.

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LTG (Ret.) Dan Petrosky, President

# Happy Thanksgiving

By MG Kevin W. Mangum

As you count your blessings and celebrate this Thanksgiving, remember those in harm's way, far from home, friends and family, doing our Nation's business this holiday season. They are the reason we exist, to serve the very best Unified Land Force on the planet and those who fly Above the Best! Thank each and every one of you for making a difference and serving a cause greater than self.

Among the many blessings I am thankful for this year is the opportunity to continue to serve with, for and alongside great Soldiers, Department of the Army Civilians and contractors serving Army Aviation and our Nation. Thank you all for what you do and how you do it!

This month's issue of *ARMY AVIATION* delves into the often underappreciated Unmanned Aircraft Systems (UAS) and Air Traffic Services (ATS) worlds to bring you some great information and highlight the tremendous contributions both communities make to our Army.

U.S. ARMY PHOTO BY SGT. KEN SCAR, 7TH MPAD

**SPC Quentin Bradford, an air traffic control specialist for 3rd Battalion, 82nd Combat Aviation Brigade, Task Force Corsair, guides two CH-47 Chinooks as they descend onto his flight line on Forward Operating Base Shank April 11.**

## Unmanned Aircraft Systems Flying Safely in National Airspace

In this issue, we explore UAS survivability concerns in an article titled "UAS: Protection Worth the Price?"

While aircraft survivability has been a major concern in our other fleets, it is an emerging area of interest for our expanding fleet of large UAS.

Although unmanned, these systems represent a considerable investment and add a significant capability to our force. As we remain focused on improving the suite of UAS capabilities afforded to the ground force commanders, we are also investigating in strategies to protect the systems we currently have in our inventories.

In order to effectively test, train and provide UAS mission support, including support to homeland security and disaster relief scenarios, integration of UAS into the National Airspace System (NAS) is one of our Army's top priorities.

In the last 10 years, 38 Certificates of Authorization (COAs) were granted to UAS units across the United States. Most recently, a COA was issued to the Gray Eagle unit at Fort Riley, KS. We anticipate the Gray Eagle companies at Ft. Hood, TX will receive a COA approval very soon. This is an incredible accomplishment considering, until very recently, it was nearly impossible to fly a UAS in the national airspace.

Recent work with the Federal Aviation Administration (FAA) to streamline the COA process enabled us to decrease the approval timeline for a COA to approximately 60 business days. Additionally, to facilitate approval, the regional Air Traffic and Airspace Manager will meet with the UAS unit to assist with the FAA online process.

The TRADOC Capability Manager (TCM) UAS and Project Manager (PM) UAS fully support UAS integration into NAS operations and continuously strive to provide systems with improved safety and interoperability between military and civilian infrastructures. In order to enhance safety in all airspace operations, the PM UAS has the lead in the development of the Ground Based Sense and Avoid (GBSAA) system.

The system, consisting of 3-D radars fused with local air traffic service radars, has successfully demonstrated its effectiveness by providing unparalleled situational awareness and providing UAS operators a 3-D air picture to "sense" and avoid other traffic. Ft. Hood is programmed to be the first facility to field GBSAA in 2014.

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U.S. ARMY PHOTO BY SSG RUTH PAGAN

**PFC Ryan Golden, unmanned aircraft systems repairer, Company A, 2nd Special Troops Battalion, 2nd Brigade Combat Team, 4th Infantry Division, performs radio checks on a Shadow UAS at Camp Red Devil, Ft. Carson, CO, Oct. 4, 2012. Golden along with his company were recertifying their qualifications to work on and operate the UASs.**

## Air Traffic Services – Providing More than Aircraft Separation

Additionally, I invite you to read how Air Traffic Services Command (ATSCOM) provides world class support to Army Aviation, deployed combat aviation brigades (CAB) and installations worldwide.

Their many significant and crucial contributions include training and readiness oversight, standardization evaluations, and maintenance, as well as modernization efforts across the ATS community. These quiet professionals make a huge difference, behind the scenes, in both combat and garrison operations.

Recent efforts at ATSCOM include providing contingency airfield management (CAM) mobile training teams (MTT) in support of CAB, theater airfield operations groups (TAOG), and airfield operations battalions as part of Forces Command (FORSCOM) predeployment training.

The CAM MTT provides education for task force commanders and aviation leaders who will serve as the senior airfield authority at designated airfields in Afghanistan and Kuwait.

The MTT also provides training for aviation junior leaders and Soldiers responsible for conducting and supervising daily operations at Army airfields across the Operation Enduring Freedom (OEF) theater of operations.

Furthermore, ATSCOM supports our branch via validation training events for brigade and battalion level active component (AC) and reserve component (RC) ATS organizations prior to deployment.

They serve as a critical member of the FORSCOM Aviation Resource Management Survey (ARMS) Team and provide subject matter experts (SME) in support of airfield development and construction, including recent modernization efforts at Butts Army Airfield at Ft. Carson, CO, which will serve as the home of the Army's newest CAB.

Finally, ATSCOM serves as a focal point for the inclusion of ATS initiatives during doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTMLPF) analysis. This is executed through participation in lessons learned collection, doctrine and training revisions, materiel requirements development, and organizational and personnel force development initiatives.

## Thanks for What You Do

Again, thank you for the extraordinary sacrifices you and your families make for our Nation and our Army every day. Every member of our Aviation Branch team is special, making a huge difference in the lives of so many. I ask again that during this season, as you give thanks for the many blessings in your life, you also keep all of our Soldiers in harm's way in your prayers.

Above the Best!

❖❖

*MG Kevin W. Mangum is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.*

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# The Promotion Environment

By CW5 Michael L. Reese

This month I will share insights and "lessons learned" from the results of the last promotion board, analysis for the upcoming board, and directives that directly affect your career. The information provided is not designed to be a "how to get promoted" discussion, rather to advise on statistical data related to promotions, accessions, and attrition.

Promotion rates are primarily based upon the number of officers on hand, the number eligible for promotion, and the number of authorizations per grade. The authorizations are determined by the Modified Table of Organization & Equipment (MTOE) and Table of Distribution and Allowances (TDA) for personnel requirements that have specific grade/rank structure for designated positions.

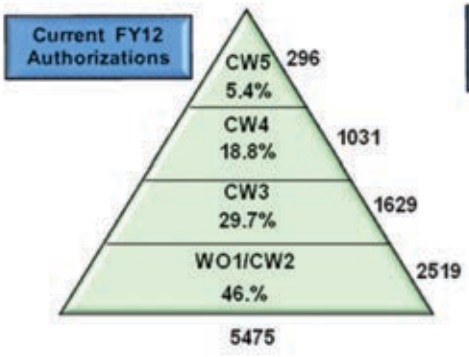
## Cyclical Rates

Promotion rates are cyclical due to changing variables that often are not realized for several years. For instance, accession mission numbers are forecasted based upon force structure – if structure is modified promotion rates will directly be affected.

For example, the two charts illustrate how the active duty aviation warrant officer population will be distributed by rank after 2015.

The revision of structure was mandated by Department of the Army G-1 to achieve a more optimal rank alignment after realizing a disproportionate senior warrant officer growth as a result of combat aviation brigade (CAB) transformation and overall increase in the Army to support Operations Iraqi Freedom and Enduring Freedom.

The aggregate number of warrant officers will remain the same; to achieve the decrease positions will be rolled down or downgrading to a lower grade keeping the number of authorizations in MTOE/TDA the same.





The effect the rolling down will have on promotion rates in 2015 rests with attrition. As of this writing, there are 376 CW5s on hand, 1210 CW4s, 1776 CW3s on hand, and 3213 CW2s and WO1s.

With the number of authorizations dropping in the next two years it is the responsibility of the Branch to effectively manage the over-strength population to influence an acceptable promotion rate for the most qualified officers.

## Accession Strategy

Many believe a solution to ease the over-strength issue is to reduce accessions numbers; however, such reductions would have unwanted negative effects in the future.

The number of Warrant Officer Candidates (WOC) that we assess per year is based upon a career model from WO1 thru CW5 factoring in average attrition rates, time in grade per rank, and desired competitive promotion rates per grade.

Another factor that influences recruiting numbers is the demographics of the WOC; the Branch selects 75% from within the service and 25% that have no military experience for warrant officer flight training.

The average in service Soldier selected for the WOC course has over 9 1/2 years of active federal service time; maintaining an appropriate flow of warrant officers through the accessions process guarantees a balanced warrant officer structure both in short and in the long term.

## Selection Rates

Last year's selection rates were: CW5 Primary Zone (PZ)- 21%, CW5 Above Zone (AZ)- 3%; CW4 PZ- 60.6%, CW4 AZ- 30.8%; CW3 PZ- 58.4%, CW3 AZ- 33.7%.

There were 181 officers considered for CW5, 160 considered for CW4, and 291 for CW3. The Selection for Continuation of Service (SELCON) was low compared to previous years and inversely the AZ selection rate was high for CW3 and CW4.

This year approximately 100 CW4s will be boarded for CW5 and based on six month zones of consideration 135 officers will compete for CW4 and 257 for CW3. Coupled with the number of officers on hand and the eligible officers for advancement, the rates will likely remain competitive in 2013.

## Professional Development

The responsibility of the Aviation Branch leadership is to ensure its officers have the opportunity for advancement by providing clear guidance on professional developmental requirements. The responsibilities of the officer are to meet developmental requirements, perform duties at a high level, and support the needs of the Army assignment process.

Review of the last two promotion boards revealed that CW2s competing for CW3 were a promotion risk without pilot-in-command status and being tracked; selection to CW4 required strong Officer Evaluation Reports (OERs) and completion of appropriate level of professional military education (PME).

To be competitive for CW5 most officers maintained duty positions with a high level of responsibilities (battalion or above) and are consistent above center of mass performers. Discriminators for selection to CW5 included non-attendance at the Warrant Officer Staff Course and non-diverse career pattern.

To effectively manage the warrant officer career to ensure developmental requirements are being met, Human Resources Command (HRC) will institute an assignment process in compliance with the Army Manning Guidance. This means officers will permanently change station (PCS) under manning cycles (eventually 2 per year) and are subject to move when in an "available" status.

Available status will be determined by time on station, current military occupational specialty (MOS) strength at current/projected duty station and the process will be utilized to address PME/PMD issues as well as broadening opportunities for promotion potential.

For many years the warrant officer assignment process was designed purely to meet mission requirements which are not conducive in a highly competitive promotion environment.

HRC will eventually have an increased role in the management of the over-all population ensuring all warrant officers have the opportunity in the Branch's mandated developmental model.

Above The Best!

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


EADS
NORTH AMERICA

# A UAS and ATS Update

By CSM James H. Thomson Jr.

Unmanned aircraft systems in Army Aviation have grown tremendously over the past ten years. The Army started out with just 54 unmanned aircraft in 2001 and now has over 4,000 UAS in various sizes and capabilities, and three military occupations specialties (MOS) that support UAS.

Since assuming responsibility for Army UAS in June of 2003, the U.S. Army Aviation Center of Excellence has trained nearly 12,000 UAS technicians, operators and maintainers.

MOS 150U, UAS Technician, MOS 15W, UAS Operator and MOS 15E, UAS Repairer are trained at the 2nd Battalion, 13th Aviation Regiment, 1st Aviation Brigade at Fort Huachuca, AZ.

I recently had the privilege of visiting the 2-13th and was thoroughly impressed with the cadre, the unit and their operation. They are running three shifts, teaching 24 different courses from Advanced Individual Training to the UAS Warrant Officer Course training just under 2,500 students this past fiscal year.

Most notable is the culminating training exercise that is conducted at the end of each course. The 15W and 15E courses are aligned to run concurrently and end simultaneously allowing for a combined 96 hour CTX bringing the operators and maintainers together for the first time in a realistic, relevant and credible tactical environment where the Soldiers validate not only their warrior tasks, but their UAS skills as well.

This collaborative multi-echelon training event sets conditions for what the Soldiers can expect when they report to their first unit of assignment.

As we continue to expand our UAS resources beyond the 72 Shadow platoons in our Active Duty and National Guard brigade combat teams, to the Full Spectrum Combat Aviation Brigade that includes a Shadow troop and a Gray Eagle company, Army Aviation is on the cutting edge of developing a unique reconnaissance, surveillance and target acquisition capability.

U.S. ARMY PHOTO

**SGT Dustin Scott, unmanned aircraft system maintainer, prepares a Shadow UAS for launch Aug. 15, 2008 at Forward Operating Base Kalsu, Iraq. Task Force 49's UAS unit, Quicksilver Troop, 4th Squadron, 3rd Air Cavalry Regiment, maintains a fleet of 12 Shadow aircraft, which can survey all corners of the Multi-National Division-Center area of operations – a region about the size of West Virginia.**

This is an exciting time for the UAS community and Army Aviation with tremendous opportunities for our Soldiers and NCOs.

## Air Traffic Services

With the growing number of flying machines operating in our airspace, air traffic control will remain a critical core competency of Army Aviation.

Our Soldiers in the 15Q MOS are some of the most highly trained in the Army today. The routine duty requirements and responsibilities of a 15Q are significant, stressful, and directly impact the safe operation of Aviation forces worldwide.

These duties require diligent personal efforts in meeting exacting Army, Federal Aviation Administration, and host nation standards.

Every air traffic controller is required to, without error, provide for the safe, orderly, and expeditious flow of air traffic. On a continual basis, air traffic controllers make split-second decisions that protect the lives of thousands of aircrew members and preserve hundreds of multi-million dollar aircraft.

When deployed, our 15Qs are running airfields under highly stressful conditions, often dealing with several different aircraft types; from rotary wing to fixed wing to unmanned aircraft systems.

Additionally, deployed ATC per-


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U.S. ARMY AVIATION PHOTO

**PFC Samuel Grooms is an air traffic controller with Company F., 5th Battalion, 158th Aviation Regiment attached to Task Force Storm, 12th Combat Aviation Brigade at Shindand Airbase, Afghanistan.**

sonnel are interacting with aircrew members from many of our coalition partners making clear, concise communication even more critical.

The amount of air traffic experienced at some of these airfields is on par with the Kansas City International Airport which sees about 134,000 air traffic movements annually.

On a recent visit to Fort Rucker, AL, the Sergeant Major of the Army visited the 1st Battalion, 11th Aviation Regiment at Cairns Army Airfield; the busiest airfield in the Army.

SMA Raymond Chandler III was extremely impressed with the mastery of skills and knowledge demonstrated by a young sergeant 15Q as she explained to him her duties and responsibilities in managing hundreds of rotary wing aircraft flying in her airspace. The level of confidence and commitment our Soldiers show in expertly and safely controlling air traffic is nothing short of inspiring.

As the Thanksgiving holiday nears, Jen and I wish all the Soldiers, families and civilians of the Army Aviation team a safe and happy holiday.

We are certainly thankful for all of you and what you do for our Branch and our Army.

Above the Best!

CSM Thomson
*jim.thomson@us.army.mil*

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*CSM James H. Thomson, Jr. is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*

# Giving Our Best Effort

By BG Timothy J. Edens

There's an old saying in the Army that goes something like this: "The Navy is about boats, the Air Force is about planes, but the Army is about people." That statement doesn't give our sister services credit for caring for their troops, which they absolutely do, but it illustrates a point.

The essence of our Army is the American Soldier, and that's why we work so hard to protect our men and women from unnecessary risk, whatever it may be. And, after losing 455 Soldiers to suicide or accidents during 2011, it's more important than ever that we stay engaged in the fight against preventable loss.

Recently, we took a day to stand down for suicide awareness and prevention. I've rarely been in training that generated such somber and sincere discussion, and that's especially important given this growing problem facing our Soldiers and their families.

But, I wonder, couldn't we make our safety stand downs just as somber and impactful? Let's not appear to take suicide more seriously than accidental fatalities – the end result of both is the loss of an irreplaceable Soldier.

I'm not downplaying the urgency of suicide in any way; it is without doubt one of the biggest issues facing our Army today. What I'm asking is that we all treat accidents and their losses with urgency as well, and acknowledge that stopping them requires the same attention and commitment we've seen from our force in combating suicide.

In many ways, suicides and accidents are linked, and we can confront these challenges at the same time.

## Engaged Leadership

Prevention of both tragedies is, I believe, fundamentally a function of engaged leadership and the battle buddy system. Think about the Soldiers who could be at risk within your formations.

The one going through personal or financial problems might not be considering suicide yet, but may not think twice about taking his aggression out on the road in his POV or on his motorcycle. The new Soldier who feels isolated among her peers might drink to excess to fit in with the crowd, exposing herself to a whole new level of risk on the drive or walk home.

There's no end to the possible combinations of factors that put our Soldiers at risk, but your engaged leadership and mentorship has and can continue to create an environment where leaders and led alike identify risky behavior before it reaches disastrous and tragic outcomes.

Involved and caring leaders are an important part of prevention, but battle buddies are our first line of defense. In stand downs and weekend safety briefings, we should be setting the expectation that Soldiers look out for one another as fiercely at home as they do in the fight.

The Army is no different than any other organization; just like at school, there are always cliques of Soldiers who hang together on and off duty.

Get to know these groups; the "unofficial" leader is usually pretty easy to figure out, so engage him or her first for battle buddy mentoring. Peers have amazing influence on one another, and we must tap into it.

## Available Tools

The USACR/Safety Center has several tools that can assist you and your Soldiers in identifying those at risk. The Leader, Battle Buddy, and Individual Risk Assessment Cards, available at *https://safety.army.mil*, are similar to the ACE cards our Soldiers carry for suicide prevention.


USACR/SAFETY CENTER COURTESY PHOTO

**Leader's Risk Assessment brochures produced by U.S. Army Combat Readiness Center**

A series of questions, mitigation measures and professional resources provide users with the information they need to stay safe and get help, if needed. The cards are formatted on our site for easy reproduction – all you have to do is hit "print" and distribute among your individual units.

As we close this year and move into the next, I want to thank you for your commitment to safety, which resulted in fewer accidental losses during fiscal 2012 than previous years.

I want us to stay sharp, look ahead and consider how we can continue moving in the right direction this coming year.

We must remain ever vigilant against the mindset that accidents "just happen;" in reality, they are often preventable. If we were to all treat safety with the same urgency that we do and ought to give suicide, I have no doubt our accident rates will continue to decline.

Our Soldiers are our Army, and we owe them our very best efforts!

Army Safe is Army Strong!

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*BG Timothy J. Edens 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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# The Evolution of the Unmanned Aircraft Systems Maintainer

By Mr. Fred W. Webster

*In this month's column, Fred Webster discusses the development of the unmanned aircraft system maintainer in response to the significant increase in the variety and utilization of this combat multiplier.*

*COL Heitkamp, Commander*

Since its introduction into the U.S. military's strategy, the importance of unmanned aircraft systems (UAS) has grown at an unprecedented rate. The U.S. military began planning the use of unmanned aerial vehicles (UAVs) in 1959 when U.S. Air Force officers were concerned with losing pilots over enemy territory.

The first missions of UAVs occurred in 1964 during the Tonkin Gulf incident. This flight opened the door for a new era in Army Aviation. During testimony in 1973 before the U.S. House Appropriations Committee, the U.S. military confirmed that approximately 3,435 UAV missions had been flown during the Vietnam War.

In contrast, to date the Army UAS has surpassed over one million flight hours in support of Operations Enduring Freedom and Iraqi Freedom. The Shadow alone has flown over 750,000 flight hours.

As a result of the consequently increased role of the UAS maintainer, the military's training program has grown as well. As a UAS maintainer, the Soldier is not only responsible for the repair and maintenance of the platform but the other components of the system. For example, the RQ-7 Shadow system consists of four unmanned aircraft, three ground control stations, three ground data terminals, one launcher, and one remote video terminal.

While UAS are still predominantly used for surveillance and data collection, their role has expanded. The newest systems now include ground attack capability, communications relay, and the ability to suppress and destroy the enemy.

128TH AVN. BDE. COURTESY PHOTO

**15Es performing maintenance on the Gray Eagle unmanned aircraft system.**

## In the Beginning

During the early years, the Army's UAS were maintained by two military occupational specialties (MOS): 33W, Military Intelligence System Maintainer/Integrator (now 33T) and 52D, Power Generation Equipment Repairer (now 91D).

A MOS 33W Soldier was trained to maintain, test and repair communications equipment and maintain and integrate computers and networks; training was conducted at the Military Intelligence (MI) School, Fort Huachuca, AZ.

MOS 52D Soldiers received training at the Ordnance School at Ft. Lee, VA which consisted of performing unit or direct and general support maintenance on tactical utility, precise power generation sets, internal combustion engines and associated items or equipment. Once they completed their advanced individual training (AIT) they would receive training at Company E, 305th MI Battalion, Ft. Huachuca. These two MOSs subsequently received further training for maintaining the RQ-5 Hunter and RQ-7 Shadow systems.

The MOS 33W's responsibilities were to maintain the technical side of the system and the MOS 52D's responsibilities were to maintain the propulsion system on the air vehicle and provide support for the related generation systems. Thus, the 33W became the Tech and the 52D became the Mech.

On April 19, 2006, the U.S. Army Training and Doctrine Command (TRADOC) moved the responsibility for training maintainers from the Military Intelligence Center of Excellence to the 128th Aviation Brigade (formally the U.S. Army Aviation Logistics School) at Ft. Eustis, VA.

The Department of the Army redesignated Co. E, 305th MI Bn. to 1st Bn., 210th Avn. Regiment then to the 2nd Bn., 13th Avn. Regt.

The Army realized that they needed one MOS to be able to maintain the complete UAS.This would save money as well as reduce the manning strength and allow MI Soldiers to work in their own MOS. The 33W and 52D can now focus on their basic objectives as they are no longer needed in the UAS community.

## A Comprehensive Course

At the same time, the Army was fielding a new UAS, the MQ-1C Gray Eagle, which brings greater capability

to the UAS community. It has the capability to carry munitions and the Army thought that this would be the right time to institute a new MOS 15E, Unmanned Aircraft System Repairer. This 17-week course is based on the RQ-7 Shadow system. The Soldiers get training on communications, electrical, avionics, armament and propulsion systems, theory and troubleshooting.

Soldiers must complete this course before moving on to the 15EU3 Hunter, which is an additional 10 weeks, or the 15EU5 Gray Eagle, an 18-week course. The Hunter and Gray Eagle courses cover the differences between the Shadow and the system they will be assigned to.

All courses are taught at the 2-13th Avn. at Ft. Huachuca, where the 2-13th operates the world's largest UAS training center and has over 125,000 square feet of training space, four hangars, three runways and 24 hour operation capacity.

They currently train approximately 500 Soldiers annually. The Army UAS maintainer's role will grow enormously over the next couple of years. Currently, they perform 50% of the maintenance tasks which will increase to 100% in the future.

128TH AVN. BDE. COURTESY PHOTO

**15E performing safing procedures on the Gray Eagle aircraft.**

On April 15, 2010, Army Vice Chief of Staff General Peter Chiarelli, in his comments at the Army Aviation Association of America Annual Forum in Ft. Worth, TX said, "There have been many technologies introduced during this 8 ½ years of war; however, I don't think any has made a greater impact than UAS."

The Army continues to capitalize on UAS capabilities and implement emerging technologies so that military personnel can conduct missions more effectively and with less risk.

In order to accomplish the mission, training programs for the UAS maintainer will need to grow and adapt.

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*Mr. Fred W. Webster is a training specialist in the Systems Integration Division, Brigade S-3, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.*

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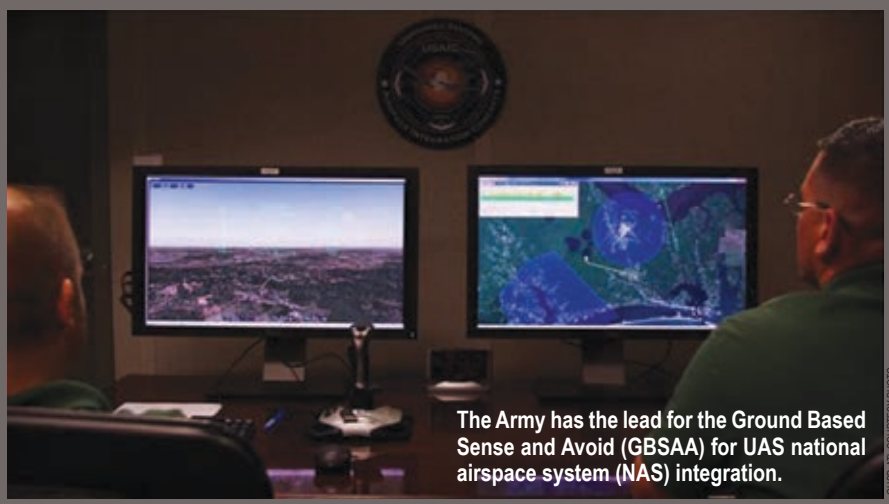
# Unmanned Aircraft Systems Task Force — Office of the Secretary of Defense



The Army has the lead for the Ground Based Sense and Avoid (GBSAA) for UAS national airspace system (NAS) integration.

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By Mr. Dyke Weatherington

We are from the Unmanned Aircraft Systems Task Force (UAS TF), in the Office of the Secretary of Defense (OSD)…and we are here to help. No really!!!!

Many of you may have heard of the TF, but don't know what the UAS TF is doing for DoD. Thanks to *ARMY AVIATION* magazine for this opportunity to discuss some important topics the TF is working and to pass along our gratitude to the Army for providing exceptional support to the UAS TF over the past five years.

DoD could not have made the progress in unmanned systems without the experience, knowledge and leadership Army Aviation brings to the UAS enterprise. The Army has the largest fleet of UAS, operating a wide variety of unmanned aircraft from the small RQ-11 Raven to the MQ-1C Gray Eagle, and has a tremendous amount of operational experience that has been invaluable to DoD's UAS development efforts.

Representatives from the Army supporting the UAS TF have made critical contributions to the success of the UAS TF including updating the DoD UAS Roadmap, leading the UAS TF efforts on Ground Based Sense and Avoid (GBSAA) for UAS national airspace system (NAS) integration, and setting the standard across DoD in developing interoperability profiles and advancing common architectures across its UAS fleet.

## UAS TF

As the development, procurement, and use of complex UAS across the DoD increased at an exponential rate supporting combat operations in Iraq and Afghanistan, a broad spectrum of challenges emerged needing department level leadership.


As a result, the Deputy Secretary of Defense (DepSecDef) directed the Office of the Secretary of Defense for Acquisition, Technology, and Logistics to create the UAS TF on September 13, 2007 in order to coordinate critical DoD UAS issues and develop a way ahead to enhance UAS operations, facilitate interoperability, and streamline sustainment efforts across the Armed Services.

The TF has robust military department membership and participation, especially from the Army who has representatives from G-2, G-3/5/7, Assistant Secretary of the Army, Acquisition, Logistics and Technology (ASA(ALT)), and the UAS Project Office that participate in the TF.

## DoD Unmanned Systems Integrated Roadmap

One chartered task of the UAS Task Force is the development of the DoD Unmanned Systems Integrated Roadmap (*http://www.acq.osd.mil/sts/organization/uw.shtml*). The latest version of the roadmap was signed in October 2011 by the DepSecDef and the Vice Chairman of the Joint Chiefs of Staff and provides DoD's vision for the continuing capability growth, fielding, and employment of unmanned technologies across all domains.

The roadmap outlines a common strategy for solving DoD's largest unmanned challenges identifying technology issues and challenges to pursue for the next 25 years while ensuring the integration of unmanned systems into the joint force.

The roadmap's companion online repository site (*https://extranet.acq.osd.mil/uwir*) is a common access card (CAC) protected reference website that is updated monthly and provides detailed information on unmanned system programs such as performance parameters, system specification information, sensors relationships, program office contact information, vehicle images, etc., similar to a catalog.

## DoD Airspace Integration Activities

Currently, DoD UAS operations in the NAS are conducted mostly in Restricted, Warning, and Prohibited Areas. To operate outside of these exclusionary areas, DoD UAS units must obtain a Certificate of Waiver or Authorization (COA) from the Federal Aviation Administration (FAA), or operate under limited conditions as outlined in the 2007 DoD-FAA Memorandum of Agreement (MOA).

The UAS TF is actively engaged in


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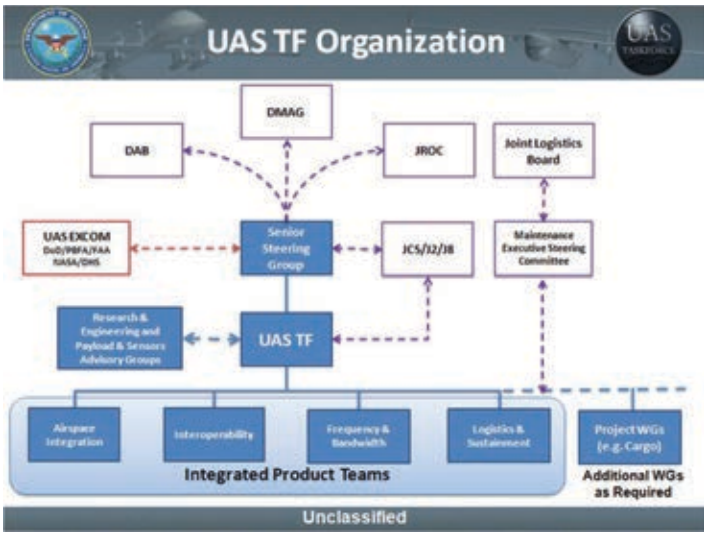



PM ASE COURTESY PHOTO

**Service Architecture**

interagency efforts through the UAS Executive Committee on behalf of the Military Departments and Combatant Commands to shorten and simplify the FAA COA process to allow greater unmanned aircraft access to the NAS.

The goal is to enable increased and ultimately routine access of DoD UAS into the NAS to support DoD's operational and training requirements. In the future, DoD will continue to operate UAS in Restricted, Warning, and Prohibited Areas, but will also develop technologies to allow UAS to meet applicable Federal Aviation Regulations and fly routinely without COAs.

The UAS TF published the DoD UAS Airspace Integration Plan (AIP) which was signed by the DepSecDef in April 2011. The AIP presents DoD's incremental capability strategy that can be leveraged, improved, and utilized in both the continental United States (US) and internationally.

In the past year, the Army has supported many airspace integration initiatives including DoD's efforts to increase UAS access to specific segments of airspace such as the Army's Fort Hood efforts to increase access in DoD controlled Class D airspace, UAS traffic management demonstrations, and supporting data studies.

The incredible professionalism, capability, and experience of Ft. Hood's soldiers and units have been a positive factor in providing the actual flight data necessary to increase access to Class D airspace.

## Sense and Avoid

The Army leads the UAS TF team on Ground Based Sense and Avoid (GBSAA) and is nearing completion of a certified three dimensional radar based system. The system will be a significant achievement for increased NAS access, eliminating the need for ground observer/chase aircraft, allowing for night operations, and increasing UAS access to nearby airspace and supporting all but our smallest UAS.

Recently, the Army concluded a successful two-week demonstration of GBSAA at Dugway Proving Ground, UT. During the demonstration, the system was put through multiple training vignettes, including a live UAS-on-UAS encounter, which validated both the design and functionality of the system. The first deployment of the GBSAA system is planned to occur on March 2014 at Ft. Hood, TX with follow-on fielding locations to support planned Gray Eagle basing at Ft. Riley, KS, Ft. Stewart, GA, Ft. Campbell, KY and Ft. Bragg, NC.

## Interoperability

In order to meet the needs of today's warfighter, weapons systems must be interoperable to be able to meet the demands of a fluid and quickly changing battlespace. This is particularly true for UAS. Interoperability reduces redundancy and increases the utility of data and other services provided by UAS.

Our first step towards interoperability was to standardize critical interfaces within the overall UAS system architecture and implement standard Universal System Interoperability Profiles (USIP) managing and standardizing data exchange within the UAS architecture.

The next step is to implement the UAS Control Segment (UCS) architecture, which is primarily focused on developing a common Ground Control Station (GCS) architecture that will make it simpler and more economical to develop, tailor, and upgrade future GCSs. The idea here is not to develop a "one size fits all" ground station. Rather, the goal is to develop a GCS architecture that will serve as a common basis for acquiring, integrating, and extending the capabilities of UAS control systems.

This approach encourages reuse of tested capabilities, opens up these capabilities for improvement through innovation and competition, and provides a web-based governed repository of DoD desired UAS services and applications. This "Application Store" concept is similar to the commercial personal electronic device industry wherein unique applications can be downloaded to suit individual user needs and requirements.

UCS strives to perfect an expandable, modular, and interoperable GCS architecture that can be implemented according to individual UAS needs.

The UAS TF is involved in a wide variety of challenging areas. TF success in solving these challenges hinges on the tremendous support of the soldiers and civilians representing the US Army to the UAS TF.

Thank you for your expertise, knowledge and leadership. Your country owes you a debt of gratitude for your hard work and sacrifice.

Army Strong!

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*Mr. Dyke Weatherington is the deputy director of Unmanned Warfare & Intelligence, Surveillance, Reconnaissance in the Office of the Under Secretary of Defense for Acquisition, Technology and Logistics, Washington, DC.*

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Shadow TCDL flies off the launcher during testing.

U.S. ARMY PHOTO

# PM UAS Priorities

By COL Timothy R. Baxter

Unmanned Aircraft Systems continues to be a critical enabler for our Army. With that in mind, I thought it important to share the Project Office's vision, mission and top five priorities with the Army Aviation community.

**Vision –** Revolutionize our Nation's warfighting operations by being the world class leader in the development, production and sustainment of unmanned aircraft and associated systems.

**Mission –** Provide our Nation and its allies world class interoperable unmanned aircraft systems and integrated payloads through excellence in program management and lifecycle support.

## Top Five Priorities

My first priority is supporting our forces engaged in ***Overseas Contingency Operations***. PM UAS has a significant role is supporting world-wide operations across the unmanned aircraft systems (UAS) portfolio.

We continue to support a number of approved Joint Urgent Operational Need Statements (JUONS). The Project Office is extremely sensitive to urgent and time sensitive needs of the warfighter and has excelled at rapid acquisition and fielding of our systems.

PM UAS continues to focus on reliable logistics and maintenance support to our forces with over 500 support contractors deployed contributing to the success of our systems every day. I challenge the work force every day to find a way to better support our deployed forces.

Second is ***executing our programs***.

The Project Office focus in this area is executing our Programs within the approved acquisition baseline and/or approved acquisition strategies.

Several examples include our Gray Eagle and Shadow programs.

Gray Eagle recently completed a successful Initial Operational Test and Evaluation (IOTE) and continues to work diligently to improve system reliability while providing direct support to deployed units. Additionally, the Gray Eagle program is working towards an April 2013 Defense Acquisition Board (DAB) Full Rate Production Decision.

The Shadow program is nearing the completion of the Tactical Common Data Link (TCDL) upgrade program, preparing for a Spring 2013 follow-on test and evaluation. TCDL is a significant upgrade for our Shadow system, involving substantial upgrades to system subcomponents and conversion of the system from analog to digital.

Third is ***improving efficiencies*** in our programs. The Project Office has embraced OSD guidance on Better Buying Power (BBP) across our programs. On June 28, 2010 Dr. Ashton Carter, then Undersecretary of Defense for Acquisition, Technology, and Logistics (AT&L) issued the initial guidance on BBP. The essence of BBP is delivering better value to the taxpayer and improving the way DoD does business.

I have challenged PM UAS leaders to become experts in BBP and to continuously look for opportunities to adapt government practices to encourage program efficiencies and to provide incentives for greater efficiency in our dealings with industry.

We have worked hard over the last year to instill a cost culture across the Project Office. We have focused on controlling and reducing costs while providing best value to the Warfighter.

Fourth is ***UAS futures***. Futures include a pre-planned product improvement (P3I) program for each of the UAS product lines that represent sound investments, are well coordinated with UAS user representatives, and prepare UAS for the "next war."

PM UAS has been a leader in the area of interoperability across DoD. This leadership includes expanding areas of interoperability to allow both manned-unmanned and unmanned-unmanned teaming.

Fifth is ***building a world class workforce***. Our number one priority within this area is identifying and growing our next generation of UAS acquisition leaders.

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**An SUAS Inventory Control Point worker conducts final inventories on a Puma Small Unmanned Aircraft System bound for U.S. troops in Afghanistan. Puma is fielded to both conventional and special operation forces in support of route clearance and other combat operations. Procured through the Secretary of Defense's Rapid Acquisition Authority, Puma is fielded in support of several Joint Urgent Operational Need Statements issued by U.S. Forces–Afghanistan (USFOR-A) headquarters.**

We work continuously to improve the capability of our workforce by focusing first on recruiting and retention of skilled and dedicated employees. These employees are then developed by taking advantage of opportunities for schooling, cross training, strong mentorship and a diverse recognition program.

As DoD budgets continue to shrink, this office remains dedicated to exploring all opportunities to gain better buying power in order to do more without more.

The PM UAS team, Soldiers, civilians and industry partners alike, works tirelessly to provide world class UAS technology and support to our brave forward deployed men and women.

The balanced approach taken by this organization has already netted across the board cost savings while having little impact on our mission accomplishment.

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*COL Timothy R. Baxter is the project manager for Unmanned Aircraft Systems, Program Executive Office, Aviation, at Redstone Arsenal, AL.*

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Gray Eagle in flight.

TCM UAS COURTESY PHOTO

# UAS – Protection Worth the Price?

By COL Grant A. Webb

Unmanned aircraft systems (UAS) have been performing the "dull, dirty and dangerous" missions since their introduction into Army formations. And while this remains true, today they do so much more. Technological advancements have led to evolved employment considerations and expanded mission sets.

The "expendable" UAS is disappearing, replaced instead by an invaluable asset to Army commanders that integrates into joint operations and complements manned air and ground systems. No question, our Army is fielding impressive systems from Gray Eagle down to Raven and exciting improvements are emerging.

We want to increase range, payload capacity and targeting accuracy. We need to see through foliage, track multiple dismounts and jam communications. We need more reliability, more training. We need…more than we can afford.

## Emerging Capabilities

Prioritizing capability gaps and improvements to our equipment always requires a healthy dose of realism – a principle worth highlighting in a shifting fiscal and geo-strategic environment.

TCM UAS COURTESY PHOTO

Soldiers from the 3rd Armored Cavalry Regiment in the ground control station.

So consider the following: the Army is fielding more expensive UAS that are proving ever more mission-critical and carrying more secretive/sensitive payloads, and yet are uniquely absent of survivability equipment. This didn't occur by chance or omission, but through necessity.

Emerging UAS capabilities needed for Operation Iraqi Freedom and Operation Enduring Freedom appropriately trumped UAS survivability considerations. Coalition forces enjoyed and continue to enjoy air supremacy against adversaries with minimal air defense and electronic warfare capabilities.

UAS training, weaponization, communications relay, enhanced situational awareness down to platoon level and myriad other capabilities were more important purchases. But will the same be true tomorrow, in a different conflict against different adversaries?

What resources, if any, should be applied to the survivability of our UAS, be it the data and control up/down links, sensors, ground control station or the air vehicle itself?

## What should we buy? Where will we assume risk?

The classic discussions and analyses are ever present, but underpinned by an environment that is markedly different from that of ten years ago.

The departure of forces from Iraq, the planned departure from Afghanistan and the strategic "Asian Pivot" have fostered an emphasis on those warfighting skills largely sidelined during prolonged counter-insurgen-

cy operations. Coupled with this renewed focus on the broader spectrum of conflict against a "near peer" competitor is an environment of less money, potentially much less money.

Most will agree that the "culture of restraint" begun under then Secretary Gates not only persists but will probably intensify.

We are therefore reminded that shrinking funds will shrink our margin for error – we have to get it right.

We have to identify the right capabilities and buy the right equipment, in the right quantities to both sustain current operations while optimizing for the broader spectrum of future conflicts.

We have to re-examine our traditional thinking and philosophies and allow that this may translate into "hardening" some portion of the existing inventory.

## Survivability

Any discussions of UAS survivability should begin with the MQ-1C Gray Eagle. It is the largest, most capable, and the most expensive in the Army inventory.

The Gray Eagle shares many aircraft survivability considerations with manned aircraft but the "electronic tether" is an additional vulnerability unique to unmanned aviation.

The "electrons" inherent in navigation/data/control links are an attractive target and electronic warfare is a rapidly evolving capability in the inventories of many nations.

Adversaries will attempt to seize the "electronic tether," both to take control of unmanned aircraft and to follow the signal back to the ground control station for subsequent attack.

The technology to simply scramble or jam under-protected control links is widely available today.

These scenarios highlight the dependency that all Army UAS have on updates from the GPS satellite constellation, and that these possibilities exist is cause for concern – regardless of the operational environment or phase of the operation.

We must carefully consider threats and protection measures beyond the kinetic and the Aircraft Survivability Equipment (ASE) traditionally associated with manned aviation – Defensive Electronic Attack (DEA) capabilities, for example, are in fact, ASE.

Indeed, the recent anniversary of the 9/11 attacks remind us all that certification of these systems for operation in the national airspace system will require hardening/protection of all system control links.

## Future Considerations

Some fundamental tenets currently underpin Army UAS strategy: Soldiers are the backbone; commonality and open systems architecture; dynamically re-taskable by and for commanders; enhancing actionable intelligence to tactical commanders, compressing sensor-shooter timelines; supporting the broad spectrum of operations; and affording commanders a variety of capabilities.

These tenets are constantly re-examined, validated and cross-walked against the doctrine, organization, training, materiel, leadership, personnel, and facilities (DOTMLPF) spectrum to identify opportunities for increasing UAS capabilities.

As we consider the threat environment going forward, *how* we increase UAS capabilities will require an examination of our base philosophies.

Where the "expendable" threshold lies for UAS is a matter for conjecture but planned investment is proportional to the steadily increasing capability value to the warfighter.

Gray Eagle is neither cheap nor attritable and survivability considerations should involve more than planning to hangar it during future high threat/non-permissive environments or until our forces establish air supremacy.

It's no longer enough to "own the skies" for UAS to survive; we have to "own the electrons." Technological advances to protect the various components of the UAS are no longer "science projects" and merit consideration.

So rather than dismiss out-of-hand, a thorough re-examination of UAS strategy for the future requires discussions of survivability/hardening – can we afford not to?

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*COL Grant A. Webb is the TRADOC Capability Manager for Unmanned Aircraft Systems, at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*

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# Army Aviation Unmanned Aircraft Systems: Meeting the Challenge of the Future

By LTC Victor S. Hamilton

The 2nd Battalion, 13th Aviation Regiment, 1st Aviation Brigade, U.S. Army Aviation Center of Excellence (USAACE), located at Fort Huachuca, AZ conducts medium unmanned aircraft systems (UAS) initial flight and sustainment training for the U.S. Army, U.S. Marine Corps, and select foreign military services.

The Battalion's training demand has dramatically increased over the last nine years. The 2-13th trained 256 total personnel in 2003 and in 2012 will train more than 2,500 personnel. Through the hard work of many, what was once an emerging technology has rapidly evolved into a reliable reconnaissance and security force multiplier.

Not long ago, Secretary of Defense Donald Rumsfeld challenged the Services to transform while at War. In some ways that same challenge exists today; however, the current resource environment is considerably smaller today than just a year or two ago.

The first step of UAS transformation occurred on April 19, 2006 when the U.S. Army Intelligence Center of Excellence (USAICoE) officially transferred UAS stewardship to USAACE. The second step occurred on June 14, 2011 when the Unmanned Aircraft Systems Training Battalion (UASTB) was re-designated as the 2-13th Avn. Regt.

U.S. ARMY PHOTO BY MR. DUANE AYERS, 2-13TH AVN. REGT.

**15E UAS maintainers work together to prepare a RQ-7B Shadow UAS for a tactical launch during a field exercise at Ft. Huachuca, AZ.**

Regardless of the unit designation, both Centers of Excellence along with many directorates, program and project managers, capability managers, and partners continue to work closely together to advance the UAS program. This multi-enterprise approach has resulted in rapid progress. The pooling of ideas and resources has significantly reduced the cost of training tomorrow's UAS Warfighter.

The key to continued UAS advancement requires constant development and refinement across the entire doctrine, organization, training, material, leadership and education, personnel, and facility (DOTMLPF) spectrum. This article highlights some of the areas along those lines of effort.

## Evolving Doctrine

UAS doctrine continues to evolve, but like many new programs, has room to grow. When reduced to its simplest form, the goal of aviation through the application of doctrine, regulations, procedures, and training is to provide ground commanders with safe, timely, and effective combat capability. This is accomplished by applying standardization and synchronization. Aviation systems are designed to complement one another to enable ground force operations. For example, recent advancements allow manned avi-

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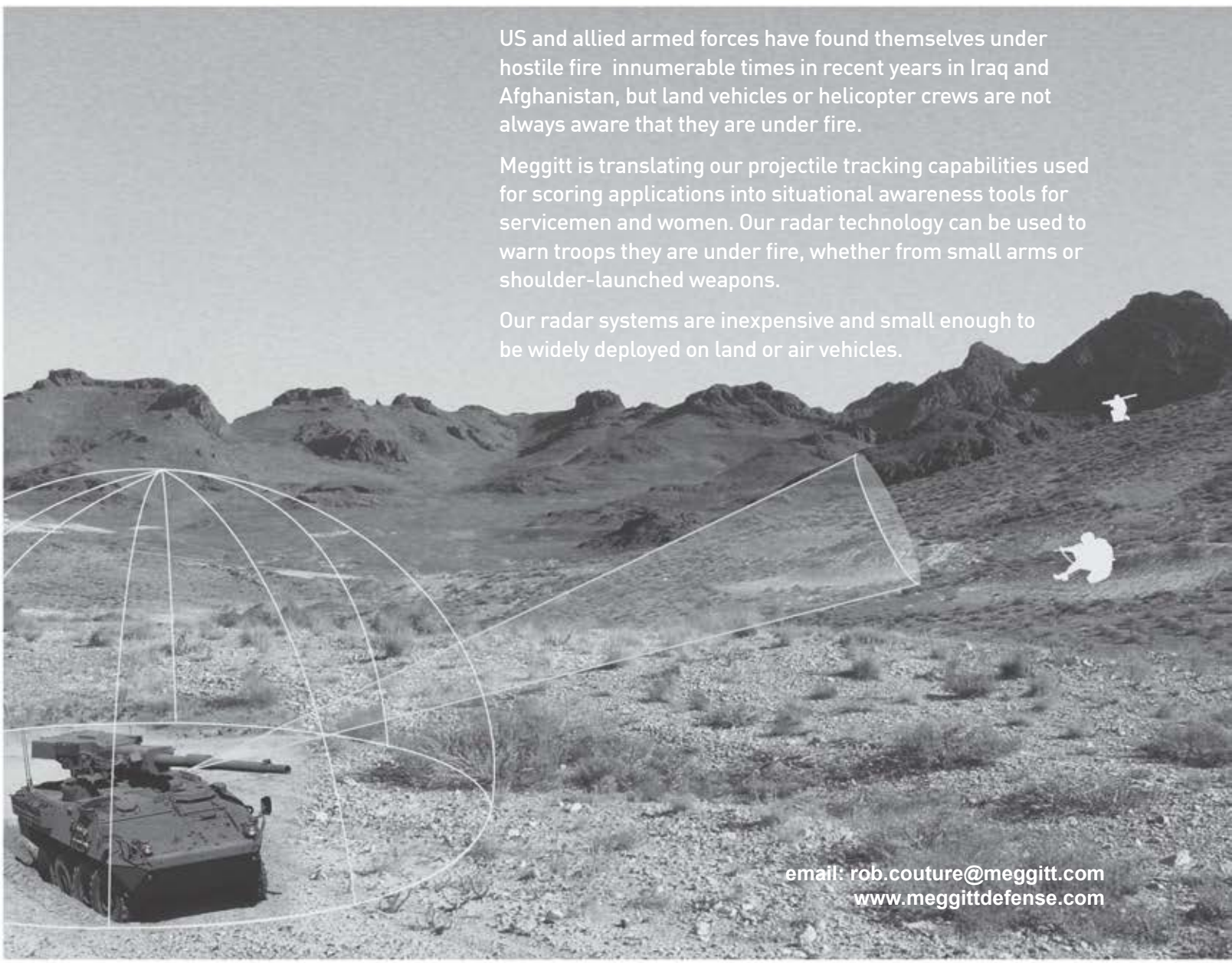

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**RQ-7B, Shadow UAS, is launched into mission profile during tactical training at Fort Huachuca, AZ.**

ation assets to integrate with UAS assets. Manned and unmanned aviation systems operating independently paint an excellent battlefield picture and greatly increase Warfighter situational awareness, but teaming these assets exponentially increases information availability and situational awareness.

Aviation Doctrine must continue to evolve to ensure systems continue to collaborate and provide the Warfighter with as much timely and relevant information as possible.

Numerous ongoing initiatives such as the proposed incorporation of UAS Flight Regulation 95-23 into Army Regulation 95-1, Flight Regulations, and the inclusion of select UAS platforms in Field Manual (FM) 3-04.140, Helicopter "Aviation" Gunnery demonstrate this progress.

Initiatives such as these will increase standardization, enable collaboration, and provide greater capability to tomorrow's fighting force.

## Organizational Requirements

The vast majority of the leaders that train and execute UAS operations agree that UAS organization is improving rapidly. As fielding plans are implemented, organizational requirements have become increasingly apparent. Currently, there are identified improvements in the military maintenance sustaining capability of our UAS units. Although, in many cases, this gap is filled with exceptional civilian support; it is expensive, presents a unique command and control architecture, and is difficult to sustain over the long term.

The Modified Table of Organization and Equipment (MTOE) of some UAS units are missing skill set quantities advantageous to achieving and sustaining long term success. Like our manned structure, aviation maintenance support battalions require increased numbers of UAS qualified maintainers to support intermediate level maintenance activities.

Continued reliance on civilian support such as field service representatives (FSRs) is not a viable long term solution. Aviation battalion and brigade maintenance officers need more military UAS experience to manage the entire aviation fleet.

Emerging UAS maintenance management systems such as the Unmanned Aircraft Systems Initiative (UAS-I) are being implemented to simplify and standardize unmanned maintenance management and reporting. This is a giant step in the right direction; however, the future lies in the ongoing development of a universal aviation maintenance management system – one size should fit all.

Aviation standardization remains non-negotiable across the full spectrum of aviation operations. Brigade combat team Shadow UAS units and the full spectrum combat aviation brigade have identified limited or no authorized MTOE allocations for UAS instructor operators (IO) and standardization personnel.

Work continues on many levels within the Army and USAACE to implement an Additional Skill Identifier (ASI) for these positions which are paramount to the evolution of UAS.

In many ways, the development of UAS aircraft platform capability and UAS sensing capability continues to be a shared venture between USAACE and USAICoE.

The best minds within both Centers of Excellence and many agencies are working hard and significant advancements are being made.

Will this shared responsibility ensure the final product(s) will be the most coherent, complementary, and cost effective? Consideration should be given to centralizing total UAS capability development under the umbrella of the Aviation Branch.

## Airspace Challenges

Thanks to the hard work of many, UAS flight training continues to overcome obstacles.

The rapid growth of UAS presents the National Airspace System (NAS) and those who manage it with their own set of "new challenges."

The NAS is rapidly adjusting to meet current UAS operational tempo requirements. The procedures and processes to integrate UAS into the NAS are visible daily.


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U.S. ARMY PM UAS COURTESY PHOTO

**MQ-1C, Gray Eagle UAS, on patrol**

UAS operations within the NAS require a Certificate of Authorization (COA) from the Federal Aviation Administration (FAA). The COA process in its current form can be time consuming and resource intensive, taking as long as 6-12 months to gain approval. Once approved, the COA may actually restrict UAS operations. Those restrictions may include limiting UAS platforms in controlled airspace or traffic patterns, requiring visual or aerial spotters, and restrict the combination of manned and unmanned aircraft in controlled traffic patterns.

The current procedures can make UAS flight training and Aircrew Training Program (ATP) management demanding for units. Three initiatives are being developed to mitigate these issues:

- development of UAS see and avoid capabilities,
- development and solicitation of a UAS level 1 Air Worthiness Release (AWL), and
- investment in robust simulation capabilities to ensure UAS proficiency.

One popular thought permeates throughout the UAS community: develop controlled "UAS operations only" airspace throughout the NAS. Although this may provide a short-term solution it defeats the long-term progress and integration of Army Aviation.

Depending on the future threat environment, UAS survivability advancement must continue to "keep pace" with potential adversaries. Although UAS platforms are designed to minimize detection through a myriad of successful methods, they must continue to survive regardless of any potential future threat.

Information management and analysis requirements are growing as the UAS community grows. The demand for additional One Station Remote Video Terminals (OSRVT), known throughout the UAS community as the "leader's eyes," will increase as more echelons of leadership demand this capability. More analysts will be required to rapidly interpret that information and pass it to decision makers.

## Personnel Considerations

As the pivotal role of the UAS Warrant Officer, Military Occupational Specialty 150U, is more clearly defined, it should align with traditional Aviation warrant officer duties and responsibilities. Consideration should be given to qualifying the 150U in UAS. Commissioned officer career paths should replicate traditional aviation career paths.

As it stands now, the UAS company commander, regardless of branch, is in effect "detailed" to a UAS assignment. Once commanders master their roles and responsibilities they move to another billet. More often than not, that billet is not within the UAS field. Experience is critical and every effort should be made to keep those experts working within this field.

The UAS Warrant Officer and NCO find themselves in an MOS with limited duty related educational opportunities. The introduction of advanced standardization and maintenance instruction is essential to the further development of the program. Personnel trends indicate that many UAS Soldiers and NCOs are departing the Army prematurely.

The perceived lack of continuing educational development has been identified as a key contributor. This is clearly manageable within our existing personnel management system. Future consideration should be given to reviewing the UAS MOS Active Duty Service Obligation (ADSO) and if necessary, implementing re-enlistment and aviation proficiency incentives.

To date, the herculean effort by many across the Army has resulted in one of the fastest growing, reliable enablers in our military's history. There is no indication that this will change in the future. Unquestionably, the introduction of UAS has saved countless lives. Today, the UAS program finds itself in a critical growth period.

To continue to advance it must develop enduring support systems across the DOTMLPF spectrum.

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*LTC Victor S. Hamilton is the commander of the 2nd Battalion, 13th Aviation Regiment, 1st Aviation Brigade, U.S. Army Aviation Center of Excellence at Fort Huachuca, AZ.*

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F Troop, 2nd Squadron, 17th Cavalry Soldiers prepare RQ-7B for launch at Ft. Campbell, KY.

ARMY PHOTO BY SFC KEVIN ANDERSON

# A Shadow in the Cavalry – MUM-T Development and Training

By LTC Michael D. Harvey and CPT Nathan L. Parker

The transition of the 101st Combat Aviation Brigade (CAB) to the Army's first Full Spectrum CAB (FSCAB) involved significant system and formation changes across the brigade. At the center of these changes was the creation of the Army's first Tactical Unmanned Aerial System (TUAS) troop in a CAB, F Troop, 2nd Squadron, 17th Cavalry Regiment, accompanied by the upgrade of OH-58D and AH-64D with Level 2 Manned-Unmanned (L2MUM) and Manned-Unmanned Teaming (MUM-T) systems, respectively.

While additional system upgrades occurred across the FSCAB this article will focus on the development of the MUM-T concept within 2-17th Cavalry and the development of training plans to prepare the squadron to employ the MUM-T concept for its deployment to Operation Enduring Freedom (OEF).

## MUM-T – Developing the Concept

At the start of another Army Force Generation (ARFORGEN) cycle the Squadron's staff and senior leadership attacked a unique problem set – how to best integrate the new TUAS troop into the Squadron's mission of providing reconnaissance and security support to the ground force commander (GFC).

The Squadron formed a MUM-T Working Group (WG) composed of senior standardization pilots, master gunners, tactical operations officers and commanders to lead the concept development. Leveraging lessons learned from organizations familiar with MUM-T operations, existing doctrinal guidance (FM 3-04.126 and FM 3-04.155), and the combat experience within the Squadron, an initial concept emerged.

The new TUAS assets would be directly integrated with scout weapons teams (SWTs) to form MUM-Ts.

The MUM-T concept would center on a team of three aircraft (two OH-58D Kiowa Warriors and one RQ-7B Shadow) all under the mission command of a single air mission commander (AMC).

Previous deployments in Operations Enduring Freedom and Iraqi Freedom (OEF/OIF) demonstrated the effectiveness of distributed mission command at the SWT AMC level. Provided with priorities of support, a clearly defined task and purpose, and a thorough situational awareness of the supported GFC's operations and intelligence requirements, the AMC was able to best employ the SWT to support the GFC while responding to the ever changing battlefield environment.

It was a natural progression to provide the SWT AMC with an additional asset that would increase the SWT's circle of action while providing in-

creased flexibility in developing tactical situations.The integration of the TUAS and SWT as a MUM-T alleviated two recurring problem sets that previously limited the tactical effectiveness of both platforms.

First, the integration of the TUAS into a tactically focused attack/reconnaissance element enhanced its operational capacity moving it from an intelligence, surveillance, and reconnaissance (ISR) focused asset to a reconnaissance, surveillance, targeting, and acquisition (RSTA) focused asset.

While the employment of UAS assets in the RSTA role had clear foundation in doctrinal guidance, the standard employment in theater often relegated UAS assets to ISR roles. These UAS operators rarely had the information, flexibility or training required to independently develop and exploit developing tactical situations.

Secondly, the overt signature of a SWT significantly limited its effectiveness as a reconnaissance platform in the contemporary operating environment. Enemy elements would often detect the SWTs before visual or sensor contact could be established allowing them to mask any targetable signatures and blend into the local populous.

The MUM-T concept reduced shortcomings of both platforms while providing increased flexibility in developing tactical situations and providing maximum support to the GFC. The initial concept was set.

The TUAS and SWT would combine to form a MUM-T under the mission command of a single AMC.

Utilization of the RQ-7B's Communications Relay Package (CRP) would allow all elements to operate on a single FM internal frequency while the OH-58D's Level 2 Manned-Unmanned (L2MUM) capability would allow pilots to directly observe the full motion video (FMV) feed to confirm positive identification (PID).

The MUM-T now had the tools necessary to complete the find, fix, finish, exploit, analyze, and disseminate (F3EAD) process in a timely manner over a wide circle of action.

It was also identified early in the development that this concept should not be restricted to TUAS and SWT assets. The teaming of TUAS assets with the attack weapons teams (AWTs) within the FSCAB was quickly incorporated into the training plans. During this initial training, only assets organic to the FSCAB were included but the concept is expected to grow outside the FSCAB to include brigade combat team TUAS and larger UAS platforms.

## TTP Development

Concurrent with MUM-T concept development, the MUM-T WG also focused on the development of an initial set of tactics, techniques, and procedures (TTPs). Doctrinal references and previous ad hoc MUM-T experience showed that while the fundamentals of reconnaissance and security operations would remain unchanged, the AMCs' tactical employment of their teams would.

An initial set of TTPs were developed to provide guidelines for MUM-T AMCs as they incorporated the TUAS into their tactical mission sets.

These TTPs included:

- MUM-T Team Briefs
- Recon Missions
- Security Missions
- Hasty MEDEVAC/Resupply
- Deliberate Air Assaults

These TTPs would aid in the devel-

N E W S  S P O T L I G H T

## MD 530F Class 91-02 Conducts First Training Sortie

Four students in NATO Training Mission-Afghanistan MD 530F Class 91-02 conducted their first training sortie on August 28, 2012 at Shindand Air Base. The MD530 team consists of U.S. Army team chief and instructor pilot, LTC Jeffrey G. Bouma, and instructors, CW3 Timothy L. Lane, CW3 Randall D. Jaynes, assigned to the U.S. Army Security Assistance Training Management Organization (SATMO), Fort Bragg, NC, and civilian contractor, Barry Stroud. Each student logged 1.3 hours of flight time and will execute 50 training sorties during their contact phase of flight instruction – totaling over 65 hours of flight time. The students completed the contact phase of instruction on November 4th, immediately advancing to the instrument phase.


NATO TRAINING MISSION-AFGHANISTAN COURTESY PHOTOS

**LTC Jeffrey G. Bouma (right) and one of the four Afghan Forces student pilots in front of the MD530F at Shindand Air Base.**

opment of initial training plans as well as provide a starting point for concept verification.

### Training Plan Development and Initial Assessment

With the MUM-T concept and initial TTPs established, the MUM-T WG shifted focus to the development of training plans to maximize the MUM-T capabilities among the flight troops and Squadron staff. From the beginning of the process these training plans were developed within the limitations of the ARFORGEN cycle and the Squadron's projected deployment ISO OEF. This timeline provided several fixed training events – TUAS troop fielding and new equipment training (NET), squadron gunneries, initial validation exercise and combat training center (CTC) rotations.

### Training Plan Execution – Individual thru Collective

Concurrent with the fielding and new equipment training for the new TUAS troop the Squadron's senior scouts developed and executed a two week block of instruction identified as "Aeroscout Academics." Topics encompassing fundamentals of reconnaissance and security, tactical communication and reporting, aerial observation, LASER principles, joint terminology and weapons employment, established the foundation of the Squadron's new unmanned aeroscout doctrine.

ARMY PHOTOS BY SGT TRACEY WEEDEN

F Troop, 2nd Squadron, 17th Cavalry Soldiers conduct RQ-7B preflight inspection at the National Training Center

While many of these topics are included in UAS FMs, initial entry training and annual evaluations, they were not being taught and developed to the depth and proficiency required for the TUAS operators to function side-by-side with the Squadron's manned aviators.

2-17th Cavalry initiated the MUM-T team training sequence with the Squadron aerial gunnery ranges during which the TUAS conducted target hand-offs and battle damage assessments for the SWT crews. This team training was immediately followed

by initial collective training during a three-week situational training exercise (STX) conducted with the assistance of 21st Cavalry Brigade.

During the STX, MUM-Ts conducted live and virtual missions focused on area reconnaissance, area security and convoy security.

These training iterations allowed MUM-T AMCs the opportunity to incorporate the UAS element into their scheme of maneuver and familiarized the Squadron staff with coordinating MUM-T assets.

The refinement of the MUM-T concept continued as the Squadron deployed as a task force with AH-64Ds to the National Training Center (NTC) supporting 4th Infantry Brigade Combat Team, 1st Infantry Division for their mission rehearsal exercise.

The STX and NTC training events were critical in providing the MUM-T WG a tactical environment to assess the effectiveness of the initial MUM-T TTPs. During the STX and live fire portions of the rotation, the Squadron employed MUM-Ts with AWTs and SWTs in support of area and convoy security.

As the TUAS and SWT/AWT components of the MUM-T became more familiar with each other's capabilities and limitations, the increased tactical flexibility of the MUM-T became clearly visible – the SWT/AWT was no longer limited by their ability to maintain visual or sensor contact with a hostile or reconnaissance target.

U.S. ARMY PHOTO BY ROY TEMPLIN, ACLC, FT. RUCKER, AL

**F Troop, 2nd Squadron, 17th Cavalry RQ-7B launch near Jalalabad, Afghanistan**

The Squadron also conducted four live cooperative Hellfire engagements, utilizing the TUAS as a remote designation platform to further establish the tactical flexibility of the MUM-T.

As the rotation shifted into force-on-force, the Squadron focused on incorporating the MUM-T into deliberate air assault, time sensitive target, and MEDEVAC/hasty resupply mission sets. In all of these mission sets the incorporation of the TUAS with the SWT/AWT continued to provide increased flexibility to commanders.

The TUAS element of the MUM-T was utilized as the lead asset for multiple air assaults, providing AMCs and air assault task force commanders with the early warning and reaction time necessary to activate contingency plans or further develop an area prior to the commitment of additional assets.

Across the wide array of missions executed by 2-17th Cavalry as a Full Spectrum Aviation Task Force, the MUM-Ts continually demonstrated their ability to quickly and effectively find, fix and finish enemy forces while providing increased flexibility to the ground force commander.

## The Road Ahead – Toward OEF

The MUM-T concept and TTPs continue as an ever evolving challenge. As 2-17th Cavalry continued to conduct crew and team training ahead of the upcoming deployment to OEF, the lessons learned from the NTC rotation were incorporated to further refine both the concept and TTPs.

The experience of 2-17th Cavalry as the first squadron to field an organic TUAS troop created a unique opportunity to incorporate a new asset into the reconnaissance and security mission set. The challenge continues as the Squadron now tackles the ultimate application of the MUM-T capabilities to best support the GFCs in Afghanistan.

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*LTC Michael D. Harvey is the commander of 2nd Squadron, 17th Cavalry Regiment, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) and CPT Nathan L. Parker is the commander of F Troop, 2-17th Cav. Both are currently deployed to Afghanistan.*

ARMY PHOTO BY SPC KEVIN ANDERSON

**F Troop, 2nd Squadron, 17th Cavalry Soldiers conduct RQ-7B post-flight maintenance near Jalalabad, Afghanistan**

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Airfield construction in Afghanistan.

ATSCOM COURTESY PHOTO

# Army Contingency Airfield Management – "Operating Within the Seam"

By Mr. Mark J. Hampton

As the title of the article suggests Army Aviation is operating within an environment that challenges its Soldiers in areas that are not resonant within its historical training or operational expertise.

Relevant today is the application of distributed operations with the resounding presence of forward operating bases and airfields. Often times these forward airfields are left under the management and direction of Army Aviation personnel.

ATSCOM COURTESY PHOTO

Unidentified air traffic controller providing ATC services in a makeshift control tower in Afghanistan.

Meeting this challenge and proving Army Aviation's success on the battlefield are the many men and women of our great aviation community. They are succeeding in developing critical airfield infrastructure, managing complex coalition and joint air traffic, organizing and directing airfield construction activities, and most importantly, representing our Army Aviation community with distinction.

## Understanding the Seam in Joint Operations

Sometimes the complexity of joint operations is not apparent with an examination of the capabilities or operational tactics of each of the services. It is instead discovered through the deployment of joint forces operating in a combination of service assigned roles and mutually supporting activities of joint operations.

Contingency airfield management has emerged as a seam in joint operations due to the development of capabilities to satisfy service specific employment concepts exclusively. Unfortunately this approach does not adequately equip, man, or train the services to operate transparently when supporting joint and coalition airfield operations so prevalent today.

While Army Aviation is vested in supporting the maneuver of Army aircraft throughout the operational area, Army airfield management forces are also supporting fixed-wing cargo platforms from other services and coalition partners. This support is requiring Army Aviation Soldiers to adapt to their surroundings and acquire skills, develop material solutions, and perform in areas not intrinsically associated with Army.

While some might argue that the emergence of airfield management responsibilities for the Army is not a core capability and should be realigned, the exceptional performance of Army Aviation Soldiers in this area

U.S. ARMY PHOTO COURTESY OF 245TH AOB, OKARNG

**Air movement of air traffic control equipment and personal gear in Afghanistan.**

demonstrates the ability for the Army to be successful in supporting some aspects of joint and coalition airfield operations and management.

This of course is not without exceptional leaders, focused pre-deployment training, expanded airfield management training and education, and finally, continued support from joint and coalition partners working in unison to defeat the enemy at hand.

To effectively employ Army Aviation and facilitate the intra-theater movement of personnel and cargo airfield operational forces must be trained and ready to provide airfield management at all locations designated by the joint force commander.

Army airfield management forces must seamlessly integrate joint, coalition, and host nation policies and procedures to ensure the safe and expeditious operation of aircraft within the operational environment. The ability to provide this assured airfield management capability is vital to the success of the Army as it conducts full spectrum operations throughout the global environment.

Training airfield operational forces is paramount to future success of these organizations. This training must be centered on joint capabilities to enable force projection and sustainment which ensure the ability to project and sustain forces from inter-theater and intra-theater distances.

## Airfield Management Doctrine and Concepts

To facilitate command and control (C2) at joint use airfields the JFC designates a senior airfield authority (SAA) responsible for airfield operations. The SAA ensures unity of effort among the various commands and other activities operating on the airfield and serves as the arbitrator between competing interests on the airfield.

Depending on the types of air operations being conducted at a specific airfield, the SAA will normally be selected from one of the following commands: Army aviation battalion/brigade, Air Force tactical fighter squadron/wing, Marine aircraft squadron/group, U.S. Transportation Command's (USTRANSCOM) contingency response element/group, air mobility squadron, or Air Force Special Operations Command (AFSOC) special tactics squadrons.

The SAA is responsible for overall effectiveness of the airfield and coordination of all requirements for use of the airfield and its facilities. The SAA controls airfield access and coordinates for airfield security with the joint security coordinator for the area.

In situations where U.S. forces are not the overarching authority for airfield operations (e.g., the host nation maintains airfield control, operational civil airfield), the SAA maintains oversight for all US/coalition airfield operations and, is the primary negotiator with the respective airfield officials for any support required.

Army aviation doctrinal publications detail tactics, techniques and procedures of airfield management forces in FM 3-04.300, Airfield and Flight Operations Procedures, August 2008.

Successful employment of Army aviation is contingent upon establishing and maintaining airfields that enable the positioning of aviation assets within the range of ground forces. This task becomes more complicated when airfields are host to a variety of allied military, nongovernmental organizations (NGO), and commercial air activities.

Army aviation transformation provides an airfield management structure for theater Army airfields through the deployment of theater airfield operations groups (TAOG) and airfield operations battalions (AOB).

These organizations are designed to efficiently support Army and joint, interagency, intergovernmental, and multinational aviation operations.

Army aviation combines reconnaissance, mobility, and firepower to provide battlefield leverage as an air maneuver and support force fully integrated into the combined arms team.

Like ground combat systems, Army aviation requires airfields to conduct operations. How these airfields are managed enhances the speed, safety, sustainability, and survivability of aircraft and aircrews and ensures successful mission completion.

Efficient management and thoughtful airfield design contributes to the timely response of Army aviation operations. Army aviation forward operating bases (FOB) include, but are not limited to –

- Highway landing strips.
- Improved and unimproved austere airfields.
- Captured enemy airfields.
- Host and adjacent nation airfields.
- Airfields designated for homeland security operations

## Air Traffic Services Command - Closing the Seam

Training Army airfield management organizations has been the focus of the Air Traffic Services Command (ATSCOM). This Forces Command (FORSCOM) organization, located at the U.S Army Aviation Center of Excellence (USAACE) at Fort Ruck-

er, AL, is aiding deploying units with critical training not resonant within training courseware within the Army.

Several contingency airfield management training events have been delivered to deploying organizations which provides requisite training in airfield operations and management to support joint and coalition operations.

These mobile training events are meant to serve as a bridging strategy to the Army's overall training objectives within this functional area. What is at question this point is the long term strategy for meeting the airfield training requirements.

While ATSCOM and FORSCOM remain vigilant in satisfying training shortfalls and meeting Warfighter needs, a sustainable education and training strategy continues to be developed by USAACE with subject matter support from ATSCOM.

In the meantime, joint and coalition partners should be assured that Army Aviation is on the front lines meeting every challenge with resounding success. Our aviation soldiers are adapting to their surroundings and are supporting complex joint and coalition aviation operations with a quality that has been a part of Army Aviation's proud heritage.

U.S. ARMY PHOTO COURTESY OF 245TH AOB, OKARNG

**Multinational airfield operations at Tarin Kot Airfield, Afghanistan.**

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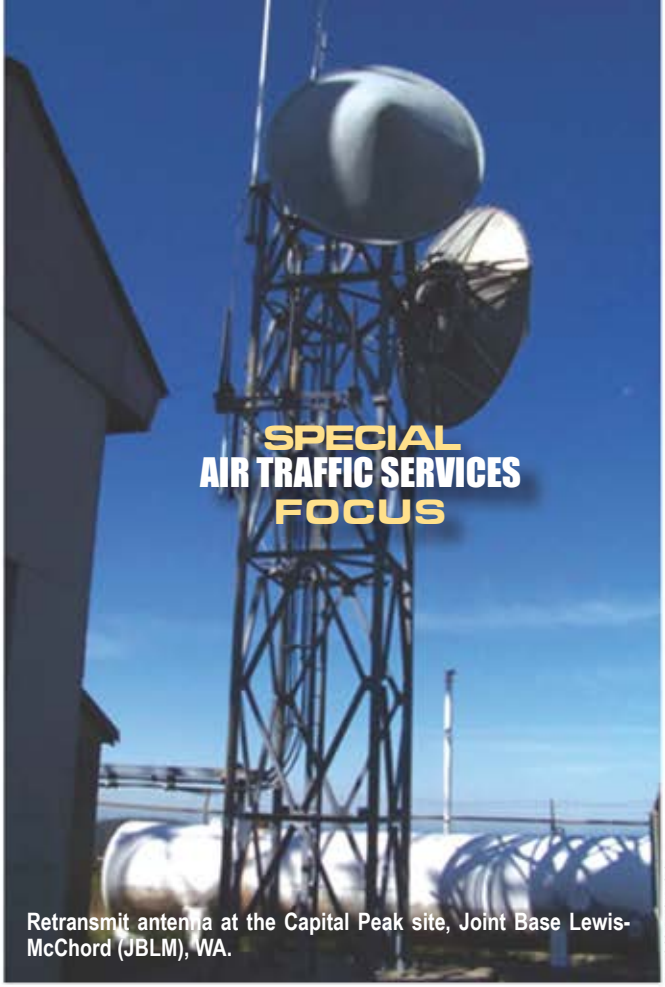
*Mr. Mark J. Hampton is an air traffic control specialist in the Fixed Base Support Division, Contingency Airfield Operations Support, U.S. Army Air Traffic Services Command located at Ft. Rucker, AL.*

# Great Strides in PM Air Traffic Control

By LTC Michael E. Rutkowski and Mr. John Traylor

PM ATC COURTESY PHOTO

Company F, 2-3rd General Support Aviation Battalion (GSAB) with MOTS at the JRTC, Ft. Polk, LA




PM ATC COURTESY PHOTO

Retransmit antenna at the Capital Peak site, Joint Base Lewis-McChord (JBLM), WA.

Of all the accomplishments made over the last year, I am excited to highlight the increased operational readiness rates of 90% on all our tactical systems both in the continental United States (CONUS) and in theater. It has taken a team effort with our industry partners to improve reliability – focusing on quality and testing – leading to significant improvements in continuous defect-free operations.

Air traffic control (ATC) is a critical piece of aviation operations and missions. Today Army ATC supports control of military, civil, and general aviation, operating at Army airfields throughout the world, as well as supporting Homeland Defense missions and tactical operations.

## New Technologies

PM ATC continues the process of migrating to a new generation of technologies. Immediately on the horizon is satellite/global positioning system (GPS) aircraft navigation, where aircraft downlink precise and accurate information on their position location, identification, and many other data items associated with that aircraft and where it is headed. This can be via ***Automatic Dependent Surveillance Broadcast (ADS-B)***, Mode S, and Mode 5.

ADS-B roll out and the Federal Aviation Administration's (FAA) ***NextGen*** program are being followed closely to integrate these technologies accurately and in conjunction with user requirements and our sister services.

NextGen boils down to getting the right information to the right person at the right time. It will help controllers and operators transition to air traffic management with aids for better decision making.

Improved situational awareness, either through external network connectivity or an integrated network of local sensors, might have prevented an aircraft accident that occurred at Joint Base Lewis-McChord (JBLM) in December. In response to the incident at JBLM, PM ATC has recently undertaken a significant effort to increase the communications and surveillance coverage in the JBLM training areas.

Local terrain and weather conditions in the area present several unique challenges being addressed by the PM ATC team to reduce accidents and allow our pilots to fly safely. These efforts have been prioritized into near, mid and long-term phases.

The *near-term phase* includes the installation of CM-300 and PRC-117G radios at a remote transceiver facility to improve radio communications and the deployment of a Tactical Airspace Information System (TAIS) to utilize Blue Force Tracker technology for a better air picture and upgrade to air situational awareness. The PRC-117G has a retransmit function that increases the radio coverage temporarily to allow for the improvement of facilities to support the overall upgrade.

The *interim phase* will consist of the permanent installation of radio transmitters/receivers at a remote site. This phase will enable the site to perform remote maintenance and provide a more stable platform and communications coverage to lower altitudes in the training areas.

*Long-term* solutions include permanent radio installations down-range with synchronous retransmit capability, additional radar data feeds and the use of emerging technologies.

This entire effort required the cooperative use of facilities, resources and subject matter expertise of JBLM, ATC personnel, and the engineering community to address this emergent need in an expeditious manner.

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PM ATC COURTESY PHOTO

**A Mobile Tower System (MOTS) at the Joint Readiness Training Center (JRTC), Fort Polk, LA.**

ly develop, produce, and field this portable set-up which will simulate tower, radar, and airspace management operations. A prototype simulation system will be built next year for user evaluation prior to taking this program to production.

## Upgrading a Legacy

The Army's legacy tactical air traffic control tower, the AN/TSW-7A transportable air traffic control tower, is on the verge of finally being replaced after 50 years. This legacy system has served its purpose well; however, the 1970s era technology system has struggled to meet both current and emerging tactical air traffic control operational environment requirements. The Mobile Tower System (MOTS) limited rate production contract was awarded in March 2012 for production of ten air traffic control towers.

In 2011 a 7A tower at Forward Operating Base (FOB) Wolverine, Afghanistan was hit by indirect fire from a mortar at fairly close range. While ATC systems are typically situated within protected and secured airfields, this incident led to a recommendation to provide Soldier protection and survivability to a MOTS being deployed by 3rd Infantry Division (3ID).

The MOTS production representative system made its debut at the 2012 AAAA Annual Professional Forum & Exposition where future users had the opportunity to get their hands on it and provide feedback for improvements. The MOTS shelter system and generator will deploy with 3ID out of Ft. Stewart, GA.

LTC Mike Higginbotham, 2nd Battalion, 3rd Combat Aviation Brigade commander, and his Company F led by CPT Evelyn Velasquez and 1SG James Finney will be first to use the system in theater. Higginbotham stated, "I am glad 3ID is able to participate in our small way in bringing the MOTS capability to the Army. Kind of neat that this started with a simple conversation in my office a year ago... lots of hard work by untold people across the Air Traffic Enterprise, but at the end of the day, it brings an enhanced capability to CPT Velasquez and her 19 deploying Soldiers."

MOTS has already performed successfully during two rotations at the Joint Readiness Training Center (JRTC) and Army Evaluation Command (AEC) is providing a safety release for the system going into theater.

The MOTS will bring significant improvements over the legacy system to include an enhanced communications suite, weather sensors, advanced operator stations, a Tactical Airspace Integration System Alternate Work Station (TAIS AWS), advanced armor, and an improved environmental control unit. The MOTS will be comprised of the tower structure mounted on an up-armored medium tactical vehicle (MTV). The MTV will pull a trailer with mounted dual 18kw generators.

The system will also include two high mobility multipurpose wheeled vehicles (HMMWV) that will pull two trailers containing an Aviation Lighting System (ALS) with 5,000 ft. of runway lighting for a tactical environment. The system will be air transportable by a C-17, and the shelter and generator can be sling-loaded by a CH-47, Chinook.

During the system's design and development, PM-ATC worked closely with Training and Doctrine Command (TRADOC), Communications-Electronics Life Cycle Management Command (CECOM), Forces Command (FORSCOM), AEC, Air Traffic Services Command (ATSCOM) and Soldier operators to ensure the system will meet current and emerging mission requirements.

The first of these modern, state of the art mobile air traffic control towers will be fully fielded in 2014.

## Sustaining Current Systems

A significant portion of the systems fielded and maintained by PM Air Traffic Control are in the sustainment phase. The Air Traffic Navigation, Integration, and Coordination System (ATNAVICS) radar has just finished production of the final system. The Marine Corps still has a few more to produce and field. The cooperative relationship with the USMC resulted in dividends for both services as we jointly develop new capabilities.

The Fixed Base Precision Approach Radar (FBPAR) is in the sustainment phase at 21 locations on Army Airfields.

The Tactical Terminal Control System (TTCS) is undergoing an upgrade to redesign the rack allowing the equipment to be mounted on an up-armored vehicle. TAIS continues to evolve, providing automated airspace command and control (AC2) and enroute air traffic services (ATS) to maneuver commands and ATS companies, and a linkage to the Joint airspace management process.

The TAIS is currently undergoing a modification and optimization of the software baseline that will produce a more compact and efficient application, modular software component design and implementation, and service oriented architectures and design. These mods will provide the ability to expose TAIS core capabilities as web services to be accessed both internally and externally without degrading capabilities. Additionally the TAIS is part of a U.S. Army Aviation Center of Excellence (USAACE) sanctioned initiative to develop a capability to transmit changes in airspace graphics to Army aircraft in flight.

The airspace changes are generated in TAIS and transmitted to aircraft using the Force XXI Battle Command, Brigade and Below (FBCB2) L-band satellite network. Balancing between sustainment and technology development and modernization is not always an easy task to manage. However air traffic control is now and will continue to be a major operational component supporting Aviation operations.

PM ATC is always ready to support and enable the aircraft of Army Aviation to fly any mission, anywhere!

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*LTC Michael E. Rutkowski is the product manager and Mr. John Traylor is the technical chief of the Air Traffic Control Product Management Office located at Redstone Arsenal, AL.*

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# CONVERTIBLE FOR ALL CLIMATES

**A Case for Rugged…** As a mobile clamshell or tablet, VT Miltope's new RCLC-1 rugged convertible laptop is mission-ready in any environment. The RCLC-1 is an integral part of the Maintenance Support Device Program – Version 3 (MSD-V3) developed for the U.S. Army's Integrated Family of Test Equipment (IFTE) At-Platform Automatic Test Systems (APATS). Our family of HARD WEAR sets the standard for rugged military computing. Built rugged down to their core processors, our products improve warfighter's ability to perform maintenance missions in extreme environments and challenging tactical conditions. The VT Miltope Family… mission-ready in the hangar, in the desert, or on the move. MILTOPE.COM

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# AAAA 10th Annual Luther G. Jones Aviation Professional Forum

By Ms. Brigitte Rox and Ms. Jaclyn Nix

PHOTO BY ERVEY MARTINEZ

MG William T. Crosby, Program Executive Officer, Aviation discusses the future of Army aviation at the AAAA 10th Annual Luther G. Jones Army Aviation Professional Forum.

PHOTO BY ERVEY MARTINEZ

SSG Jason L. Kilpatrick, with the 1108th Theater Aviation Sustainment Maintenance Group, Gulfport, MS receives the AAAA 2012 Donald F. Luce Depot Maintenance Artisan of the Year award from (left to right) LTG (Ret.) Dan Petrosky, AAAA president; Mr. Keith Roberson, executive director of the Integrated Materiel Management Center (IMMC), Aviation and Missile Life Cycle Management Command (AMCOM); Kilpatrick; and COL Christopher Carlile, commander of Corpus Christi Army Depot.

Industry and military leaders across the Army aviation enterprise attended the 10th Annual Luther G. Jones Professional Aviation Forum at the American Bank Center, Corpus Christi, TX, September 25-27.

This year's three-day event theme, "Cost-Wise Readiness," sponsored by the Army Aviation Association of America (AAAA), highlighted Corpus Christi Army Depot's (CCAD) capabilities to government and industry customers and provided a venue to exchange ideas on enhancing awareness and gaining efficiencies in the field of maintenance, repair and overhaul (MRO) for the future of the aviation enterprise.

Special speakers included Congressional Army Aviation Caucus member Congressman Blake Farenthold (R-TX-27), Corpus Christi Mayor Joe Adame, and COL Christopher B. Carlile, CCAD commander.

A business integration panel for local businesses and colleges explored ways to provide the most relevant and responsive support for the Joint Warfighter military readiness.

The biggest names in Army aviation could be found at this forum providing the latest aviation updates, including MG Kevin W. Mangum, commanding general of the U.S. Army Aviation Center of Excellence; MG William T. Crosby, Program Executive Officer, Aviation; COL Jim Baker, operations officer, U.S. Army Combat Readiness/Safety Center; and COL Clayton Hutmacher, commander of the U.S. Army Special Operations Aviation Command.

"If we don't get more efficient, we will lose the resources we have," Crosby said to a crowded room of military, local and political leaders, private sector and civilians. "We owe it to ourselves to have a system that gives visibility. We need to get from reactive to proactive maintenance. That's what we owe the Soldier."

Carlile said he believes it is time for the Army to evolve its thinking if it hopes to survive these budget cuts – getting away from thinking like the government and towards thinking like big business. With the threat of sequestration and shrinking budgets, it's time for the government to evolve.

CCAD was the focus of the forum as the premier maintenance, repair and overhaul (MRO) helicopter facility for big Army. Though the depot offers Department of Defense (DoD) a critical service through helicopter support, the depot is striving to transform the government's sullied reputation of wasteful spending and questionable practices by streamlining their own processes, minimizing cost and working towards a goal of 100% accountability and visibility.

By becoming more efficient and through making wiser business decisions like these, Carlile believes Army aviation could not only survive, but thrive through reduced budgets.

While he had the floor, Carlile announced that his workforce broke last year's production record by recapitalizing 50 UH-60s in Fiscal Year 2012. He presented a special plaque to Crosby commemorating the completion of the 50th Black Hawk at CCAD.

"What your team has done at CCAD is unparallelled," Crosby said. "There's no other depot that does what

this depot does." The depot's impact doesn't stop with Army aviation. The depot's initiative has been making waves all the way up to the Pentagon as methods to adapt to a smaller budget are being pursued across DoD.

The very system of overhaul, repair and recapitalization is designed to save the Army from paying a larger bill to purchase new aircraft each time one is damaged, weathered or out of date. In many cases, there are no replacement aircraft that have the capability the DoD needs.

If there were, the cost of replacing them would be exorbitant. That's why CCAD does what it does to sustain the nation's fleet readiness.

"The level of effort in aviation maintenance is absolutely huge and we have to resource that," said Mangum. "We've been paying for aviation sustainment and reset with supplemental and other aviation money.

We have to get that back to keep this fleet alive in the future."

"We're all going to get a lot of pressure to consolidate. We have to look strategically at the mission we're doing with our Soldiers and the objective of how we organize with a downsize in support," said Crosby.

The ultimate goal of all this is to better serve the Joint Warfighter and the American taxpayer—to be better, faster and more cost effective to ensure America's future.

In continuation of new tradition, AAAA held an award ceremony to honor its third ever Donald F. Luce Depot Maintenance Artisan of the Year recipient for 2012, Army SSG Jason L. Kilpatrick, with the 1108th Theater Aviation Sustainment Maintenance Group, Gulfport, MS.

This National Award is given annually to an individual who has made an outstanding individual contribution to Army Aviation in the area of depot maintenance. Kilpatrick was recognized for his outstanding achievements as a sheet metal repairman while deployed with the 1108th TASMG, Task Force 12, in support of Operation New Dawn, Iraq.

Sikorsky Aircraft Corporation also presented a scholarship to local community college, Del Mar College.

CCAD featured an interactive booth and discussions to highlight their journey towards becoming better, faster and cost-effective.

Warfighters, program managers, original equipment manufacturers and contractors explored aviation maintenance and future combat aviation brigade readiness during in-depth panel discussions. This forum has evolved in its ten years from a local discussion on engine issues into an aviation enterprise-wide event attracting military and businesses nationwide.

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*Ms. Brigitte Rox is a public affairs specialist and Ms. Jaclyn Nix is a public affairs clerk at Corpus Christi Army Depot, TX.*

# The Army Flight Paramedic Program – Part II

By Dr. (LTC) Joseph Puskar

In part one of this article in the August-September issue we covered some of the history and rationale for the Army adopting the paramedic (EMT-P) level of training for flight medics. The goal now is to train all Army flight medics to the higher skill level of flight paramedics with the proposed skill identifier of 68WF2 by 2018. The first pilot course at Fort Sam Houston, TX graduated 26 paramedics on October 16, 2012, and the second pilot course is underway as this is written.

All of the information presented here must be qualified by stating that the Army's official doctrine and policy has not been fully developed at this early stage of the program. For example the U.S. Army School of Aviation Medicine's (USASAM) own Flight Medic Course is a key portion of the training pipeline for the flight paramedics, but it is not known exactly at what stage of the training it will fit in sequence.

Either continue as has been done up to this point in time, and use it as a preselection course, or also perhaps fit it in later as a sort of finishing course for medics who have already been through paramedic training. This could also be done for medics who complete paramedic training through a civilian training program, for example.

## Authorizations

There are, as of April, 2012, 13 Modified Table of Organization and Equipment (MTOE) air ambulance companies in the Active Component, 27 in the National Guard, and 3 in the Reserves. A recent MTOE update increased the number of flight medics (68WF3s) assigned to the standard air ambulance company from 12 to 24, raising total current authorizations to 802, with 45% active, 48% NG, and 7% Reserve.

Total authorizations will equal 1,102 by 2018. The current percent filled in the flight medic billets is 70% for NG and 71% for USAR.

## Expanded Skill Sets

"There exists a delicate balance between maintaining the high standards of a very challenging course, and meeting the Army's growing needs of fielding a more highly trained flight paramedic with a greatly expanded skill set to include advanced airway management, administration of medications and blood replacement products to prevent hemorrhagic shock, and being the first responder to wounded troops on the battlefield who have often suffered severe trauma from blast injuries with resultant amputations, fractures, burns, penetrating injuries, and closed-head injuries from blast wave impulses and blunt impact forces." said SFC Brian Brockett, the En-route Care Branch NCOIC, and SFC Shane Pollack, USASAM's flight medic course NCOIC.

According to Brockett and Pollack, attrition rates in the academically challenging flight medic courses have averaged 27% due to the fast-paced nature of the course, and the amount of material covered including international trauma life support (ITLS), advanced cardiac life support (ACLS), pediatric education for pre-hospital professionals (PEPP), and simulated trauma management on the school's high-fidelity computerized training mannequins.

In addition to the rigorous academic and simulator instruction there is litter and hoist training, physical training, and a mass casualty response situational training exercise (STX) portion of the course that tests all of the flight medic's newly acquired skills in a rapid-paced, no-injuries-barred scenario simulating real-world situations our medics have been called upon to respond to in the war zones.

## Sustaining the Flight Paramedic Pool

Sustainment of the trained pool of flight paramedics will also present its own set of challenges over the next several years to include:

- Annual proficiency and readiness test (APART) and governing training circular requirements associated with operational airframes.
- National Registry of Paramedics (NRP) sustainment continuing education.
- Twenty clinical hours per quarter, for example hospital intensive care unit (ICU) rotations or live ambulance runs.
- Performance-based training on all combat medic skills (68W basic medic and soldier skills) covered in TC 8-800.

Freeing up the flight paramedics from routine unit duties to accomplish this time-consuming sustainment training will require the close oversight and prioritization of unit commanders and the medical directors responsible for the paramedics' training programs.

## Challenges

The Joint Staff Surgeon conducted an 18 month-long study that included representatives and subject matter experts from each service. This study ultimately determined the DoD baseline certification and training standards associated with en route casualty care.

As a result, the Joint Requirements Oversight Council (JROC) Memorandum 026-12 (dated 27 Feb 2012) recommended increasing training to Flight Paramedic Certification (FP-C) level of accreditation by the end of FY16 for enlisted medical personnel required to be the sole provider of care on board aerial platforms in a tactical environment.

While these recommendations have been put forth, and the Army has tak-

*Continued on page 59*

# AAAA Scholarship Foundation – A Half-Century of Serving Soldiers and Families

By COL Tom Harrison (Ret.)

**100% of All Donations Goes Directly to Scholarship!**

Did you know? Since the AAAA Scholarship Foundation's establishment in 1963, 100 percent of all donations have been applied to scholarships! Not a single penny from any donation is spent on administration, support services, facilities, etc. How did the AAAA Scholarship Foundation become self-sustaining? Monetary support from AAAA National and human capital support from AAAA members – that's how.

As discussed last month, the AAAA Scholarship Foundation, Inc. is a non-profit, tax-exempt corporation independent of AAAA National.

The stewardship of the Foundation's portfolio of funds, as well as the determination of the shape of the annual program of scholarships, is the responsibility of a separate and distinct Board of Governors.

Believing in the importance of education and the tremendous membership benefit offered by the Foundation, the AAAA National Executive Board annually authorizes the subsidizing of all administrative costs such as accountant fees, postage, copies, etc.

The Foundation capitalizes on the dedicated service of hundreds of AAAA members, by drawing on the donated time and talent of volunteers from around the world to assist in making the scholarship program a reality.

As 2012 begins to draw to a close, you may be considering how best to round out your 2012 tax deductible donations. Look no further!

Not only will you be able to deduct 100% of your donation to the Foundation (unlike many other charitable donations), 100% of your donation will be awarded to a deserving scholarship recipient affiliated with the Army Aviation community.

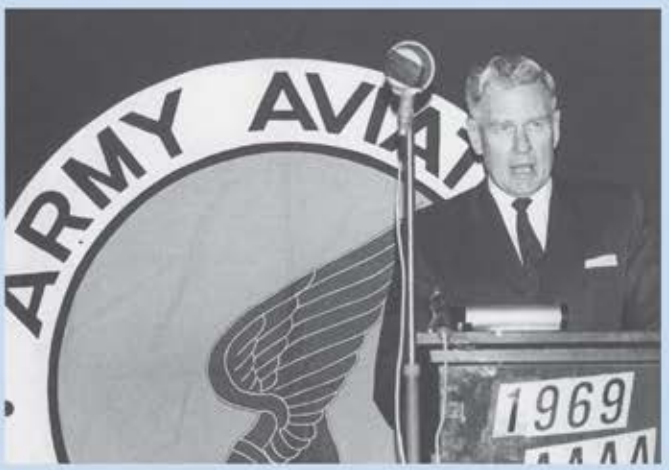
With multiple donation options available, there's no time like the present to contribute to the continued education of an AAAA member, spouse, sibling, child, or grandchild.

**How to Donate**

***Online –*** This is the easiest way to donate. Individuals, corporations, chapter representatives (anyone willing to support continued education) may go online at *www.quad-a.org* and establish a one-time only or recurring donation, to include donating to one of the matching fund programs listed below.

***By Check –*** If computers aren't your cup of tea, the Foundation is happy to accept donations the old-fashioned way – by check! You may send your donation directly to the Foundation in care of AAAA at 755 Main

*Continued on page 59*




## History of AAAA Scholarship Foundation, Part 3

At the Tenth Annual Meeting of the Army Aviation Association in Washington, D.C., GEN Hamilton H. Howze (Ret.), president of AAAA (1968-1969), made the following petition concerning the Scholarship Foundation:

"Since we started, we made one scholarship award in 1963; 1964 – four, 1965 – seven; 1967 – eleven and in 1968, fourteen cash awards."

"This is the only charitable, or should I say educational, organization that disburses scholarships, or including any other organization of a charitable nature that I know of, that has zero expenses.

Every dollar that is given goes directly to scholarship aid, and that's because our Awards Committee functions without compensation and our National Office does all the paper work without compensation.

So every dollar that is given is effective – 100% – and the money that is awarded to an individual scholar goes directly to the university or college, not to the scholar."

"In conclusion, I would like to suggest to you that our membership dues of seven dollars, I believe, is an equitable bill . . . that most of us could add a modest increment to this $7.00 and make out our check for something higher than that, which is then applied to the Scholarship Foundation.

With 11,000+ members and a dollar extra from every member we would more than double our input and output. If every one of you would recommend this action to several of your friends we would go far towards achieving a much higher level of cooperation and help worthy scholars."

# North Texas Chapter

By COL (Ret.) Robert D. Carter

NORTH TEXAS CHAPTER COURTESY PHOTO

**(l to r) Pam Miller, COL Mike Miller, chapter president, Molly the Longhorn, LTC (Ret.) Terry Reininger, VP awards; and Clare McGarrey, secretary pose for the Kodak moment at the 2012 AAAA ANNUAL FOrumin Nashville, TN.**

In a continuing effort to spread the accomplishments of our Chapters around the Association, I have asked the North Texas Chapter to highlight some of their Chapter activities. North Texas President Mike Miller and Secretary Clare McGarrey have graciously provided the input below, thanks to them.

## The Longhorns

The North Texas Chapter (NTC) of AAAA consists of 450 members and serves a geographic area, focused on the Fort Worth/Dallas Metroplex of more than 9,000 square miles.

NTC continues to thrive in its support of the AAAA mission despite the lack of a core military facility, command, and units.

NTC is a Master Chapter that has experienced positive membership growth; maintains a full board of directors slate; offers a variety of professional and camaraderie-building activities to its members; and actively supports the National AAAA events, including hosting the 2012 Annual Forum, the Scholarship Program, Army Aviation troops and families, and the local community.

## 2012 Programs

The board of directors of the North Texas (Longhorn) Chapter is thrilled to highlight the Chapter's most recent activities.

Our first professional dinner of 2012 was held in March where we had the pleasure of listening to guest speaker, COL Bert Vergez, who is the PM of the Non-Standard Rotary Wing Aircraft (NSRWA) office.

In April, the Longhorn Chapter was happy to support the Annual Forum in Nashville with a large representation and significant attendance.

Additionally, we took over 100 photos during the Forum of participants with our beloved life-size mock longhorn, Molly. It was great fun for all!

In May the Chapter hosted its Annual Golf Tournament raising $3,000 at this event for 2012 Scholarships. The scramble team of Clare McGarrey (Secretary of the Longhorn Chapter), Chris Bettinger, Nick McGarrey, and Matt Neyra took first place.

Shortly after the golf tournament, our chapter president, COL (Ret.) Mike Miller, attended the change of command of the 2nd Battalion of the 149th Aviation Regiment of the Texas Army National Guard. According to Mike, it was a great pleasure to witness this great Army tradition.

## Upcoming Events

For the upcoming year, we have added new Longhorn Chapter board members including LTC (Ret.) Vince Tobin and LTC (Ret.) Larry Ginder. These gentlemen complete the board with the aforementioned as well as LTC (Ret.) Terry Reininger, COL (Ret.) Bill Gavora, CW5 (Ret.) Dennis McIntire, and LTC Andrew Carter.

Soon we will kick off our "*Army Aviation Stellar Supporter of the Month*" which identifies an outstanding AAAA supporter in the area and provides them with a certificate of recognition and thanks.

On Wednesday, September 5th, the Longhorn Chapter hosted the Dallas Cowboys versus the New York Giants "watching party." It was held at the Bedford Movie Tavern and was a great event.

A few months later the Longhorn Chapter will host its Holiday Christmas Reception at The Petroleum Club on December 6th. Always a special occasion with dinner and dancing.

It is with great pleasure that we of the North Texas Chapter welcome every member of AAAA to Fort Worth, TX for the **2013 AAAA Annual Professional Forum and Exposition**. It will be held April 10-13 in downtown Fort Worth. Y'all be sure to come and enjoy the food, fun, and Texas hospitality!

Thanks again to Mike and the North Texas Chapter for their tremendous support.

## Chapter Activities Reports Coming Due

As I said in last month's column, I want to remind you again that the time is almost here for the annual Chapter Activities Reports required to be submitted by each chapter and due to National by 1 January of each year. I ask that each chapter president and secretary dig into the AAAA InfoFile for the requirements.

The information provided by the chapters is used to help the Association and assist our chapters in the execution of their programs.

As I listed back in October of last year, each chapter should answer three simple questions:

- What programs and activities did your chapter sponsor during the past year that were most successful in terms of member participation?
- Did your chapter sponsor any programs that were not successful? If so, please explain what and why, in your opinion?
- What additional services or pro-

grams could the national organization provide to assist your chapter?

As your VP for Chapter Affairs, I will use this information to assist you in meeting your individual chapter goals. Feel free to contact me if you want or need help for your Chapter or to obtain clarification of National procedures. If you have an idea of a subject that needs to be transmitted to our 72 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

## Flight Surgeon

*Continued from page 56*

en the lead by starting flight paramedic training as our standard, Army leaders must be aware that there are other ideas held by other services for even higher skill level critical care teams that could potentially divert critical resources during an era of budget cutbacks, and reduce our ability to handle large numbers of casualties in potential future conflicts.

We have been historically good at planning for the war we just had, but not always for the next one!

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.*

## AASFI

*Continued from page 57*

Street, Suite 4D, Monroe, CT 06468-2830. Be sure to make your check out to **AAAA Scholarship Foundation, Inc.**

***Estate Planning –*** Consider including the gift of education during your estate planning process. Just like individual and corporate donations, an estate may give a single donation, recurring donations, or establish perpetual scholarships. Estate planning is limited only by your imagination.

Want more info on how to give the gift of education? Send an e-mail to *aaaa@quad-a.org* or call (203) 268-2450.

***Matching Fund Programs*** – Based on funds available in the Foundation's General Fund, through donation options such as the ones listed above, the Foundation offers a limited number of matching fund programs to include: Chapter, Corporate, Heritage, and Individual matching programs. These programs are designed to maximize donation impacts by "matching" a donation up to certain limits with the goal of assisting the donating chapter, corporation, heritage organization, or individual to establish a perpetual, named scholarship which will be awarded annually.

***Name a Scholarship*** – Individual donations of $1,000 or more in memory of someone special to you entitle the donor to name the Scholarship.

### Donate Today!

Regardless of how you decide to give, the AAAA Scholarship Foundation offers both you and the scholarship recipients a unique AAAA membership benefit. First and foremost, **100%** of every donation goes directly to support AAAA members and their families.

Secondly, **100%** of every donation is deductible as provided in section 170 of the Internal Revenue Code.

Need more information? Check out the AAAA Scholarship Foundation at *www.quad-a.org*, talk to your Chapter Leadership, or give us a call at (203) 268-2450. Thanks for all your past support!

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COL (Ret.) Tom Harrison, President, AAAASFI

# The Spheres of our Voices

By CW5 Mark W. Grapin

My calendar used to be simple to manage: Get up when told, eat when told, wear what I was told – you get the picture. I suppose that manner of calendar management, without a prism of service through which to view the day, could be transposed over everything from those filling our cockpits and maintenance hangars, to those driving the milk truck on a delivery route, to those who once occupied the Lorton Reformatory – the frighteningly institutional name for a prison in northern Virginia that was abandoned in 2001.

I scrawled a Community Breakfast appointment onto my calendar several months ago for the morning of October 8, but I never connected the ominous address to anything significant until arriving in the parking lot of the long shadow cast by a guard tower.

I made my way into the gallery that now occupies the former penitentiary workhouse, following the signs into a space that was brightly painted and smelled of everything waffles, potatoes and coffee.

I recognized most of those in the room, and actually knew a few on a first-name basis.

For purposes of this article, the event itself wasn't so important, as the epiphany that occurred over breakfast pastry.

After opening remarks, the clinking of fine flatware and service utensils, then more remarks by yet others, the keynote speaker stood.

I recognized this retired U.S. Marine Corps lieutenant general, but we had never actually shaken hands; and I trust he couldn't pick me out of a lineup of one.

His eloquent remarks reflected a time more than four decades earlier when he and the honoree for the breakfast first met as Midshipmen.

He described how their careers had intertwined, and how their friendship had deepened as the years ticked by.

And with a warm double-grasp-handshake-not-quite-a-hug passing at the podium, one sat as the other stood.

A retired vice admiral positioned himself at the front of the room, not requiring the amplification of the microphone, but not booming with a need to fill the room with the sound of his own voice.

That quiet balance, I've noticed, takes decades to hone, and most never quite learn it.Not once in his eight minutes of comments did he utter "I". Rather, he showered praise on that sliver of our population who serve – and have served – in the various uniforms of our Nation.

I don't recall him mentioning by name the professional association of which he serves as president; and by comparison handily dwarfs Quad-A in numbers of members by well over a quarter-million. And that's about where the epiphany came in.

The admiral and the general each painted a mental picture of spheres of influence in representing the interests of those who currently serve, and have served; and that alone, the voice of the individual is lost.

As an association, the larger voice may be lost in the perception of a specialized interest. But when woven as a tapestry of that selfless representation for those who have stood their watch, that collective voice becomes impossible to ignore.

*Continued on Page 62*

AAPI PHOTO BY RENE BIDEZ

THE MILITARY COALITION

**The Army Aviation Association of America is one of the proud members of The Military Coalition – or TMC – in representing the specialized and collective interests of our members, and helping bridge the gap between those who serve, and those who serve them.**

# Dining Out For Scholarships with the Washington Potomac Chapter

By LTC (Ret.) Stephen Mauro and Judy Konitzer

It goes without saying that the heart of AAAA lies in the strength, camaraderie, and generosity of its chapters. We saw this first hand when Tom and I had the distinct pleasure of participating in the Washington Potomac Chapter's Dining Out in Arlington, Virginia on October 20, 2012.

The Washington-Potomac Chapter works very hard to achieve the AAAA purpose, "supporting the Army Aviation Soldier and Family."

The AAAA leadership understands that the Scholarship program administered by the AAAA Scholarship Foundation, Inc. (SFI) is considered a primary benefit of being an AAAA member. What better way to care for Aviation Soldiers and their families than to provide academic merit-based scholarships for spouses, children, grandchildren, and the Soldiers themselves.

In this time of tight economic conditions, helping with higher education costs is surely an important way to help families.

CHAPTER COURTESY PHOTO

**Washington-Potomac Chapter scholarship winner, Helena Rotte, a freshman from James Madison University is accompanied by her father COL (Ret.) Randy Rotte as she accepts a check from chapter president MG (Ret.) Rudy Ostovich at the chapter dining-out representing all of the chapter's 2012 scholarship winners.**

## Fundraising Opportunities in our Nation's Capital

Raising money for perpetual and annual scholarship awards is probably what the Washington-Potomac Chapter located in Arlington, Virginia does best. This Chapter has increased the total amount of its perpetual awards by about $120,000 in the last five years and has awarded over $20,000 to deserving students every year during that period.

Of course its members acknowledge that their chapter has an advantage over most chapters, because the National Capital Region is home to the headquarters for many of its defense related industry sponsors.

The Chapter's scholarship fund-raising program is dependent on these industry sponsorships for two golf tournaments each year and for its annual Chapter "black tie" dining out. This year the evening's event raised more than $24,000 to be used to increase both the "body" of the chapter's five perpetual awards and the number of the annual matching awards for 2013.

## 2012 AAAA Washington-Potomac Chapter Dining Out Highlights

The 160 attendees included active component and Army National Guard Soldiers, seven wounded warriors from the Fort Belvoir Wounded Warrior Battalion, retirees, industry representatives, spouses, and Helena Rotte, one of the chapter's scholarship winners.

The Washington-Potomac Chapter president, MG (Ret.) Rudy Ostovich, officiated and GEN (Ret.) Doug Brown provided insightful, candid, and timely remarks on the threats to the United States, the posture of the Army, and the value of Army Aviation.

Brown, an Army Aviation Hall of Fame inductee, served as the commander of the 160th Special Operations Aviation Regiment (Airborne) and, before retiring in 2007, as the commander of U.S. Special Operations Command, which is the Defense Department's lead command for planning and synchronizing the Global War on Terrorism.

Afterwards all participants got to enjoy the camaraderie, music and dancing, and complementary professional photo portraits.

## Valuing Industry Contributions for Scholarships

An additional $13,000 was raised for the scholarship program this year at the Washington-Potomac Chapter's spring and fall golf tournaments.

AUSA COURTESY PHOTO

**ARMY AVIATION magazine family readiness editor, Judy Kontizer (left), poses with Elmo and his Sesame Street handler at the AUSA Annual Meeting in Washington, DC, Oct. 24th. Elmo led the closing song after all of the family forum presentations at the event and Judy will be providing information from many of the forums in her future columns.**

Though members were disappointed by the number of teams able to participate in the fall, industry sponsorships, as always, did not disappoint.

Given the uncertainty of future government budgets, obtaining industry sponsorships for golf tournaments and formal events may become more difficult, but supporting AAAA Scholarships should continue to remain attractive for industry, because 100% of all donations go directly to the scholarship winners.

AAAA covers all administrative costs of running the program; a unique feature of the AAAA Scholarship program which certainly helps when soliciting sponsorships.

### Developing the Strategy for Distributing Scholarship Funds

The strategy for some chapters that are able to raise major scholarship funds each year is to provide scholarship awards with most at the minimum $1,000 level. The Washington-Potomac Chapter has decided that it is better to offer fewer scholarships each year with one-time awards between $1,000 and $3,000.

The award winners that are higher on the Scholarship Order of Merit list are rewarded with larger scholarships.

Beginning in 2013, the LTG Gus Cianciolo Memorial Perpetual Scholarship will be associated with the Washington-Potomac chapter bringing the total awards to thirteen.

### Cianciolo Family Members Participate in the Evening's Events

Seated at our table was Gus' widow Sheila, as well as their daughter, Teri Henderson, and son, Lt Col Anthony (Tony) Cianciolo, USAF, and his wife Erin. The Cianciolo family shared their appreciation for the generosity of many in endowing more than $100,000 for a scholarship in his name. This year their first $4,000 scholarship was awarded to Gabriela Urias who is attending Dartmouth College. The Cianciolo family is very proud knowing that future generations of students will continue to receive scholarships in memory of their great Soldier, husband, father, and friend.

Other perpetual scholarships from this Chapter include those for LTG Harry W.O. Kinnard, LTG Lavern E. Weber, MG Carl H. McNair, Jr., MG Robert F. Molinelli, and COL Paul M. Kelly. It is possible that the chapter will add a seventh perpetual scholarship for 2013 with proceeds from the 2012 Dining Out.

We were genuinely enriched by being able to spend time with the Cianciolo family, as well as with many of the industry sponsors, some who traveled long distances to attend this event.

The AAAA SFI Board of Governors met two days after the dining out and Sheila Cianciolo was nominated to become a Board member pending approval at the April 2013 meeting.

Along with everyone in AAAA, we thank the Washington-Potomac Chapter for its continuing support in helping to further education scholarships for students.

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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.*

*LTC (Ret.) Stephen Mauro is the Vice President for Programs, AAAA Washington-Potomac Chapter; he also serves on the AAAA Scholarship Foundation, Inc. Board of Governors. He works for System Studies & Simulation, Inc. and lives in Alexandria, VA.*

## Membership Memo

*Continued from page 60*

My head-smack included the stark realization that we cannot belong to "just" one professional organization, but must be included across the several fronts representing each of us.

That as an Army Aviator, my need for the best training and materiel with which to project our National policy and defense must be effectively conveyed to those who wield those purse strings. And, as a member of the National Guard, I must do what I am able to ensure my Component is not lost in competing interests for our dwindling service dollars to fulfill the balance of our state and federal missions.

The wider the scope, the more evident the spheres of influence and their interrelationships begins to become more readily and visually apparent; a chorus of linked and synchronous voices to bring that balance of message and connect the uniformed world, to that august body who serve their duty day on Capitol Hill.

To say our individual Army Aviation voices matter remains a gross understatement.

### A Pen Stroke Away from Across the Globe

No matter where you're standing your watch – whether shivering on a tarmac in Afghanistan, or bringing a black box back to life over a sand-choked bench in a Kuwait clam shelter; or in an oak-lined office poised over reams of legislature representing a trillion dollars or more, or throwing your Raven UAV into the air for another mission across a pitch-black battlefield – we're here for you.

If you're deployed, your membership for the year is on us, for the modest investment of only a phone call or email to request, "How may I join Quad-A this year?"

Details on our complimentary membership programs, and each of our several other membership programs, are further described in the AAAA *InfoFile*, and I welcome your questions at *mark.grapin@quad-a.org*.

❖❖

CW5 Mark W. Grapin
AAAA Vice President for Membership

*Registration is now open for the*

# 39th Annual Joseph P. Cribbins Aviation Product Symposium

## "Army Aviation; Flexibility for the Future Force"

Von Braun Center, Huntsville Alabama, February 6-7, 2013

The Army Aviation Association of America (AAAA) will sponsor the 39th Annual Joseph P. Cribbins Aviation Product Symposium for interested members of industry and the aviation logistics and acquisition communities on February 6-7, 2013. The theme of this year's symposium is "Army Aviation: Enabling the Future While Performing Today."

The purpose of the Aviation Product Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the many challenges in support of Army aviation's war-fighters.

The symposium will consist of individual and panel presentations with follow-on question and answer sessions. This year, the focus will be on the challenge of sustaining operations, maintaining, resetting, and modernizing equipment in an unstable budget environment. We will discuss various bridging strategies for modernizing aging aviation equipment and sustaining the industrial base. We will also have updates from the Commanding General, Aviation and Missile Command, the Commanding General, Aviation Center of Excellence and the Program Executive Office, Aviation in addition to presentations by government, industry and aviation field and aviation directorate key note speakers.

The Aviation Product Symposium will provide a unique opportunity for senior leaders from industry, military, and the government to interact and share their thoughts on the future of aviation logistics. The key objective of this year's symposium will be to build on last year's discussions on how industry and the government can work together to continue to maintain the current standard of Army aviation excellence during an extended period of wartime environment.

**ONLINE REGISTRATIONS ONLY –**
Register at www.tvcevents.countmein.com
*No Faxed or Email Requests Please*

### 2013 Conference Fees

Industry (to include retired military working in industry) - $450.00
Government - $75.00
Vendor Booth Space 10 X 10 - $1000.00
Lunch (included in Industry Registration) - $25.00

Register at www.tvcevents.countmein.com. If you have difficulty with the registration process you can complete the digital registration assistance form on the homepage to receive help. Vendors please visit the "Information for Vendors/Booth Tab" on the left side of the homepage and submit an application digitally; for more information please contact Chris Henderson at 256-698-0411 or chris.henderson1@us.army.mil. For general questions please contact Tonya Galindo at 256-464-9191 or tonya.galindo@vt-group.com; or Debi Charlier, 256-799-5917 debi.charlier@vt-group.com. For website issues, sponsorship opportunities or to request ad space in our program please contact Janice Sanders at 256-799-5914 or janice.sanders@vt-group.com

### Lodging Information

**Embassy Suites**
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http://embassysuites.hilton.com/en/es/groups/personalized/H/HSVESES-ACS-20130204/index.jhtml

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http://embassysuites.hilton.com/en/es/groups/personalized/H/HSVESES-ACG-20130204/index.jhtml

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First Combat - One of three Army L-4 Cubs prepares to take off from the deck of the U.S.S. Ranger during the invasion of French West Africa on November 9, 1942. Army pilots pictured are Lt. William Butler (pilot), and Lt. (now Col.) Brenton A. Devol Jr. (rear seat observer). Brought across the Atlantic on the carrier, the planes were landed on the first available landing spots taken by the amphibious forces.

U.S. NAVY PHOTO

## November 1942, Operation TORCH[1]

# "Baptism of Fire"

By Mark Albertson

The Western Allies opened the Second Front on land with the Anglo-American invasion of North Africa. The first great rollback of the Axis armies in the ETO[2] featured three prongs of attack:

Troops of the Eastern Task Force, under the command of British Lieutenant-General Kenneth Anderson, were to hit the beaches at Algiers.[3]

Ground forces of Center Task Force, commanded by U.S. MG Lloyd R. Fredendall, were to storm ashore at Oran. Both task forces had sailed from Britain.

The third prong of the attack had steamed from the United States. Rear Admiral Kent H. Hewitt, flying his flag aboard *Augusta* (CA-31), commanded 102 ships of the Western Task Force. Twenty-nine of these vessels were transports lifting 35,000 assault troops under the command of MG George S. Patton, Jr. The flamboyant tankman was to land his forces in and around Casablanca.

Attached to 3rd Infantry Division were four pilots of the fledgling Air Observation Post.

TORCH was Army Aviation's first time at bat against the Axis.[4] In command of the little Air OP contingent was Captain Ford "Ace" Allcorn. On October 10, 1942, Captain Allcorn—then at Fort Sill—was ordered to pack his bags and report to Camp Pickett, Virginia. Allcorn gathered his little command: Captain Brenton A. Devol, Jr. and Lieutenants John R. Shell and William H. Butler.

The aviators were briefed by the artillery officer of 3rd Infantry Division;

ARMY AVIATION MAGAZINE PHOTO

COL Ford E. "Ace" Allcorn (CPT Allcorn on November 9, 1942), led Army Aviation's first foray into combat.

then, they were hustled aboard the destroyer *Dallas* (DD-199) for the dash to Bermuda to catch Hewitt's task force.

Captain Allcorn and his men were piped aboard the aircraft carrier *Ranger* (CV-4).[5] Aboard the flattop were three L-4 Piper Cubs, all in need of servicing. Much of the crossing was spent readying the flivver planes for action. The power plants were serviced. Fabric was patched and doped. And SCR-609 radios were installed.[6]

Early in the morning of November 8, troops of the Western Task Force stormed ashore at Safi, Casablanca and Point Lyautey. Air cover was provided by *Ranger* and four *Sangamon*-class escort carriers: *Sangamon* (ACV-26), *Suwanne* (ACV-27), *Chenango* (ACV-28) and *Santee* (ACV-29).[7, 8] Early on the 9th, Allcorn and his men got set to takeoff. Destination: Fadala, where a racetrack had been prepared as a strip for flying artillery spotting missions.

Sixty miles offshore, *Ranger* turned into the wind. The flattop was plowing the Atlantic at 25 knots. Captain Allcorn was in the lead plane, followed by Lieutenants Shell and Butler. Captain Devol rode shotgun aboard Butler's plane.

Bluejackets seized the tail of Allcorn's Cub. The aviator revved the Continental powerplant. Suddenly the tars let go. The Cub shot forward, into the teeth of a 35-knot blow. "I was in the air almost as soon as they let go," said Allcorn.[9]

Allcorn circled the flattop, until Shell and Butler joined up. The trio then pointed their noses for the coast, flying in an echelon right formation.

Altitude: 2000 feet.

The flight was uneventful . . . that is, until three miles from the beach. The aviators shifted to an echelon left formation. Suddenly *Brooklyn* began blinking like a Christmas tree. A 5-inch 38-caliber nearly took out Lieutenant Shell, bursting in the wake of his lumbering Cub.

Allcorn and his wing mates dived for the deck. Other ships in the invasion force opened up. Tracers whizzed round the Cubs like angry bees. Flak puffs blossomed like flowers.

Allcorn wave hopped towards the beach. Around him, bullets splashed. A forest of geysers rose and fell. About a hundred yards from the breaking surf, Allcorn brought the Cub round hard and raced along the beach.

ARMY AVIATION MAGAZINE PHOTO

**One of Allcorn's flight rumbles down the deck of the U.S.S. Ranger.**

Machine-gunners from the 2nd Armored Division bracketed the intruder. The Cub's windscreen shattered, showering Allcorn with a hailstorm of glass. Smoke belched from the cowling, trailing off into the slipstream.

Vichy machine guns joined the raucous cacophony. French slugs chewed the wings, underside and fuselage. Pain shot up Allcorn's right side, as bullets tore into his leg.

The beleaguered aviator found a spot, coaxed the mortally wounded Cub in and pancaked in a rush of broken gear, snapping struts and shredded fabric.

He hauled himself from the wreck, then dragged himself clear as the L-4 tore itself to bits in a paroxysm of smoke and flame.

Meanwhile Butler and Shell, together with Captain Devol had set down near Vichy lines and were taken prisoner.[10] They were soon released and rejoined friendly forces. Allcorn was helped by civilians to American lines. The gallant aviator paid a hefty price for his brief passage in the history books: The first Army Aviator to fly off a carrier; the first in combat; the first shot down and the first to be wounded.

## Postmortem

Captain C.T. Durgin, skipper of *Ranger,* refused to break radio silence and alert the fire support forces of the impending arrival of the Cubs. As commander of the only fleet carrier available in the Atlantic, Durgin apparently was taking no chances.

In consequence, those naval forces covering the beaches had no foreknowledge of Allcorn's flight. The gunnery officer aboard *Brooklyn* could not find the silhouettes in his aircraft recognition book.

This meant that the safety of a 10,000 ton cruiser and its crew were more important than three 2,000 pound flivver planes and their pilots, despite the yellow cowlings and white stars encircled in yellow roundels clearly emblazoned.

The lack of planning and preparation was apparent here; just another in a plethora of lessons to be absorbed and incorporated into future operations.

However, Army Aviation's fortunes improved as the North African campaign proceeded. II Corps opened an Air OP school at Sidi-bel-Abbes in early 1943. The school was also used as a staging area for aviators and mechanics on their way to the front in Tunisia.

During the course of the campaign, Aviators were found to have uses other than that of directing artillery fire: aerial photography, air taxi, evacuation of wounded and command and control for starters.

Warming to such duties enhanced the value of the Air OP concept

among other branches of the Ground Forces; and not only that, broadened the definition of Army Aviation, thereby increasing the ranks of converts to the cause which helped to insure that by 1945, Colonel Ford's burgeoning stable of aviators would not share the same fate as Thaddeus Lowe's Balloon Corps in 1863.

## NOTES

(1) An earlier plan for the invasion of North Africa was codenamed GYMNAST.

(2) ETO or European Theater of Operations.

(3) On November 8, the assault troops of the Eastern Task Force were commanded by Major-General Charles Ryder, U.S. Army. The following day, November 9, the Anglo-American ground forces fell under the command of Lieutenant-General Kenneth Anderson, British First Army.

(4) Not only was TORCH the combat debut of Army Aviation, but for most of the soldiers and sailors of Western Task Force. As recently as 1940, many in Hewitt's command had been in college, ushering in movie houses or jerking sodas. Take the light cruiser *Brooklyn* (CL-40). Of 65 officers aboard, half were reservists; with only nine able to boast of three or more years of Navy experience. Of 1,050 officers and ratings, half were going to sea for the first time, with the entire complement making its combat debut.

(5) USS *Ranger* (CV-4), launched February 25, 1933, was the first American flattop designed as a carrier from the keel up. *Langley* (CV-1) had been a converted coal collier, the *Jupiter. Lexington* (CV-2) and *Saratoga* (CV-3) had been originally designed as battle cruisers. In accordance with the limitations on naval armaments set by the Washington Naval Agreement of February 8, 1922, the pair's construction as surface combatants ceased and both were converted to aircraft carriers.

(6) SCR-609, AKA Signal Corps Radio 609 or Set Complete Radio 609 was a popular type found aboard Air OP aircraft. These were hand-portable, frequency-modulated two-way communicators. SCR-600 series radios were used by the Field Artillery. SCR-500 series were used by the Armored Forces.

(7) USS *Ranger* was the only fleet carrier available for TORCH. *Lexington* (CV-2) had been lost at the battle of the Coral Sea on May 8, 1942. *Yorktown* (CV-5) had been lost at Midway, June 7, 1942. *Wasp* (CV-7) took the deep six off Espiritu Santo, September 15, 1942, torpedoes from the Japanese submarine I-15. And the gallant *Hornet* (CV-8), which had launched Doolittle's Raiders on April 18, 1942, was lost at the battle of Santa Cruz Islands, October 26, 1942. *Saratoga* (CV-3) and *Enterprise* (CV-5) were licking wounds incurred following battle actions in the Solomons; and, none of the new *Essex*-class flattops were as yet in commission. Hence the Navy's reliance on converted tanker hulls to supplement *Ranger* for TORCH.

(8) Perhaps an explanation is in order here as to the Navy's alphanumeric designation of the *Sangamon*-class baby flattops. On February 14, 1942, namesake of the class, *Sangamon,* was classified as an Aircraft Escort Vessel and given the designation AVG-26. Then on August 20, 1942, *Sangamon* was reclassified as an Auxiliary Aircraft Carrier with the designation ACV-26. On July 15, 1943, *Sangamon* was classified as an Escort Carrier with the designation CVE-26. But at the time of TORCH, *Sangamon* and her sisters were considered Auxiliary Aircraft Carriers with the alphanumeric designation ACV.

(9) See page 36, Richard K. Tierney, "The War Years," Part VI, *The Army Aviation Story.*

(10) Page 150, *Eyes of Artillery,* Edgar F. Raines, Jr. writes that Butler and Devol had been captured by Vichy French forces. Lieutenant Shell managed to land his L-4 at the race track at Fadala.

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*Mr. Mark Albertson is an award winning historian and a contributing editor to ARMY AVIATION Magazine.*

# 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.*

**Bell Block II OH-58 Kiowa Warrior Joins the Competition**

BELL HELICOPTER COURTESY PHOTO

MAJ J. David Hnyda (left), an experimental test pilot with the Aviation Test Directorate (AVTD), U.S. Army Operational Test Command, and Bell Helicopter pilot Henry Wilson prepare to take the Block II version of the OH-58 on a flight Oct. 22, at the company's Xworx facility in Arlington, TX. As part of the U.S. Army's search for an Armed Aerial Scout Helicopter, Bell Helicopter conducted a voluntary flight demonstration (VFD) The Block II combines a new and more powerful engine, the Honeywell HST900, with an enhanced tail rotor to deliver a fast fielding aircraft to achieve 6,000 feet and 95 degree performance. It also delivers a multitude of other advancements that include a state of the art nose mounted sensor and enhanced situational awareness from three full color multi-function displays. The Block II upgrade is designed to blend seamlessly into the Army's existing supply chains, training programs and personnel system. Looking to the future, Bell Helicopter is developing a Block III which will have the future advance rotor drive system transmission, new rotor, and will be an IFR rated aircraft. According to Bell this proven Block upgrade will cost much less than a commercial off the shelf (COTS) design. Since its introduction into the Army fleet in 1992, the OH-58D has been in continuous use, logged more than 800,000 combat flight hours, and consistently achieves the highest availability and readiness rates.

**Elbit Selected to Redesign the Apache Block III Mission Processor**

Elbit Systems of America, L.L.C., has been awarded a $17.5m contract by The Boeing Company, to redesign and upgrade the Apache Block III AH-64D Mission Processor. Elbit Systems of America, Airborne Solutions has received an order for the technology refresh to be performed over five years. The Block III mission processor, originally designed and developed by Elbit Systems of America in partnership with Elbit Systems Ltd., provides the aircraft with an open-system computing architecture that can easily integrate with current cutting edge and emerging next generation technologies. The new configuration will provide both performance and technology improvements and solutions for component obsolescence.

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

***AAI Corp.***, Hunt Valley, MD, was awarded two contracts:
a $40,999,999 firm-fixed-price contract to provide for the modification of an existing contract to procure universal ground control stations kits for the retrofit of field shadow unmanned aircraft systems – work will be performed in Hunt Valley, with an estimated completion date of Mar. 26, 2014;
and, a $35,250,738 cost-plus-fixed-fee contract to provide for the engineering and technical support services for unmanned aircraft systems – work will be performed in Hunt Valley with an estimated completion date of Sept. 7, 2013.

***Aerospace Facilities Group***, Las Vegas, NV, was awarded a $14,287,310 firm-fixed-price contract for the design of and to furnish services for modular paint booths, associated paint equipment and support equipment. Work will be performed in Corpus Christi, TX, with an estimated completion date of Sept. 30, 2014.

***BAE Systems***, Nashua, N.H., was awarded a $71,420,000 firm-fixed-price contract to provide for the production of the Common Missile Warning System aviation kits and installation and engineering services – work location will be determined with each task order, with an estimated completion date of Sept. 27, 2017.

***The Boeing Co.***, Ridley Park, PA, was awarded four contracts:
a $185,000,000 firm-fixed-price contract to provide for performance based logistics services in support of the CH-47 Chinook helicopter and rotor blades – work will be performed in Ridley Park, with an estimated completion date of Sept. 30, 2017;
a $12,982,847 cost-plus-fixed-fee contract to provide for the procurement of cargo on/off loading systems – work will be performed in Ridley Park, with an estimated completion date of Jan. 31, 2014;
a $17,090,939 cost-plus-fixed-fee contract to provide for the procurement of the Improved Vibration Control Systems in support of the CH-47 – work will be performed in Ridley Park, with an estimated completion date of Sept. 28, 2015;
and, an $8,645,717 cost-plus-fixed-fee contract to provide for the procurement of CH-47F cargo-platform health environment field demonstration kits – work will be performed in Philadelphia, PA, with an estimated completion date of Sept. 28, 2013.

***The Boeing Co.***, Mesa, AZ, was awarded a $69,694,730 firm-fixed-price contract to provide for the modification of an existing contract to procure Apache Block III aircraft – work will be performed in Mesa, with an estimated completion date of Feb. 28, 2013.

***FLIR Systems Inc.***, Wilsonville, OR, was awarded an $8,990,980 firm-fixed-price contract to provide for the procurement of FLIR Star SAFIRE II systems – work will be performed in Wilsonville, with an estimated completion date of Sept. 30, 2013.

***General Atomics Aeronautical Systems Inc.***, Poway, CA, was awarded two contracts:
a $102,588,732 cost-plus-incentive-fee contract to provide for services in support of the Gray Eagle unmanned aircraft system – work will be performed in Poway with an estimated completion date of May 7, 2013;
and, a $10,682,822 cost-plus-fixed-fee contract to provide for the modification of an existing contract to retrofit unmanned aircraft system Block 0 alternate heavy fuel engines – work will be performed in Poway, with an estimated completion date of Sept. 26, 2013.

***General Electric Engine Services***, Cincinnati, OH, was awarded a $45,257,577 firm-fixed-price contract to provide for overhaul services in support of the T701D turbine rotor – work will be performed in Arkansas City, KS, with an estimated completion date of Sept. 26, 2017.

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# POTM
## PEOPLE ON THE MOVE

### Aviation General Officer Promotions/Assignments

U.S. ARMY PHOTO

The Chief of Staff, Army announced the assignment of ***BG Ronald F. Lewis***, Senior Military Assistant to the Deputy Secretary of Defense, Office of the Deputy Secretary of Defense, Washington, DC, to deputy commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY.

### Change of Command

#### Ricci Takes Over 42nd CAB

U.S. ARMY PHOTO BY SPC HARLEY JELIS, 42ND CAB

New York Army National Guard ***COL Albert J. Ricci*** accepts the colors of the 42nd Combat Aviation Brigade from MG Steven N. Wickstrom, the commander of the 42nd Infantry Division, during a change of command ceremony at the Army Aviation Support Facility, Latham, NY on Saturday, Oct. 20. Ricci took command of the brigade from COL Mark A. Stryker who is retiring after 31 years of service.

#### 449th TAB Welcomes Pierce

U.S. ARMY PHOTO BY SGT KELLY LECOMPTE, 449TH TAB PAO

COL Todd Hunt (right), outgoing commander, relinquished the 449th Theater Aviation Brigade colors to BG William R. Coats, operational support assistant to the Director of the Army National Guard, during a change of command ceremony at the Army Aviation Support Facility in Morrisville, NC, Aug. 4. Subsequently, ***LTC (P) Brian C. Pierce*** (left) received the colors and assumed command of the brigade.

#### 3-142nd Changes Command


U.S. ARMY PHOTO BY SPC HARLEY JELIS, 42ND CAB

***LTC Jeffery R. Baker*** (right), the incoming battalion commander of the New York Army National Guard's 3rd Battalion, 142nd Aviation Regiment, receives the battalion colors from COL Mark A. Stryker, 42nd Combat Aviation Brigade commander, during a change of command ceremony on Sep. 7 at the Army Aviation Support Facility, Latham, NY. Baker assumed command of the 350-Soldier unit with elements based at Albany International Airport and MacArthur Airport at Ronkonkoma on Long Island from LTC Mark F. Slusar (left) who is to deploying to Kuwait as a base defense operations center chief of operations.

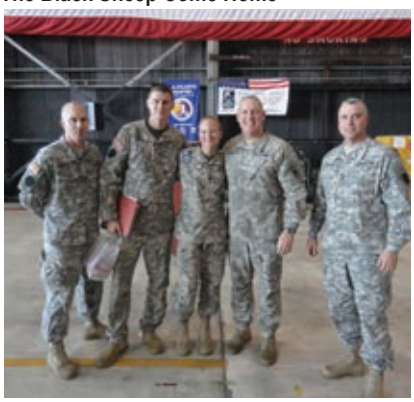
#### Winningham Takes Over the Panther Battalion

U.S. ARMY PHOTO BY SGT KELLY LECOMPTE, 449TH TAB PAO

***LTC Denny L. Winningham*** (center) receives the 1st Battalion (Attack/Recon), 130th Aviation Regiment colors from 449th Theater Aviation Brigade commander, COL Todd Hunt, during a change of command ceremony at the unit's headquarters in Morrisville, N.C. Aug. 4. Winningham assumed command of the battalion from LTC (P) Brian Pierce, who commanded the battalion for more than two years and later the same day assumed command of the 449th TAB.

### Deployments/Redeployments

#### The Black Sheep Come Home



U.S. ARMY PHOTO BY MAJ MIKE LAPOINTE

The Mid-Atlantic Chapter helped celebrate the Company B, 1st Bn., 150th Avn. Regt., NJ ARNG Welcome Home event after a one-year deployment to Kosovo with a Wisconsin-led Task Force. During its second OCONUS deployment, the unit provided general aviation support for the KFOR mission as part of a multi-state Task Force spearheaded by Wisconsin. The Black Sheep are part of the 150th Assault Helicopter Battalion, the largest aviation unit in New Jersey. Pictured from left to right: acting first sergeant SFC Mike Boyce, SGT Fox and company commander, CPT Sarah Moore with welcoming team, CW5 James Den Hartog, State Standardization Officer and CSM John Hicks, 1-150th AHB's CSM.

### Awards

#### Mitchell Recognized

U.S. ARMY PHOTO

***COL Robert D. Mitchell,*** former director for Medical Evacuation Proponency at Fort Rucker, AL, is awarded the Legion of Merit by MG Philip Volpe, commanding general of the Army Medical Department Center & School, at a change of duty award ceremony on Oct. 2, at Fort Sam Houston, TX. Mitchell was recognized for his accomplishments while serving at Fort Rucker during which time he also served as the Aeromedical Evacuation Consultant to the Army Surgeon General.

# POTM
## PEOPLE ON THE MOVE

### Sikorksy Honors Roland

SIKORSKY COURTESY PHOTO

Mr. Sam Mehta, president of Sikorsky Military Systems presents ***CW5 Joseph B. Roland***, a standardization instructor pilot assigned to the 25th Combat Aviation Brigade with Sikorsky awards in recognition of his 6,500+ flight hours and 1,700+ combat flight hours. The presentation took place during the Sikorsky's Annual Black Hawk Breakfast held in conjunction with the Association of the United States Army Annual Meeting in Washington, DC Oct. 22.

### 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.

**46 Officers, October 4**

**IERW AH-64D Track**
WO1 Jaimie L. Logan
LT Nicholas L. McPhail

**IERW CH-47D Track**
WO1 Kevin M. Crisp * **– DG**
WO1 Kathryn E. Anderson
LT Jeremiah B. Benardis
WO1 Thomas L. Flaherty *
WO1 Stephen A. Kersey *
WO1 Weston B. Strickland

**IERW UH-60 Track**
LT Rafael A. Garcia-Menocal * **– DG**
WO1 Darrell C. Lesikar * **– DG**
WO1 William R. DeSchepper **– HG**
LT Joshua T. Hicks * **– HG**
LT Kasandra A. Clark *
WO1 Kevin S. Copoins
LT Levi W. Dillon
LT Kyle P. Ditonto *
LT Colin J. Farmer *
WO1 Raymond L. Harper
LT Jay H. Hosack *
WO1 Cory H. Lagusker *
WO1 Timothy N. Scott
WO1 Wayne Trepanier
WO1 Bradley J. Weaver *
LT Sam M. Yoo *

**IERW UH-60M Track (CL 12-2)**
LT Russell E. Palmer * **– DG**
LT Andrew R. Hicks * **– HG**
WO1 Michael J. Baldwin
LT Travis J. Clark
LT Thomas Fowler *
LT Tyler J. Guest *
LT Kenneth Hettler *
LT Thomas C. Hobbs *
LT Kerrie Hughes
LT John-Justin W. Marcigliano
WO1 Brandon M. Mathis
LT Richard E. Mautino *

**IERW UH-60M Track (CL 12-3)**
WO1 Aaron G. LaFleur **– DG**
LT Benjamin E. Skaggs **– DG**
WO1 Eric D. Allen *
LT Hannah Cerney
LT Casey M. Colbert *
LT Ryan S. Cutcliffe *
LT Vernon M. Fergie
WO1 Austin J. Graham
WO1 Brett H. Jenkins
WO1 William G. Kosky

**54 Officers, October 18**

**OH-58D/R Track**
WO1 Edward S. Adamy * **– DG**
LT Maren H. Lowrey * **– DG**
LT Dustin M. Butler *
LT Keven M. Franks
WO1 Krystal J. Fye
CW2 Luke James
WO1 Brian Lane
LT Eric M. Pietrasz *
WO1 Christopher L. Sharp
WO1 Jereme R. Stratton

**UH-60 Track (CL 12-6)**
WO1 Jeffery Sliger * **– DG**
LT Matthew C. Vane * **– DG**
LT Aaron Isom * **– HG**
WO1 Dennis M. Proel * I **– HG**
WO1 Rafael Sifuentes * **– HG**
WO1 Joshua M. Wiedeman **– HG**
LT Michael B. Anthony *
WO1 Jonathan Behuniak *
WO1 Trevor J. Burns
WO1 Adam W. Byrnes
LT Zachary T. Dugger *
WO1 Daniel T. Farrell
LT Ryan L. Granier *
LT Charles B. Jaeger *
LT Charles S. Maves
WO1 Coleman D. Norris
WO1 Mark Novacek
WO1 Samantha L. Pallmer
WO1 David E. Powers
WO1 Adam Saeger
WO1 Tyler R. Sepp *
LT Austin M. Storms *
WO1 Christopher Tait
WO1 Robert Tolas
WO1 Timothy Wildes

**UH-60 Track (CL 12-7)**
WO1 Daniel C. Tjalsma * **– DG**
WO1 Kenneth Miech **– HG**
LT Jarod T. Steen **– HG**
WO1 Jonathan Welter * **– HG**
WO1 Freddy Cortes *
LT Jesse L. DeJaynes *
WO1 Emily Gates
WO1 Phillip M. Holt
LT Anthony M. Jette *
WO1 Benjamin M. Kovach
LT Peter M. LaVay
WO1 Grant McRobert
WO1 James C. Morehouse
LT Don W. Morgan
WO1 Richard Morrison *
WO1 Michael J. Nelson
LT Ami T. Patel *
WO1 Jamie A. Rothstein
WO1 James Thomas

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

### UAS School Graduations

**TACTICAL UAS OPERATIONS TECHNICIAN**
AAAA congratulates the following warrant officer graduates of the Tactical Unmanned Aircraft Systems Operations Technician Course, MOS 150U, at Fort Huachuca, AZ.

**Class: 12-006**
**7 Graduates, October 4, 2012**
WO1 Jonathan F. Adams
WO1 Christopher M. Herrmann
CW3 Gregory P. Moser
WO1 Gabriel P. Ochoa
WO1 Raymond A. Padilla II
WO1 Yamil J. Rivas
CW3 Ryan J. Runk

**UAS OPERATOR**
AAAA congratulates the following graduates of the Unmanned Aircraft Systems Operator Course, MOS 15W, at Fort Huachuca, AZ.

**Shadow UAS Operator Course**
**Class: 12-026/027/028**
**9 Graduates, October 19, 2012**
SPC Jeremy J. Bown **– HG**
PFC Ryan J. Dentremont **– HG**
PFC Bryan G. Hancock **– HG**
PFC Blake M. Batchelor
SPC Jason E. Bennett
PFC Adam M. Boone
PFC Charles T. Boone
PV2 Christian C. Buchanan
SPC Winston H. Cartier III
PV2 Eugenio Flota
PV2 Derek R. Hedstrom
SPC Nathan E. Hulstrand
SPC Sean M. Jones
SPC Christopher A. Lowe
PFC Wylie A. Mathis
PV2 Shawn W. Myers
PFC Shawn D. Pogue
SPC David J. Roe
PFC Kale W. Shier
PV2 Lonnie Spearman
PFC Michael A. Stocker
PV2 Christopher A. Taylor
SPC Joesph S. Valentino

**Hunter UAS Operator Course**
**Class: 12-503**
**3 Graduates, October 24, 2012**
PV2 Nathan M. Lewis-Lusso **– HG**
PV2 Jeremy Deosarran
PV2 Roberto C. Ortiz

**UAS REPAIRER**
AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Repairer Course, MOS 15E, at Fort Huachuca, AZ.

**Shadow UAS Repairer Course**
**Class: 12-063/064**
**12 Graduates, October 2, 2012**
PFC Carlos E. Rodriguez **– HG**
SPC Darrel T. Sweeting **– HG**
SSG Lawrence W. Dawson
PFC Kaytlynn A. Greenert
SSG Aaron M. Hardin
SSG Christopher L. Howell
SSG Roney F. Loeak
SSG Corey D. Porter
SFC Joseph H. Riddle
SSG Gerry A. Ruiz
SPC Aneudy B. Valera
SPC Jody M. White

**Shadow UAS Repairer Course**
**Class: 12-065/066**
**9 Graduates, October 17, 2012**
PV2 Michael C. Eck **– HG**
PFC Kenneth W. Babista
PFC Tyler R. Burtch-Brown
PV2 John S.W. Cunningham
PV2 William J. Gilbert
SPC Jory R. Gutzman
SPC Ronald T. Howard
PFC Donovan J. Jones
SSG David W. Maray

* = AAAA Member
+ = Life Member
HG = Honor Graduate

## New Members

**Air Assault Chapter**
MAJ Brian Austin Klear
CW2 Brian Serna
**Aloha Chapter**
SPC James Bownikeda
CW2 Elliott Boyles
SPC Steven Bradshaw
PFC Cynthia Brandt
SPC Erin Brandt
SPC Karri Branham
SGT Craig Braun
CW3 Jason Breitenback
CW2 Jesse Brenay
1LT David Brennan
CW3 Ryan Brescher
CW3 Paul Bretey
SPC Kenneth Brewer
SPC John Brezina
CPT Kip Briggs
SPC Nathan Brines
SGT Joshua Brooks
CPT Christina Brown
SFC Clyde Brown
SPC Douglas Brown
SGT Justin Brown
CPT Matthew Brown
SPC Adam Coleman
PFC Kyle Coleman
SGT Lauren Coleman
SGT Toni Coleman
SFC Willie Coleman
CPT Jason Collier
SPC Philip Collier
SPC Kerry Collingwood
CW2 Jason Collins
CPT Nicole Collins
SPC Joaquin Colonpabon
SSG Thomas Combs
SPC Robin Conaway
CW3 Owen Conner
PFC Fardale Cook
SPC Jeffery Cook
SPC Markis Cook
SPC Jamie Cooksey
SPC Marcus Cooley
SPC Bradley Coonis
SGT Alisa Cooper
CW2 Edward Cope
SGT Richard Copeland
PFC Jered Cordova
PFC Samuel Corsolini
SPC Alexis Cortez
CW2 Stephen Cory
PFC Victor Cosme
PFC Andrew Costello
SPC Brandon Countryman
SPC Doralycia Countryman
CW2 Jonas Courneya
CW4 Corey Cowley
SPC Joshua Cox
SPC Arlana Crabb
CPT Lucas Crabtree
PFC Jennay Crawford-Banks
SSG Andrew Creaser
CPT Larry Crews
SGT Francisco Crispin
SPC Christopher Crow
SPC Michael Cruz
SFC Ricardo Cruz
SGT Jesus Cuellar
SSG Collin Cummings
PFC Laura Cummings
PFC Tasmine Curenton
CW3 Michael Curnutte
CW3 Patrick Curran
SPC Christian Curtis
SPC Patrick Dacey
SSG Taisan Dallas
SGT Matthew Dally
PFC Clay Daly
SPC Nicholas Danet
SPC Jason Darling
SPC Gustavo Diaz
SPC Timothy Edwards
1LT William Eggers
SPC Geoffrey Ehl
CPT Burton Eissler
SPC Jeffrey Elbert
CPT John Elko
SSG Samuel Ellis
SPC Michael Emery
SPC Jonathan Endo
SPC Justin Erceg
1LT John Escalera
SGT Jose B. Esperacion
SGT Ramon Ewing
SPC Christopher Fallon
SGT Rosa Fariasrios
SFC Darla Farr
CW2 Thomas Farrell
PFC Scott Favinger
SGT Joseph Fearon
SPC Jamal Fears
SFC Daniel Felipe
SPC Brian Fennell
SPC Fausto Fernandez
MSG Gabriel Fernandez
CPL Ricky Fernandez
PFC Chris Field
SPC Adam Fields
PV2 Diego Figueras
SPC Hernando Figueromiranda
SPC William Finken
MAJ James Fischer
SSG David Fisher
SPC Trenton Fisher
SGT Brian Fitzgerald
SSG Casey Fitzgerald
SPC Chelsea Fitzgerald
PFC Tavandrea Fitzgerald
PFC Larry Fleming
SPC Daethan Fletcher
CPL Garrett Flinn
1SG Josilyn Flowers
2LT Danita Flucker
SGT Jonathan Folsom
CW3 Michael Forster
SFC Michael Foster
SGT Eric Foulks
CPT Michael Fraas
PFC Margraux Fracisco
PFC Joshua Frandsen
CW3 Jeremy Frankhouse
SGT Alvin Fransisco
SSG Dennis Frazee
SPC Justin Frazee
SPC Todd Freeman
1LT William Fry
SPC Christopher Fullerfeeney
SPC Stephen Fullmer
CW2 Lester Furr
SSG Bobbi Gabaree
SPC Justin Gabbert
CW2 Anthony Gadson
SPC Walter Gaines
SPC Tania Gaitan
PFC Gregory Galiardi
SPC Carlos Gallo
PFC Andrew Galloway
SSG Charles Gammons
SPC Andria Garcia
SGT Francisco Garcia
PFC Gesselle Garcia
SGT Jamie Garcia
1SG Javier Garcia
SPC Michale Garcia
PFC Rickey Gardner
SPC Ross Garen
SFC Travis Garrison
SGT Jacqueline Garza
SFC Rafael Garza
SPC Anthony Gatlin
SPC John Gaussoin
SPC Julian Genius
SGT Allan George
SPC Jacob Georgeestes
SGT Jordan Gerard
CW2 Dorothy Gerow
SGT Danial Gescheider
CW2 Glen Gieser
SPC Brittany Gilbert
SPC Sean Gilbert
SPC James Gill
SPC Brent Gillespie
CW3 Brandon Gillette
SPC Mihkel Gilmete
CW3 Shane Gingrich
CW2 Richard Ginn
SPC Richard Giovanetti
SPC Derrick Glasgow
SSG Edward Glidden
PFC Robert Godboldt
SFC Nicoles Godoy
SPC Andrew Goldsmith
SSG Jonathan Gomez
SGT Luis Gomez
SGT Anthony Gonzales
PFC Edgar Gonzalez
CPT Jason Gonzalez
CPT Michael Gonzalez
SGT Carlos Gonzalez-Trinidad
SSG David Goodman
SSG Jonathan Goodpasture
CW2 Matthew Gottschling
MAJ Ronald Gouvaia
SPC Ricardo Gracia
CW2 Kevin Graddy
SSG Fabian Gradillas
SGT Collin Gragg
2LT Cassie Graham
SGT Jason Graham
SGT Lee Gramling
SFC Patrick Grant
MSG Brian Grantham
CW2 Joshua Gray
SPC Sterling Gray
SSG Andrew Green
SGT Percy Green
1LT Cody Greene
PFC Michael Greene
SGT Kevin Greenwood
CPT Tabitha Gressard
1LT Gregory Griffith
SPC Michael Guadamuz
SGT Emmanuel Guevara
SPC Jeffry Guiles
PFC Gary Gumbert
SGT Julius Gutierrez
SPC Nicholas Hadley
SGT Kristopher Hague
1LT Travis Haigler
SPC Joshua Halacy
SSG Theodis Hale
CW3 Clinton Hall
PFC Gregory Hall
CW3 Michael Hall
SPC Brandon Hallowell
SPC John Halvorson
SPC Zachary Hammett
CPT Tony Hankerson
CW3 Daniel Hansen
SGT Travis Harden
PFC Dylan Hare
SGT Daniel Harper
CPL Blake Harris
CPT Bradford Harris
SGT Cornelius Harris
SFC Jessie Harris
SSG Jonathan Harris
CW2 Corey Haynes
SSG Roderick Haynes
SPC Shelinda Haywood
SSG Jeffrey Heath
SFC Jessica Heath
SGT Timothy Hecker
PV2 Derek Heer
CPL Kevin Heitchew
CPL Robert Hellin
CW2 Christina Hellman
CW2 Thomas Henderson
SPC Eric Henion
SPC John Henneberry
SSG Cain Hennings
SFC Rosendo Henriquez
PFC Brooke Henry
SPC Erick Henry
SPC Michael Hensley
SGT James Hernandez
SSG Jason Hernandez
CW4 Peter Hernandez
CW2 James Herndon
SPC Tony Herrera
PFC Peter Herschberger
PFC Brandon Hickey
SPC Dustin Hickman
SGT Michael Hickman
SPC Kenneth Hicks
CW2 Corry Higbee
SPC Michael High
PFC Bradley Hill
SGT Christopher Hill
SPC John Hill
CW2 Timothy Hill
SGT Zachary Hill
SPC Brandon Hillberg
SGT Justin Hines
SGT Carroll Hinson
SPC Christina Hinton
SPC Henry Hioe
SPC Mark Hitzeman
SPC Jacob Hobbs
SPC Joshua Hobbs
SPC Colin Hockenbrocht
SSG Lee Hockersmith
SSG Michael Hodges
PFC Joseph Hoff
SPC Michael Hofhenke
PFC Erik Hofmann
SPC Dustin Hollis
SFC Ladell Holmes
MSG Geneva Holmesdorsey
SPC Benjamin Holton
CW2 Ryan Holz
SGT Dona Honra
1SG Justin Hood
WO1 Reginald Hood
SGT Derek Hoover
SGT Jeremy Hovland
SPC Jacob Howard
SPC Matthew Howe
CPT Andrew Howell
CPT Hayden Howell
SGT Julissa Hubbard
MSG Troy Hubbs
PFC Seth Huckins
SFC Jeremiah Hudson
PFC Alberto Huerta
SPC Mark Huggins
SPC Matthew Hughes
SPC Ryan Hughes
PFC Andrew Hulett
SGT Robert Hulett
PFC Shawn Hull
CW2 Jason Hunley
SPC Alex Hunter
CW3 Andrew Hunter
CPT Darrin Hunter
SGT Daniel Hurtado
SGT Erika Hutchinson
SPC Christopher Hyatt
PFC Alan Hyde
CW3 David Iannuzzi
SPC Wagoner Ioanis
SPC Timothy Irick
SSG Ikaika Jaber
1LT Jessica Jacinto
SGT Calvin Jackson
SSG Clayton Jackson
SGT Jennifer Jackson
SFC John Jackson
CW2 Jaime Jarrin
CW3 Jerald Jastilana
PFC Curtis Jenkins
PFC Anton Jensby
PFC Gabriel Jimenez
SPC Justin Johns
PFC Casey Johnson
SPC Danielle Johnson
CW3 J E Johnson
SPC Jake Johnson
SFC James Johnson
CPT Marcus Johnson
SGT Michael Johnson
SPC Reid Johnson
SGT Rex Johnson
SSG Tyler Johnson
CW2 Heath Johnston
SGT Andrew Jones
SPC Brian Jones
SSG Sophia Jones
SPC Francis Jordan
SGT Paul Jordan
SPC Teyla Jordan
SFC James Journigan
SPC Jin Jung
SPC Jake Kaeding
SGT Steven Kalfman
1LT Matthew Kane
SSG Marcella Keith
SPC Adam Kelly
CPT Eric Kelly
SPC Taylor Kemp
PFC Zachary Kenney
SGT Waylonleetravis Kepa
SPC Kevin Keplinger
SPC Steven Kerby
SGT Alisher Khalmukhamedov
PFC Shardel Kidd
SPC Gabriel Henrique Kim
SSG Hyun Kim
SPC Jin Kim
SPC Nak Kim
PFC Seunghwan Kim
SPC Young Kim
PFC Taylor Kimball
SPC Bobby King
SPC Ebony King
CPT Douglas Kinkennon
CPT Sarah Kinkennon
SPC Zachary Kinney
CPT Ren Kinoshita
SPC David Kirkland
CW2 Kenley Kirkland
SPC Joshua Klapheke
SPC Shawn Knaus
SSG Christopher Knight
SPC Peter Kniskern
SSG James Koester
1LT Brenden Konczal
CW3 Jesse Kondas
CW2 Jonathan Kopp
CW2 Daniel Koren
SGT Joel Korman
SPC Erik Korstvedt
SPC Robert Kortz
SPC Christopher Kovacevick
SPC Jakob Koveleskie
SPC Mark Kramer
SSG Shaun Kramer
SSG Timothy Kramer
SFC Julia Krampe
CW2 Heston Krause
PFC Kelsey Kretzshcmar
SPC Aaron Krupa
SSG Gladis Kubisty
CW5 Stephen Kurinij
CPT John Kurtz
CPT Joseph Kushi
SPC James Labady
SFC Joseph Laborin
CW4 Michael LaGrave
1LT Garrett Lamarche
1SG Jason Lamb
SGT Thomas Lambdin
1LT Jacen Lanclos
PFC Darryl Lane
SPC Nathan Lane
SPC Troy Lankerd
SPC Ryan Lanter
MAJ Michael Lanzafama

# Legislative Report

By COL (Ret.) William H. Morris
AAAA Representative to The Military Coalition (TMC)

## Secretary of the Army discusses Reductions and Adaptability

With the opening of the Association of the United States Army convention on October 22 as a backdrop, Secretary of the Army John M. McHugh discussed the looming cuts facing the Army which he believed were inevitable and which the Service has been planning for over the past year.

After entering the stage in a wheel chair due to his recent bicycle accident to a rousing applause, McHugh showed his strength and commitment to continuing his work over the last four years which includes prosecuting two wars and overseeing the end of operations in Iraq, all while facing sharp reductions in a period of looming fiscal adversity.

In his words, and almost as the old adage goes, "the Army is going to do its job with less." Although McHugh acknowledged that he did not foresee the full brunt of the additional $55 billon which would come with the sequester on January 2, 2013, he stated that planning had started well in advance of recent budgetary announcements and that "We've been given the opportunity and the time to get it right, to plan, to prioritize and adjust force structure, equipment and training."

As a continuing theme of his tenure, McHugh acknowledged the value and important roles of the total Army to include the Active, National Guard and Reserve Forces. In keeping with the total Army theme, and the ability of the Service to adapt in a changing environment, McHugh also pointed out that these forces would require a full spectrum capability with the ability to deploy anywhere at any time.

## The Lone Survivor Foundation

The Lone Survivor Foundation (LSF) is a non-profit organization specializing in therapeutic retreats for Wounded Warriors and their Families.

Offering a series of ranch retreats throughout the year, the Lone Survivor Foundation is established to ensure our Heroes and their families can be afforded a tranquil and stress free environment to nurture and provide comfort in the healing process all while helping our Wounded Warriors assimilate back into a meaningful and productive life.

These five day retreats are offered free of charge, to include airfare. The first retreat of 2013 will be January 10-14 in San Antonio, TX and spaces are available as of this publication.

Applications for these programs can be downloaded at the LSF website at *www.lonesurvivorfoundation.org* and submitted via email.

## Veterans Administration (VA) Update

The VA has recently issued a fact sheet to inform Veterans and survivors about what they need to understand before and after filing for benefits. This useful document provides a brief but informative overview on the different features of the program and clarifies some basic details that are often misunderstood or not fully enacted by the Veteran and their survivors.

Major highlights include definitions on who is eligible for benefits, rules on Aid and Assistance (A&A) for those requiring another person to care for them and those who are housebound.

In light of past issues and concerns with Veterans paying out of their pocket for assistance in filing claims the document further provides warning on groups that claim to represent Veterans and their survivors, those groups who charge exorbitant fees and provides a list of those representatives, agents and attorneys that have been accredited by the VA Office of the General Counsel.

Finally it defines what fees and services accredited agents or financial planners may charge in the performance of their services to disabled Veterans. The document is obtained at the Veterans Administration website at *http://www.vba.va.gov/VBA/docs/PensionProgramInfo_final.pdf*.

## Sequestration Update

During the Presidential Debate on October 22, President Obama clearly stated that he did not foresee the automatic $109 billion sequester taking effect and that he believed a consideration would be made to prevent this from happening.

He also noted that he had not requested sequester and that this action was clearly taken by Congress.

Of course this has led to speculation throughout Congress as key members, to include Republican Senate Minority leader Mitch McConnell, expressed concern that although the Republican led House of Representatives had passed a bill to amend the current Budget Control Act of 2011, the Senate as of this writing has not even begun discussions on similar legislation of this type.

Given that this did come during the debate after being challenged by Governor Romney on the current administrations' plans for Defense spending, the existing forecast for action during the lame duck session of Congress is still unclear.

In addition, major defense and health care industry leaders and lobbyists are providing pressure on congressional members to take action or face the reality of even greater unemployment and the closing of small businesses who act as sub-contractor to the major firms.

It is estimated that more than two million jobs could be affected by Sequestration, with 200, 000 military positions phased out over time and it would place the national unemployment rate above nine percent.

Still at the crux of the matter in Congress is the difference on issues important to Democrats and Republicans.

The Democrats are holding fast that the Bush-era tax cuts for the middle and upper class be rescinded with a higher tax on those in the top one percent tax bracket.

The Republicans on the other hand are holding fast to ensure the Department of Defenses does not take the massive sequester cuts which would leave national security vulnerable.

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

### Aviation Center Chapter

CHAPTER PHOTO BY MS. LISA GEE HAZELTON

With his wife, Diane, at his side, ***MAJ Carl Terrell Brooks***, chief of the Doctrine Branch, Directorate of Training and Doctrine (DOTD), U.S. Army Aviation Center of Excellence (USAACE), was inducted into the Bronze Honorable Order of St. Michael by DOTD director, COL Shawn T. Prickett, during a ceremony on Oct. 24 at Fort Rucker, AL on the occasion of his second retirement. Brooks was recognized as a cornerstone of the Army Aviation and Doctrine communities as a returning retiree from twenty years of prior service where his experience as an aviator during the post-Vietnam and Cold War eras was invaluable to the current promulgation of doctrine.

### Central Florida Chapter

CHAPTER COURTESY PHOTO

***COL Christopher M. Miller,*** military deputy to the Acquisition Executive, U.S. Special Operations Command, is inducted into the Bronze Honorable Order of St. Michael by Central Florida Chapter President, LTC (Ret.) Jan Drabzcuk, during a ceremony on Sep. 7 at MacDill Air Force Base, FL. Miller was recognized for his significant contributions to the conventional and special operations Army Aviation communities for 30 years which have had an immeasurable impact on the Army Aviation community.

### Mid-Atlantic Chapter

U.S. ARMY PHOTO BY SFC ALYN-MICHAEL MACLEOD, PAO, 99TH REG. SPT. CMD.

***CSM Jamespeter Matthews,*** command sergeant major of the 244th Theater Aviation Brigade, was inducted into the Bronze Order of St. Michael with wife, Leslie, at his side by brigade commander, COL Michael N.E. Claybourne, during a brigade dining out on Aug. 18th. Matthews was recognized for his outstanding contributions to Army Aviation on the eve of his change of responsibility at Joint Base McGuire-Dix-Lakehurst (JBMDL), NJ. The 244th, the only aviation brigade in the U.S. Army Reserve, is a subordinate unit of the 11th Theater Aviation Command.

U.S. ARMY PHOTO BY SFC ALYN-MICHAEL MACLEOD, PAO, 99TH REG. SPT. CMD.

COL Michael N.E. Claybourne and CSM Jamespeter Matthews, commander and senior noncommissioned officer of the 244th Theater Aviation Brigade induct immediate past brigade commander, ***COL Vincent Mercadante***, into the Bronze Honorable Order of St. Michael during a dining out on Aug. 18 at JBMDL, NJ. Mercadante was recognized for his outstanding leadership of the brigade during his tenure. Among others present during the ceremony were the current commander of the U.S. Army Reserve Joint and Special Troops Support Command, MG Mari K. Eder; AAAA Mid-Atlantic Chapter president, LTC (Ret.) Edward L. Carnes, and chapter secretary, Kit Roache.

# AAAA Chapter News

### Thunder Mountain Chapter

CHAPTER PHOTO BY MR. THOMAS ROBERTS

The Thunder Mountain Chapter held their 1st Annual Thunder Mountain AAAA Poker Run on Sep. 29th. The 95 mile trek of southern Arizona started at the Sierra Vista Municipal Airport, and continued to a general store in Hereford, then to the Golf Course in Naco, on to Bisbee, and ended at the Sierra Vista Harley Davidson shop. Approximately 75 riders participated including about 30 members. The purpose was to raise AAAA awareness and raise funds for the AAAA Scholarship Fund. Although it was the first time, the Chapter raised a total of $1,500. Many local citizens joined the run as well and each of the establishments visited were proud to host the members and participants and offered free services. The local Sierra Vista Paper covered the event. The event ended with a well-deserved bike wash and lunch provided by the Sierra Vista Harley Davidson shop.

### Utah Chapter

CHAPTER PHOTO BY STACY BERG

On October 17th, the AAAA Utah Chapter presented Janice Hartvigsen, daughter of LTC Greg Hartvigsen, Kaysville, UT, with the John Rawling (Robertson Fuel System) scholarship for $1,500. From left to right are MG Jeff Burton, The Adjutant General, Utah National Guard; COL (Ret.) Tom Harrison, president of Robertson Fuel Systems and current president of the AAAA Scholarship Foundation Board of Governors; Hartvigsen; and COL James Bledsoe, State Army Aviation Officer, Utah ARNG. Hartvigsen attends Brigham Young University.

## In Memoriam

### Mr. Albert Lee Ueltschi

FLIGHTSAFETY COURTESSY PHOTO

AAAA is saddened to announce the passing of aviation training pioneer Albert Lee Ueltschi, founder of FlightSafety International, one of the world's leading aviation training companies. He died of natural causes on October 18th at his home in Vero Beach, Florida, surrounded by family, friends and devoted caregivers. He was 95. The Franklin County Kentucky native soloed at 16 and barnstormed around Kentucky and Ohio until joining Pan American World Airways in 1941. Soon after, he was selected by Pan Am's founder and president, Juan Trippe, as the company's first corporate pilot.

With permission and encouragement from Trippe, he started Flight Safety Inc. in 1951 working part time out of a small office within New York's LaGuardia Airport Marine Air Terminal. His idea was to give corporate pilots the same level of training as airline pilots and his company's motto remains, "The Best Safety Device in Any Aircraft is a Well Trained Pilot." That company today is FlightSafety International Inc., which teaches pilots, aviation mechanics, flight attendants, dispatchers and others. Based at New York's LaGuardia Airport, the company runs training centers and flight simulators at more than 40 locations in the U.S., Canada, France and the U.K and is a part of the Flight School XXI Team at Fort Rucker, AL.

In July of 2001 – in the 50th anniversary year of the founding of FlightSafety – Ueltschi was enshrined in the National Aviation Hall of Fame at a ceremony in Dayton, Ohio adding to his already numerous aviation awards and once again following in the footsteps of his aviation inspiration – Charles Lindbergh, who was inducted in 1967 and his aviation mentor Juan Trippe, who was a 1970 National Hall of Fame inductee.

His passion for aviation and significant contributions to safety will be recognized for years to come. May he rest in peace.

## AAAA Awards Open For Nominations - Send in your choice Today!

### AAAA Hall of Fame Inductions

**Presented at the AAAA Annual Forum and Exposition**

### AAAA National Awards

**Presented at the AAAA Annual Forum and Exposition**

*Suspense: January 1*

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

Nomination forms for all of the AAAA Awards are available from the AAAA National Office, 755 Main Stree, Suite 4D, Monroe, CT 06468-2830 & on the AAAA website: quad-a.org

## New Members - *Continued*

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SPC Logan Lockhart
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SGT Christopher Macias
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SFC Anthony Marshall
1SG Scott Marshall
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SFC Keith Martin
SGT Rommell Martin
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PFC Winston Martin
SSG Carlos Martinez
CW4 Gilberto Martinez
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PFC Jorge Martinsjunior
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SPC Dylan Peterson
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CW5 David F. Cooper

### Silver
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LTC Ralph J. Litscher
CW5 Andrew S. Pillado
CW4 Paul E. Madrid II
COL Jimmy L. Meacham
CSM Scott Spiva
LTC Christopher Smith, Ret.
CSM Patrick Laidlaw, Ret.
LTC Douglas L. Brockhard
Kevin M. Detlefsen
Randall B. Harkins
COL Shane T. Openshaw
COL David W. Carey
CW4 Lawrence J. Castagneto
COL James A. Muskopf
BG Peter T. Quinn
COL Robert Scott Brown
COL William K. Gayler

### Bronze
MAJ George Johnson
1SG Timothy Overby
MAJ John Kaikkonen
LTC Jonathon Ballard
CSM Ricky L. Griffin
LTC Melvin Clawson
CW4 Bradley Hutsell
1SG James McLean
MAJ Jay Deason
MAJ Andrew Maguire
1SG David Shinn
CSM Roger Allen
SSG Steve Ouellette
CW5 Daniel S. Dotson
CW4 Jay E. Rathbun
CW3 Carlos Acevedo
MAJ Brad A. Bertinot
CW5 James (Dave) Bowman
MAJ Michael Bustos
CW4 Steve O. Crandall
CW4 Carlos Caicedo
CW4 Jason Duffany
LTC Richard L. Dunton
MAJ Cory D. Fass
CW4 Danielle Fischer
1SG Jason K. Friedly
CW3 David Hernandez
CW4 William P. Highland
CW4 Steve Huitron
CPT Adam C. Keller
CW5 George R. Kessler
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Tracy P. Cheeks
Lisa D. Cyrulik
Kaye Dunham
Queen E. Evans
Michelle Ann Gerow
Lolita Inniss
Carleen J. Meckenstock
Stephanie Miller
Yulia Muller
Paula Steele

## Soldier of the Month

SSG John R. Mueller
September 2012
*Oregon Trail Chapter*

SPC Robert L. Haussmann
August 2012
*Jimmy Doolittle Chapter*

SGT Migdalia Velez
September 2012
*Jimmy Doolittle Chapter*

## ACEs
1LT Matt D. Colsia
*Morning Calm Chapter*

1LT Andrew J. Coyle
*Northern Lights Chapter*

## New Chapter Officers
**Aviation Center Chapter**
Treasurer, Michael N. Riley
VP Scholarship, Floyd E. Rodgers

**Morning Calm Chapter**
Treasurer, MAJ Sean O'Connell

**Northern Lights Chapter**
President, COL Nicholas Snelson
Senior Vice President, CW4 Eric Collier
VP Membership, 1LT Andrew Coyle
VP Scholarship, CPT Martin Hays
VP Awards, CPT Brandon Rankin
VP Officer Affairs, LTC Adam Lange
VP Civilian Affairs, Robert Marcinkowski

**Ragin' Cajun Chapter**
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Senior Vice President, MAJ Bart Johnke
VP Membership, CPT Scott Wohlford
VP Community Relations, MAJ Heins Recheungel
Treasurer, CPT Nicholas Norton
VP Scholarships, CPT Clint Burleson

**Voodoo Chapter**
President, LTC Joseph M Brocato III

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## New Industry Members
Limco Airepair, Inc.

**Reunion Announcement** 73rd Aviation Company
(Airplane Surveillance)(Light), Vietnam, 1963-64,
**May 9-12, Dothan AL.** Contact: Ross McKimmey,
(757) 585-2489 73avn2013@gmail.com
www.73rdaviationcompany.org
<http://www.73rdaviationcompany.org>

## UPCOMING EVENTS

### December 2012

Dec 10-12 AAAA UAS Professional Forum, Arlington, VA

### January 2013

Jan 9-11 AUSA Aviation Symposium & Exhibition, National Harbor, MD
Jan 11 AAAA SFI Executive Committee (Conference Call) Meeting, Arlington VA
Jan 12 AAAA National Awards Committee Selection Meeting, Arlington, VA
Jan 28-31 Aviation Senior Leaders Conference, Fort Rucker, AL

### February 2013

Feb 6-7 Joseph P. Cribbins Aviation Product Symposium, Huntsville, AL
Feb 20-22 AUSA Winter Symposium, Fort Lauderdale, FL

### March 2013

Mar 4-7 HAI Heli-Expo, Las Vegas, NV

### April 2013

Apr 10-13 AAAA Annual Professional Forum and Exposition, Fort Worth, TX



## ARMY AVIATION ASSOCIATION OF AMERICA

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## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

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

First Name MI Last Suf PEBD(mmddyyyy)

Address Date Birth (mmddyyyy)

City State ZIP+4 Home Tel

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

Spouse (First Name) FAX Tel:

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

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

**CURRENT STATUS** Place "X" in appropriate box

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

**CERTIFICATIONS** Place "X" in appropriate box

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

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

☐ INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
☐ REGULAR/ASSOCIATE MEMBER DUES ☐ 1 Yr $50 ☐ 2 Yrs $100 ☐ 3 Yrs $150 ☐ 5 Yrs $250
☐ RETIRED MEMBER DUES ☐ 1 Yr $37 ☐ 2 Yr s $74 ☐ 3 Yr s $111 ☐ 5 Yrs $185

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

☐ Check or Money Order for dues is enclosed, made out to "AAAA".
☐ Charge my: ☐ VISA ☐ MC ☐ AMEX

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

**CHAPTER AFFILIATIONS** (Check one)

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

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

Simultaneous Membership Form 600-DS (Fill-in) (Revised JAN 2011)

# Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.


## 25 Years Ago
### November 31, 1987

**"Safety," Observations by GEN Joseph T. Palastra, Jr.**

*In Forces Command, we pride ourselves on training as we will fight. Accidents can be more insidious than the enemy. We cannot afford to aid the enemy by depleting our own assets through accidental losses. . . . that safety, properly integrated with training, will enhance readiness. This was a hard-learned lesson. During the Vietnam conflict, the U.S. Army experienced 5,700 deaths and 106,000 soldiers disabled due to accidents.*

GEN Palastra highlights the current state of affairs, noting, *Each year in Forces Command, we lose the equivalent of a battalion of soldiers due to fatal accidents and experience enough in dollar losses to field 150 Cobra helicopters.*

**Briefings**

Adjoining photo depicts MG Teddy G. Allen—CG 101st Airborne Division (Air Assault) — relaying his role in the emergency evacuation of the former president of the Philippines. 2LT Russell E. Stinger (left) and Warrant Officer (W-1) Clinton T. Zimmer (center) are all ears. Stinger and Zimmer are Distinguished Graduates who recently completed Army flight training at Fort Rucker on October 8. MG Allen was on hand to address the class.

**Number Five**

The fifth AH-64 Apache attack helicopter unit is winding down its operational training at Ft. Hood. All AH-64 battalions are trained and equipped at the Texas base. LTG Crosbie Saint, CO III Corps and Ft. Hood, observed, "The Army's single-station unit training program is working well or better than we envisioned."


## 50 Years Ago
### November 1962

**Huskie III**

Kaman Aircraft recently showcased the K-1125, AKA "Huskie III." The twin-turbine troop carrier can accommodate a dozen infantrymen. A single tailboom stretches above and beyond the rear loading ramp, and, culminates with a single vertical fin. An electronics chin pod rounds out the nose. Kaman's expectations are for an all-weather, medium-weight helicopter suitable for an array of duties, such as counter-insurgency operations and missile range recovery and support.

**Whirly-Girl**

The Whirly-Girls recently inducted member number forty-five. This international organization of women helicopter pilots accepted into its ranks Mrs. Lauretta Beaty Foy. This abundantly talented grandmother of three was a commercial pilot for more than twenty years. Along the way, Mrs. Foy has been a Piper field rep, test pilot, flight instructor; and, during World War II, she ferried bombers and fighters as a WASP. In addition, Mrs. Foy was the 1949 Powder Puff Derby champion, has done stunt work for Warner Bros. and, continues as a helicopter instructor pilot. Oh yes, Mrs. Foy is also a concert pianist.

**Magazine Crew**

Adjoining photo depicts Jessie Borck, Dotty Kesten and Mary Wallace, signing in guests at the Fourth Annual Meeting in Washington, D.C. Registering is Mr. "Tony" Sacca, of the Metropolitan New York Chapter.

# 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, AL, 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.*

## Mr. Paul Bogosian

### Army Aviation Hall of Fame 2009 Induction

Starting as a Training and Doctrine Command intern in 1976, Paul Bogosian has devoted his life to the Army, and particularly to Army aviation. He rose to the highest levels of civil service as a member of the Senior Executive Service, holding SES rank for over 15 years.

As the acting Program Executive Officer for Aviation in the 1990s, Bogosian emerged as the principal architect of the move of the new Program Executive Office for Aviation from St. Louis, MO, to Redstone Arsenal, AL, under the 1995 Base Realignment and Closure Act. He subsequently served as the deputy PEO for Aviation under two general officer PEOs before becoming the fully fledged PEO for Aviation himself in 2004; where he served with distinction managing a global work force of over 1,700 employees and a budget of over $5 billion until his retirement in January 2009. Bogosian's defining skills were in developing consensus decisions by the top leadership of the Army when heartfelt conflicting views and opinions about modernizing aviation were the order of the day.

Bogosian helped lead the Army to its decision to terminate the controversial RAH-66 Comanche aircraft program, and use the subsequent funds released from the termination to aviation's best advantage. Through his diplomacy and calm demeanor, Bogosian took the remaining Army aircraft inventory of UH-60, AH-64 and CH-47 through a remarkable "born again" cycle, with virtually no recrimination or controversy inside or out of the Army. His focus on success got the projected 10-year job of establishing the remanufacture and upgrade of the three existing fleets as well as the initiation of four new-start programs, including the new mission area of unmanned aircraft systems done in less than five years. He efficiently and professionally turned mere briefing charts into hardware.

Bogosian's outstanding leadership contributions have resulted in never before achieved and sustained aircraft operational tempos in the midst of today's Global War on Terrorism, with its two major theaters of operation, and around-the-clock combat engagements. As one commentator observed, "At no time since Army aviation became an Army branch has it been better postured to fulfill its mission than it is today."

Bogosian was a key part of that success and his efforts have paid untold dividends to our Soldiers in combat, on the ground and in the air, around the world and in some of the harshest conditions in which we have ever fought. His impact cannot be overstated.