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## ON THE COVER

PAID ADVERTISEMENT: Boeing continues to enhance the capabilities of the AH-64 Apache and CH-47 Chinook to meet the needs of soldiers and Army aviators, and is working to develop the next generation of Army rotorcraft.

*Caption provided by the advertiser.*

# Briefings...

**Late Breaking News - Announcements - Notes**

## Hagel Nominated for Top Pentagon Slot

OFFICIAL FILE PHOTO

President Barack Obama announced on Jan. 7th his nomination of Charles T. "Chuck" Hagel to be the next defense secretary. Hagel, 66, a former U.S. senator from Nebraska, earned two Purple Hearts as an infantry squad leader in the Vietnam War. If confirmed by the Senate, Hagel's leadership would be historic – he would be the first person of enlisted rank to serve as secretary of defense, one of the few secretaries who have been wounded in war, and the first Vietnam veteran to lead DoD. Hagel will replace Defense Secretary Leon E. Panetta, who has held the position since July 2011 and is retiring.

## Night Stalkers Recruiting Women Pilots and Crew Chiefs

AAPI FILE PHOTO

The Army is recruiting women to become pilots and crew chiefs for the 160th Special Operations Aviation Regiment (Airborne) for the first time as part of its ongoing effort to expand roles for women in the service. The move by the 160th was announced by BG Clayton Hutmacher, the commander of Army Special Operations Aviation Command, just days before the announcement on Jan. 24 by Defense Secretary Leon E. Panetta and Chairman of the Joint Chiefs of Staff, Gen. Martin Dempsey of the rescission of the 1994 Direct Ground Combat Definition and Assignment Rule for women and Department of Defense plans to remove gender-based barriers to service.

Hutmacher said they will start with a pilot program with one standard for both men and women, and assuming there are no significant issues, will integrate women. COL John Evans, commander of the Night Stalkers, said, "As we bring these very talented female candidates into the 160th, they will understand up front that there is but one standard, and they're going to have to meet that to be a part of the organization."

Women have been serving as aviators and on air crews in conventional units in the Aviation Branch and since the early 1990s on cavalry and attack missions which were previously closed to them. Candidates must complete an application packet, beginning a process that takes several months. The expectation is that by summer 2013 the 160th will assess its first female candidates.

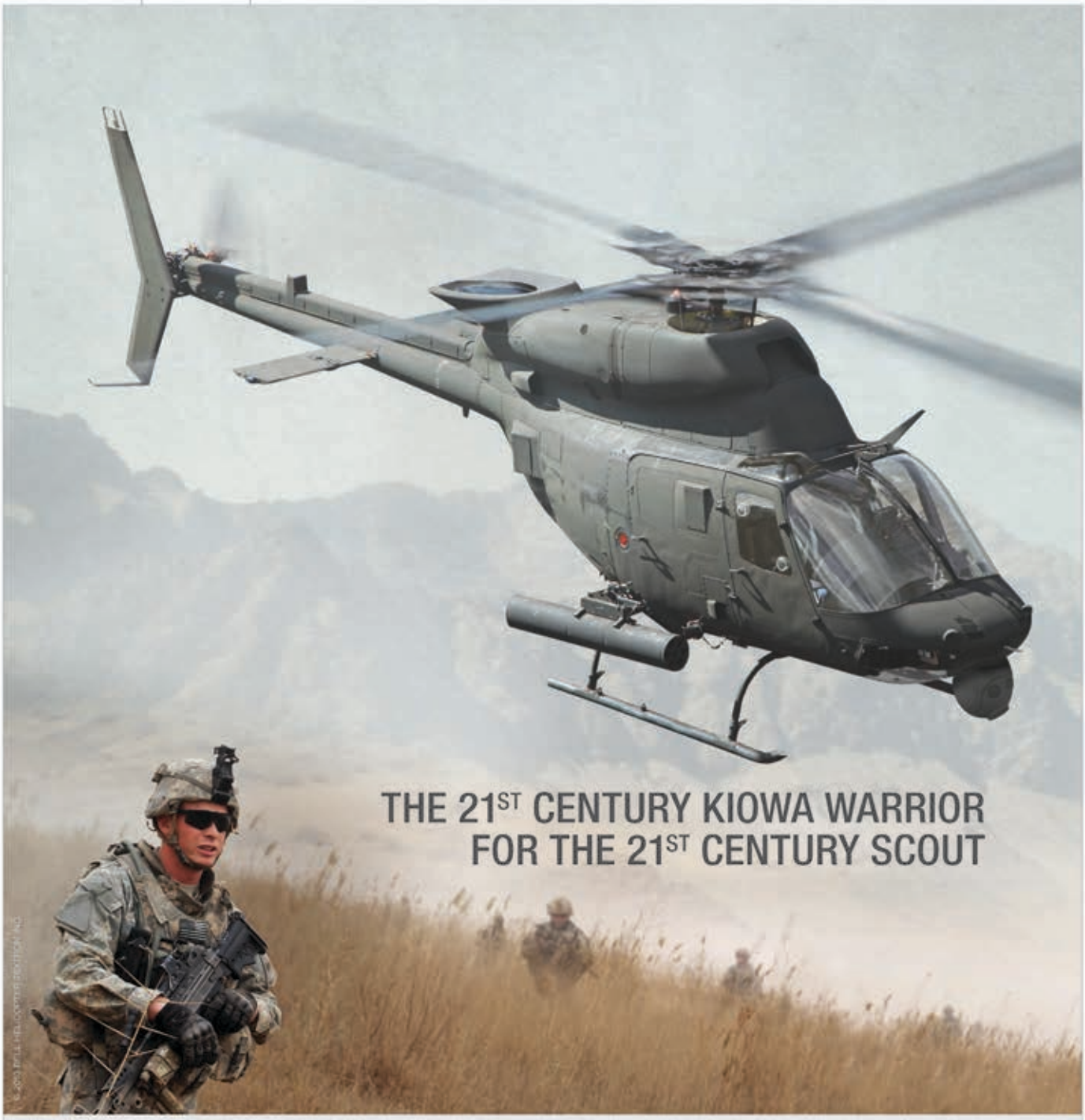
For more information or to apply, contact the Special Operations Recruiting Battalion at *recruiters@soar.army.mil*, call (270) 798-9819, or visit the battalion's website at *www.sorbrecruiting.com*.

## LA Man Gets Prison for Shooting at Guard Helicopter

A U.S. district judge in Sikes, LA on Jan. 23, 2013 sentenced 62-year-old Lamar Kelly to 41 months in prison followed by three years of supervised release for shooting at a Louisiana Army National Guard helicopter during a drug surveillance operation. Kelly was convicted by a jury in September of charges he fired at the helicopter while it was helping state and local law-enforcement officers conduct an August 2010 aerial search of an area in Winn Parish where marijuana was suspected of being grown. Nobody was injured in the shooting, and the helicopter was not damaged.

**Corrections:**

The photo on page 52, Jan. 2013 issue labeled "Fox Takes Command" should be credited to Mr. Terry Moore, Terry Moore Images. We apologize for the error.

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# Army Aviation Linked to Our National Security Strategy

As our Army transitions, it will stay linked to our National Security Strategy. I believe Army Aviation's demonstrated dedication to the unified Land forces under tough dangerous conditions will continue to be vitally important as the force transitions.

Since Vietnam Army Aviation's credentials have been tied directly to the ground force. Today's aviation force, as those that served before them, has magnificently supported the soldiers on the ground.

This mind set and dedication to the ground soldiers will be the reason for Army Aviation's presence on future battlefields.

The future operating environment will most likely require Army Aviation to provide significantly greater capabilities that will allow deployed unified ground forces to expand their area of operations over greatly extended distances. Army Aviation will be asked to take away future adversaries' ability to operate from the sanctuary of complex terrain.

Above all else, Army Aviation will continue to be an integral member of the land force as they conduct decisive action operations.

Army Aviation and our Army's leadership are looking at the capabilities that are most important for the near term, midterm, and far term operating environment.

There exists a close coordination between the Army Aviation requirements community, the aviation science and technology/research and development community, the Aviation and Missile Life Cycle Management Command (AMCOM), the Program Executive Officer Aviation (PEO AVN), and our aviation vertical lift industry that, I believe, will be the key to Army Aviation's strength on the 2034 and beyond battlefields.

AAPI PHOTO BY BILL HARRIS

**National awards committee members work through over a hundred submissions for the 2012 AAAA National Awards at the National Guard Readiness Center, Arlington, VA, January 11 - 12, 2013.**

The Army has done this type of visionary work before – looking towards the future with the big 5 programs in the 70s and with the Force XXI efforts in the 90s. The wisdom of these two major efforts was demonstrated in Desert Storm, Operation Enduring Freedom, and Operation Iraqi Freedom.

The Army's next equivalent to the Big 5 will be the programs that set the Army force for the first half of this century. What we are in 30 years, is a function of what we do today. The Army's legacy has always been leaders that took the time to set the conditions for the next generation.

As you are reading this article, you may think of some of the leaders that took the time to mentor you. Developing junior leaders to be successful in higher leadership positions is a sacred commitment.

Teaching and guiding today's junior leaders to transition the Army after a long period of combat will carry the next generation to success.

It is what we see going on in today's Army; great senior leaders taking the time to develop the next generation of leaders. I saw an excellent example of this at the recent Army Aviation Senior Leaders Conference at Fort Rucker, AL.

These strategic efforts will be visited many times along the army's journey to the future. The linkage will always be directly tied to our National Security Strategy. That is and will remain the litmus test for relevancy.

It will take men and women with competence, character, and commitment to get it right for the next generation.

Army Aviation and our Army have these soldiers.

❖❖

LTG (Ret.) Dan Petrosky, President


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# Future Army Aviation Capability

By MG Kevin W. Mangum

There is no doubt Army Aviation is a critical and indispensable capability in today's operating environment and within our Army's operating concept. We must work now to ensure we remain as indispensable to unified land operations in the future as we are in the current fight.

To do so, we must define those performance characteristics required to allow us to do our part to seize, retain and exploit the initiative in future operations. At the same time, we must continue to field, modernize and sustain our current fleet of aircraft. As a result, we will pursue a parallel path to develop revolutionary technologies while maintaining the flexibility to integrate those technologies in today's platforms.

Doing so will ensure our great aviation Soldiers have the most capable fleet we can field as they execute their tough missions. Future Vertical Lift will allow us to keep pace with a scalable and tailorable regionally aligned Army conducting many missions under many conditions at many speeds.

U.S. ARMY PHOTO BY SGT DUNCAN BRENNAN

**A U.S. Army UH-60 Black Hawk helicopter with Co. A, 5th Bn., 101st Cbt. Avn. Bde. conducts an engine run-up in the falling snow of a winter storm at Bagram Airfield in the Parwan province of Afghanistan on Dec. 27, 2012.**

## Why Future Vertical Lift?

Future Vertical Lift (FVL) is a family of systems – light, medium, heavy and ultra – which provide our Army and Nation revolutionary technology and capability. Our main effort, FVL – Medium, will have increased speed, range, payload, high/hot capability, and commonality; replacing our UH-60 and AH-64 fleets.

The right combination of these attributes and others will allow us to remain both relevant and indispensable well into the future.

### *Speed*

Current and future operational environments will pose significant challenges to Army operations. Distributed operations on non-contiguous battlefields with limited basing options and larger areas of interest for all of our formations, require Army Aviation to provide the reach and agility to project combat power.

Increased speed will allow us to conduct operations from fewer operating locations and cover extended distances. This will allow us to influence operations across a very broad front, providing supported commanders with responsive and flexible mobility and lethality. Speed will make self deployment of Army Aviation aircraft a more viable option, extending the reach of operational commanders.

The flexibility and agility of increased speed will also allow us to overcome limitations posed by an enemy bent on denying both area and access. Increased speed will also greatly enhance aircraft survivability by reducing aircraft exposure to hostile fire.

It is obvious the more work a force can do in any given period of time, the better, and increasing the speed of our aircraft will directly influence the amount of work we will accomplish.

### *Payload*

Our future squads, the centerpiece of our fighting force, will be better equipped and therefore heavier than their predecessors and we need to design future capability accordingly.

We designed current aircraft to accommodate combat equipped troops (CET) who weighed 250 pounds – future troops are projected to weigh 335 pounds per Soldier. Current and future doctrine calls for transporting 13 of these 335 pound CETs (a 9-man infantry squad with 4 enablers). Add a four-man crew at an average weight of 245 pounds, and we quickly exceed the payload of our current UH-60 fleet.

Our fires teammates also require us to reposition a 9,000-pound M-777 howitzer. Increased payload will allow us to do this as well as transporting more cargo.

### *High/Hot Capability*

Our medium lift fleet is extremely limited in high, hot environments. We

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designed that fleet to operate at 4,000 feet above mean sea level and 95 degrees Fahrenheit. We have been, and continue to be, challenged to operate these aircraft in Iraq and Afghanistan and across what is known as the "arc of instability." Designing and building FVL – Medium to operate under these conditions allows us to operate virtually anywhere in the world at any time.

### *Range*

Advances in technology are enabling our formations, at every level, to extend the area they can influence. For example, a brigade combat team will be able to influence a 150km x 150km area. Therefore, the division footprint will be 300km x 300km.

A FVL aircraft with a combat radius of 424km will allow commanders to cover the breadth and depth of their area of influence, requiring fewer operating locations and fewer forward area refuel/rearm points (FARPs).

Additional range increases our ability to self-deploy aircraft, which reduces demands placed on the Air Force and Navy for lift assets.

It allows the Air Force and Navy to concentrate efforts in deploying other essential personnel, equipment and logistics assets needed for sustainment. For instance, an FVL aircraft capable of flying 850 kilometers at 230 knots could self-deploy to the Pacific Command area of operation in as little as three days.

### *Commonality*

An aviation brigade with aircraft sharing common components would provide life cycle logistics savings, a significantly reduced logistics footprint, improved operational effectiveness, and flexibility in allocation of forces. Commonality will also reduce development costs of a family of systems, improve standardization, reduce the number of military occupational specialties, and improve interoperability (FVL is a Joint program).

### *The Benefits of Future Vertical Lift*

In summary, future vertical lift capabilities will achieve a number of results: 1) reduce requirements for Air Force and Navy assets; 2) dramatically increase a commander's area of influence; 3) reduce the logistics footprint; 4) significantly reduce flight hours and fuel required to accomplish missions; 5) provide greater lift capabilities at higher altitudes and temperatures, 6) greater endurance over target areas; 7) increase the operational reach of MEDEVAC; and 8) provide standoff basing opportunities.

These revolutionary capabilities will allow to us to continue to be an indispensable force well into the future.

### Thanks for What You Do

While I have focused on the future, I want to thank the great team of professionals at PEO Aviation for their hard work ensuring our aircraft and aviation systems meet the demands of those in the fight.

We could not do what we do without their dedication and professionalism, delivering capability at best value. Enjoy their updates and learn more about the magnificent work they do for our Aviation Soldiers every day!

Please keep our Soldiers who are in harm's way, flying tough missions in the toughest conditions, in your thoughts and prayers!

Above the Best!

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*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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# Leader Involvement

By CW5 Michael L. Reese

Aviation is an inherently dangerous business where the risk is compounded when coupled with difficult environment and threat. Unfortunately, we lose too many crewmembers and aircraft to preventable accidents that have detrimental consequences in organizations by degrading combat effectiveness and morale.

Circumstances for accidents are unique but most share habitual trends that leaders must be aware of. Leaders in Army Aviation are not limited to commanders; leader involvement from nonrated crewmembers through brigade standardization officers must be present to reduce accidental risk.

Two recurring, regrettable themes for Aviation accidents are indiscipline and assumption of low risk missions. Linked to these areas of concern are overconfidence and complacency; tendencies that often originate from inattentiveness that can manifest to gross misconduct.

A unit's standard operating procedures (SOP) is the bedrock for safe operations; it should consist of regulatory requirements and include (not limit) implementation and execution of pilot in command (PIC), air mission briefing, and air mission commander programs.

In short, the SOP should be "what right looks like" and should be the mechanism to manage and influence behavioral qualities and attributes that strengthen the organization.

U.S. ARMY PHOTO BY SSG JOE ARMAS, 1ST ACB, 1ST CAV. DIV. PUBLIC AFFAIRS

**A flight of four UH-60 Black Hawk helicopters from the 1st Air Cavalry Brigade, 1st Cavalry Division takes off from Cooper Field, Fort Hood, TX, Aug. 21, 2012.**

## Indiscipline

A broad definition of discipline is adherence to a standard.Forms of indiscipline are not knowing the standard, not following the standard, or not enforcing the standard. Indiscipline related accidents are rarely a result of a onetime event; there is normally a pattern of known behavior that existed which was often ignored. This behavior may begin with seemingly small actions such as use of checklist or not following pre/post mission procedures, which left uncorrected may lead to more egregious acts.

When leaders do not enforce "apparent insignificant rules" small issues have the propensity to perpetuate into major problems. If a crewmember knowingly violates a standard he/she has made a conscientious decision demonstrating conduct that should be sternly corrected. If crewmembers are unable to follow prescribed procedures they should be designated to the appropriate readiness level for retraining.

Additionally, if PICs are unable to abide by known standards, revocation of orders should be considered until individual judgment can be reestablished.

Crewmembers guilty of violating known standards are generally not "bad soldiers;" normally they are guilty of a lapse of judgment that escalated in scale because leaders allowed a negative pattern to grow.

Consistent enforcement by all leaders of processes, procedures, rules, and regulations enhance unit effectiveness and reduce accidental risk.

## Assumption of Low Risk Missions

In aviation there should be no such thing as a "routine" mission. Most ac-

cidents occur under ideal meteorological conditions and under regular situations which the crew has performed multiple times. This is the recipe for complacency resulting in overconfidence creating a potential dangerous scenario. Leaders should use the same risk mitigating tools and scrutinize the "routine" missions as they do for complex operations.

In 2005, the "Three Step Mission Briefing/Approval Process" became regulatory in Army Regulation 95-1 and was implemented to address lack of leader involvement related to flight operations. Flight operations should be defined as anytime aircraft engines/blades are turning.

Too often leaders did not understand the inherent risk associated with a variety of missions and were not able to apply composite risk management.

The mandated process utilizes PICs rated in mission, series, and design as briefing officers. The number of briefers in an organization should be commensurate with mission and operational tempo.

Since briefers are authorized to brief extremely high risk missions, they should be the most experienced officers in the unit capable of analyzing risk and applying risk mitigating factors. PIC requirements for company commanders and warrant officers with skill qualification identifiers also became mandatory in 2005.

The desired effect for this policy was to ensure leaders possess a minimum level of flight proficiency and are appropriately developed as their level of responsibility increases. Again, must understand "what right looks like."

### Army Aviation Programs

Mandated pilot in command, air mission briefing, aircrew coordination training (ACT) programs were designed to improve mission effectiveness under all conditions in the safest acceptable manner. Leaders should take an introspective look into their programs and SOPs to ensure they are managed and implemented to meet the desired intent.

As an example, ACT-Enhanced (ACT-E) was established to reinforce effective communication and interaction during all phases of flight operations with an end state to reduce crew-error. Communication in the aircraft, with team members, and the Soldiers on the ground is a critical component to the mission.

Units with effective ACT programs whose instructors are carefully vetted and utilize insightful sustainment training strengthen the unit by identifying barriers and behavior qualities that jeopardize the mission and put the crew at risk. Sadly, most accidents investigated by the Combat Readiness/Safety Center that involve crew-error also have a breakdown in crew coordination.

Leaders at all levels have the ultimate responsibility to protect their resources, most importantly Soldiers and the equipment they operate.

Oversight of programs and an uncompromising method of enforcing those policies and procedures instill the basic standards and discipline that ensure Soldiers will do the right thing when no one is watching.

Above the Best!

CW5 Reese

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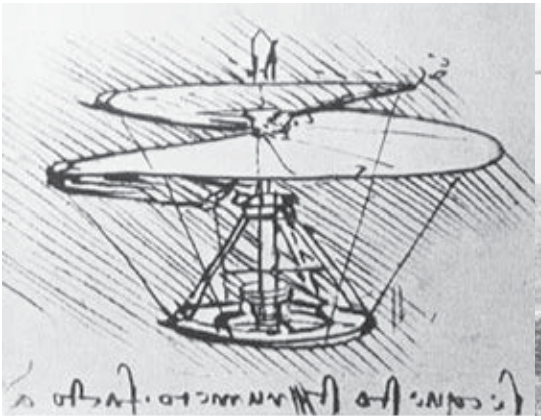
*CW5 Michael L. Reese is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.*

# From Da Vinci to Today

By CSM James H. Thomson Jr.



Leonardo da Vinci's conceptual sketch of the helical air screw.

2LT Carter Harman (left rear) and ground crew in front of the Sikorsky R-4 circa January 1945.

A U.S. Army rifle squad from the Blue Team of the 1st Sqdn., 9th Cav. exiting from a Bell UH-1D Huey helicopter in Vietnam.

This issue of ARMY AVIATION Magazine focuses on all things rotary wing. I thought it might be a good idea to look back at the history of vertical flight and the vital role helicopters have played in Army Aviation operations through the years. It is, after all, always good to know where we've come from before figuring out where we're going.

The notion of vertical flight can be traced back to 400 BC China where children would play with bamboo flying toys in the shape of a propeller that would actually lift up into the air when its shaft was rapidly spun.

In 15th century Italy, Leonardo da Vinci designed and sketched a vertical lift craft called the "helical air screw." Though the device was never built, it is one of the earliest concepts of a flying machine based on a rotating spiral to provide lift.

In the early 1860s, the French inventor Gustave de Ponton d'Amecourt demonstrated a small steam powered rotary vehicle made of aluminum that he called a "helicopter." It was not very successful; however, the term became popular and several other notable inventors and engineers, Thomas Edison among them, began experimenting with different power sources capable of generating enough torque to produce lift and achieve flight.

> *The helicopter approaches closer than any other [vehicle] to fulfillment of mankind's ancient dreams of the flying horse and the magic carpet.* –
>
> Igor Sikorsky

Ukrainian born engineer Igor Sikorsky is considered to be the "father of helicopters" not because he invented the first, but because he invented the first successful helicopter upon which further designs were based. He began his work on vertical flying machines in 1909 and by 1940 had successfully developed the VS-300. Sikorsky's design of the flight controls allowed for aircraft maneuverability in the pitch, roll and yaw axes.

Incorporating technology from the VS-300, Igor Sikorsky developed the R-4 which later became the first mass production helicopter for the U.S. military and the only one to see service during World War II.

The first Army Air Forces helicopter combat rescue occurred in 1944. 2LT Carter Harman, flying the R-4, rescued four downed allied Soldiers in the Burmese jungle after their plane crashed behind enemy lines. He flew his helicopter from India along a 500 mile route stopping for fuel every 100 miles at landing zones cut out of the Burma jungle by friendly ground commandos. Because the R-4 in the heat and humidity could only carry one passenger, he made the treacherous trip four times, evacuating the more seriously wounded first, until all four of the Soldiers were safely recovered.

In 1948, Army Aviation acquired Bell's H-13 Sioux helicopters to provide increased capability for observation and medical evacuation. The Sioux aircraft quickly proved their worth during the Korean War flying aeromedical evacuation missions cutting in half the casualty rate from WWII.

In response to the Army's 1952 requirements for a more capable medical evacuation and utility helicopter, Bell Helicopter developed the HU-1A Iroquois in March 1960. Aircrews

quickly gave it the nickname "Huey" based on its HU designation.

By March 1962 the Huey was deployed to Vietnam and eventually became the workhorse of aviation combat operations for the duration of the war and as a result is one of the most recognized helicopters in the world.

More importantly, the tactics, techniques and procedures that emerged became the foundation for Army Aviation's integration into combined arms warfare.

In the summer of 1962, GEN Hamilton Howze presided over the Tactical Mobility Requirements Board at the request of Secretary of Defense Robert McNamara to review new concepts on integrating helicopters into the Army. The Howze Board as it became known concluded the following:

*The adoption of the Army of the Airmobile Concept-however imperfectly it may be described and justified in this report-is necessary and desirable. In some respect the transition is inevitable, just as was that from animal mobility to motor.*

As a result, the 11th Air Assault Division (Test) was formed to test this new concept from 1963 to 1965 when in September the unit re-flagged as the 1st Cavalry Division (Airmobile) and deployed to Vietnam where it repeatedly validated the airmobile concept in combat.

The use of helicopters for reconnaissance, command and control, troop transport, attack gunships, aerial artillery, medical evacuation and re-supply was revolutionary and forever changed the way U.S. forces conducted land warfare.

Technological advances have over the years continued to improve the capabilities and employment of U.S. Army helicopters in support of the war fighters. What has remained constant is Army Aviation's relentless focus and dedication to honoring the sacred trust with commanders and Soldiers on the ground.

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.*

# Measuring Up

By BG Timothy J. Edens

One of the perennial questions in safety is, "How do we measure what we're doing?" Too often, the only metric we have available is how many Soldiers died in accidents during any particular period. We've gotten into the habit of looking at those numbers and attributing our safety programs' success or failure to them.

This isn't necessarily a bad thing; we obviously want the arrow pointing downward on accidental deaths. But, I don't believe it's enough to quantify what we do every day with only a single figure – safety is much bigger and more complex than that.

In my mind, metrics should be about accountability, not simply numbers. Getting your unit to 100 percent on training requirements or mandated inspections is a noble goal, but it never falls to a single person or event to do it. We must hold our leaders to task in meeting stated metrics, not just the safety officer and not merely against the number of fatalities to accidents.

The same is true for developing metrics; every leader should be involved in the process, and honestly, Soldiers should be too. Talking to your troops will give you a good idea of reasonable goals, and then, based on your experience and judgment, you can dial up the "hard" in the process.

Simply making a command decision to reduce accidents by whatever percentage won't make a workable goal or create an environment where your Soldiers buy in to safety through their own participation in risk management. Properly developed, safety metrics can be part of your unit's safety culture, provide incentive and inspire achievement.

Our Army has been in flux for nearly 12 years, but now is the time to buckle down and make safety a lifestyle so we're prepared for the next war. These long years of combat have taught us just how important safety is for our Soldiers and mission success, and we don't need to go back to the days of inaction followed by reaction.

U.S. ARMY PHOTO BY SFC ERIC PAHON, TASK FORCE POSEDON PUBLIC AFFAIRS

**PFC James Warner prepares to fuel an OH-58 Kiowa Warrior while SPC Sean Shuttleworth mans the fire extinguisher on Forward Operating Base Fenty, Afghanistan, Feb, 2012. Both Soldiers are petroleum specialists with Task Force Saber, 82nd Combat Aviation Brigade.**

We're much better as a force at pragmatic, proactive approaches to safety, and while metrics have been part of that success, it's the people behind them who have really made the difference. Leaders looking out for Soldiers and Soldiers looking out for each other have turned the tide against accidental fatalities, and they should be the authority on grading your safety performance. Talk, ask questions, listen and put their ideas into action – the best metric you can meet is having a fully engaged unit.

Spring is on our doorstep, so make sure your Soldiers are ready for the risk. Motorcycle and driver's training, water safety and responsible drinking are all hot topics for the upcoming season. Schedule a safety stand-down or other dedicated time to discuss hazards and risk management with your Soldiers before the fun begins, and get their ideas on metrics for a successful seasonal safety campaign.

Whether it's starting a motorcycle mentorship program to train new riders or reviving a unit designated driver program, there are many positive ways to influence and measure your formation's safety culture.

Soldier participation in these initiatives is a great indicator of success!

I welcome your ideas on safety metrics and how we can better help you and your Soldiers meet your goals. Also, remember to look for the Army Safe Spring Campaign, to be released later this month at *https://safety.army.mil*.

The first step in helping your Soldiers operationalize safety, both on and off duty, is arming them with the information they need to make smart decisions. Check out the campaign, and please let me know your suggestions for future topics.

Thank you for all you do every day, and remember to always play it safe!

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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# Command and Control for Aviation Operations

By SGM Pedro L. Canela

*For this month's column, I have asked one of our operations senior NCOs, SGM Canela, to provide a run-down of the airborne command and control aspects that are incorporated into our relevant courses.*

*COL Heitkamp, Commander*

Prior to World War II, the Army found minimal use for the helicopter; however, during WWII, the helicopter demonstrated its usefulness in combat despite the limited technical capabilities of this era.

With today's technology, the modern helicopter has improved its power, size, capabilities, and lethality. The helicopter plays a major role in full spectrum operations on the battlefield of today's Army. With command and control (C2), the ground commanders have an understanding of the operational cycle of aviation support, preventing the loss of lives and equipment.

General John W. Foss, then commanding general of U.S. Army Training and Doctrine Command, wrote: "Army Aviation is a key link in the evolutionary change in warfare. Aviation has redefined mobility and mobile firepower on the battlefield." Helicopters stepped up their game during the Korean War by transporting troops, supplies and evacuating casualties.

In 1963, the 11th Air Assault Division went through its second year of trials and by 1965 the unit was deployed to Vietnam. The 1st Cavalry Division (Airmobile), created in 1965, was the first aviation unit in the Army and the Vietnam War was the first real helicopter war.

For the first time, the helicopter was fitted with aerial weapon systems, rockets, and missiles thus providing a wide-range of firepower against adversaries on the ground. The helicopter became the most figurative weapon of the Vietnam War.

By 1971, the Army helicopter inventory had increased from 2700, in 1966, to 9500. Helicopters continued to prove themselves invaluable during the Persian Gulf War by flying behind enemy lines and destroying Iraqi equipment. This type of trend continued in Iraq and Afghanistan.

FM 1-100 reads, "Aviation units operate in the ground regime as a fully integrated member of the combined arms team" and "Aviation performs combat, combat support (CS), and combat service support (CSS)."

These three battlefield functions define the following aviation missions as stated in FM 1-100 "reconnaissance, security, attack, air assault, theater missile defense, special operations, and support by fire, command and control, air movement, electronic warfare, combat search and rescue, air traffic service, aerial mine warfare, aerial sustainment and casualty evacuation. This allows aviation to provide unique abilities that harmonize the joint operation.

128TH AVN. BDE. COURTESY PHOTO

**Army Airborne Command and Control System (A2C2S) combat operations in a UH-60 helicopter.**

A joint air operation (JAO) is designed to facilitate combined air taskings and is usually conducted by means of centralized control and decentralized execution in order to achieve initiative, responsiveness, and flexibility. Centralized control gives a single commander the unity of forces, leadership, organization, and control of the combined air effort wherever it is needed.

The joint force commander (JFC) has the ability to select those forces that can best accomplish the mission. The JFC selects a joint force air component commander (JFACC) to establish unity of command and effort for the operation.

The JFACC has the overall authority of the operation

which includes the planning, coordination, execution and operational control over his unit and the tactical control over the assigned forces. The JAO C2 system is assembled around the C2 system of the service component commander elected as JFACC. The Army Air-Ground System (AAGS) coordinates and integrates airspace users, aerial and defense weapons systems, and supplementary warfighting roles with the Army ground commander's scheme of maneuver adding to the functional diversity of air support.

The Joint Air Operation Center (JAOC) operates as an incorporated command center that includes all components and functional area experts. A JAOC provides the ability to map synchronize, assign, carry out, supervise, and evaluate the actions of assigned or attached forces.

In order for aviation commanders to influence the results of aviation operations, they rely greatly on command, control, and communication (C3). For aviation to maintain C3, assigned units will unify airborne transmission or command post (CP). For airborne transmissions, aviation units use the Army Airborne Command and Control System (A2C2S).

A2C2S is a transformed UH-60 Blackhawk helicopter command and control system. It permits a commander to maintain C3 data voice communication capability and make contact with ground and air support elements thus ensuring situational awareness by providing an overview of the area of operation. When operating over extensive distances, aviation commanders and their staff need a reliable long-range communications system.

When required, a CP is established onward to offer control for high tempo aviation operations. These systems ensure uninterrupted communications throughout the area of operation.

C2 is established when the force commander assumes responsibility for the outcome of combat operations. In order to facilitate an effective C2, aviation has unique requirements which will enhance the battle against the adversary's weaknesses.

These requirements are timely intelligence, reliable communications, effective aviation liaison, accurate weather forecasting, flexible and mobile CPs, and efficient airspace coordination.

Today, Army Aviation plays a unique and vital role in the full spectrum operation. Aviation brings capabilities that are hard for other units to match. The ability to rapidly deploy with decisive firepower across the battlefield and minimize the risk of fratricide is indispensable.

C2 must play a key role in planning and executing combat operation; without it, we risk losing our most valuable asset – Soldiers.

128TH AVN. BDE. COURTESY PHOTO

**Soldiers training on an Army Airborne Command and Control System (A2C2S) in a UH-60 helicopter.**

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*SGM Pedro L. Canela is the operations noncommissioned officer in charge for 1st Bn., 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.*

U.S. Army National Guard soldiers from the 1st Bn., 211th Avn. Regt. from West Jordan, Utah, unfold the blades of an AH-64D Apache Longbow, Dec. 28, 2012, Hill Air Force Base, UT. The unit just returned home after spending 9 months in Afghanistan. The Apache Blade Fold kit was designed for rapid deployment and operations, reducing maintenance time from the old method of removing main rotor blades for deployment. The blade fold kit is being adjusted to support the AH-64E Composite Main Rotor Blades.

U.S. AIR FORCE / SSGT. STAC

# Apache AH-64E - The Next Generation

By COL Jeffrey E. Hager with COL (Ret.) Robin D. Cofer

The Apache Project Office manages both the AH-64D Apache Longbow and the Army's newest attack helicopter, the AH-64E. As many of you know, the Apache program first fielded the AH-64A model Apache in 1984. This aircraft proved itself time and again in combat, with outstanding performance in the first Gulf War, multiple rotations in Bosnia, and also in the early years of Operation Iraqi Freedom.

This past year, the U.S. Army inducted the last remaining A model Apaches out of the field and sent them to the Boeing facility in Mesa, AZ.

The Apache program's sustainment and modernization plan has been to remanufacture older airframes into more modern aircraft with enhanced capabilities, lower sustainment costs, and extended airframe life.

The initial remanufacture lines produced the Block I and Block II Longbow aircraft currently fielded today.

The AH-64D Longbow line will complete production this year, with the last AH-64D due to roll off the production line in September 2013.

The AH-64E model Apache continues this sustainment plan, as the older Longbow aircraft will once again go through the production line to become the newest attack helicopters.

The first AH-64E model aircraft rolled off the production line in September of 2011. Today, we have approximately 31 E models and we are in the process of fielding the first unit equipped, or FUE, with the aircraft.

Fielding consists of providing the airframes, training, pilot simulator, and a sustainment package to the unit.

The first E model unit is 1st Battalion, 229th Aviation Regiment located at Joint Base Lewis-McChord, WA.

The AH-64Es rolling off the line today are part of the initial 51 low rate initial production aircraft. In September, the Under Secretary of Defense for Acquisition, Technology and Logistics, the Honorable Frank Kendall, signed the Acquisition Decision Memorandum for the full rate production of the Apache Block III aircraft. This decision authorizes the Army to move forward with the planned 634 remanufactured Apache aircraft through 2027.

In November, we officially changed the mission design series (MDS) from the AH-64D Longbow Block III to the AH-64E. The change is largely administrative and will support the logistics and sustainment of having both the Longbow and AH-64E aircraft parts in the Army supply system.

## Fielding and Training

The AH-64E Apache New Equipment Training (NET) began in December of 2011. These initial classes took place at the Boeing facility in Mesa, Arizona before any AH-64E aircraft were fielded to Apache units.

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U.S. ARMY PHOTO BY SPC ERIN DIERSCHOW

**Four AH-64D Apache Longbows with Task Force Wolfpack depart from Forward Operating Base Salerno in support of combat operations in Ghazni province.**

Most of their training concentrates on updates to the navigation, communication, and data management systems as well as Integrated Helmet and Display Sight System (IHADSS) 21 and integration of the unmanned aerial system (UAS) with levels of interoperability (LOI) 2-4.

The largest portion of the maintainer training covers the differences between the two aircraft and is required for operators and maintainers to be qualified on the AH-64E.

Training includes the following:

***Apache Pilot Training:***

- 27 hours Classroom, 18 hours Simulator and 8.5 hours Flight
- Maintenance Test Pilot: All above plus 20 hours Classroom, 3 hours Flight

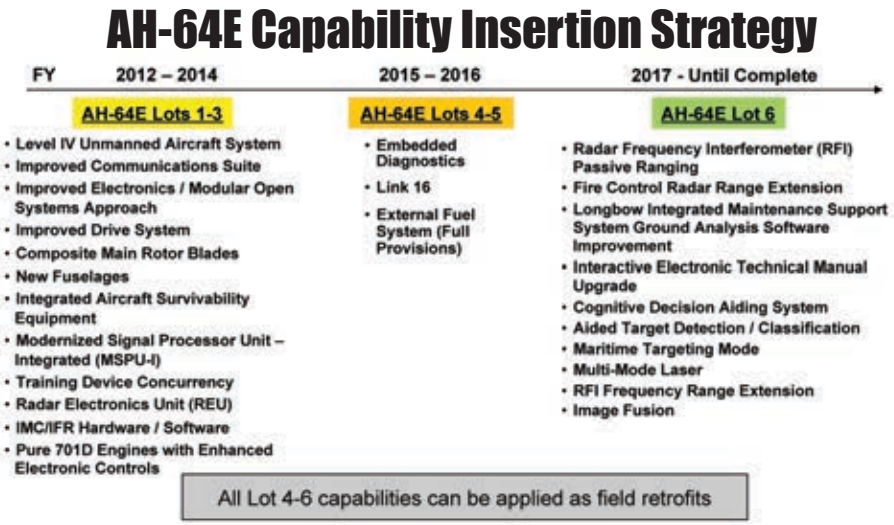
***Maintainer Training:***

- 15R: 40 hours classroom, 40 hours hands on Practical Exercises (PE)
- 15Y: 78 hours classroom, 82 hours hands on PE

Due to the high operating tempo (OPTEMPO) of Apache units, the plan is for NET to be conducted at the unit location for the first 11 units.

The Apache NET Team will deploy a Mobile Training Team (MTT) to a unit's home station. Unit training for a battalion will take approximately five months to ensure everyone is trained before the MTT moves to the next unit.

Operator training requires the support of the AH-64E Longbow Crew Trainer (LCT), one mobile classroom, two trailer mounted Modernized TADS Selected Task Trainers M-TSTT (L-13) and four unit Aircraft.




**The AH-64E program has planned technology insertions in Lots 4 and 6 as part of the base program approved by the Army. These insertions will be retrofit on all AH-64Es.**

Maintainer training requires the support of one mobile classroom, two trailer mounted Longbow Controls & Displays Selected Task Trainers – L10 (LCDSTT-L10), one AH-64E Airframe, Engine & Drive train, System Trainer (L6) and two unit aircraft.

This will be a significant training event for each unit and the PM Apache Team will start coordinating at least six months prior to ensure a successful training event at each location.

## Work Continues

With the successful full rate production decision in August 2012, the AH-64E is now approved for the remainder of production through 2027.

The initial AH-64E configuration consists of several performance, processor, and open system architecture upgrades that are being delivered to First Unit Equipped now.

This initial configuration, known as Lot 1, enhanced the Apache's mechanical and architecture backbone which sets the stage for future enhancements that are not possible with the AH-64D.

AH-64E development is not complete. The acquisition strategy for the Apache Block III program has always consisted of two follow-on configurations, commonly referred to as Lot 4 and Lot 6. These configurations leverage the enhanced backbone established with Lot 1.

The Lot 4 configuration consists of joint interoperability enhancements with Link 16, navigation upgrades (1000 point / non-corruptible database, area navigation), crashworthy external fuel system, improved diagnostics and prognostics, survivability upgrades (improved fire detection, Common Missile Warning System Gen 3), and an enhanced solid state recording device.

These Lot 4 upgrades will be demonstrated in a follow-on test and

## Team Apache Announces Nickname for the Apache Echo Model

The newest version of the world's most advanced and lethal attack helicopter received a nickname at the annual government-industry Team Apache meeting at the Boeing facility in Arlington, VA, Jan. 8. The Apache Project Office selected AH-64E Apache "Guardian" as the winning entry from among hundreds of submissions. The winning nickname was submitted by Gina Gill, a logistics management specialist from the U.S. Army Aviation and Missile Life Cycle Management Command Logistics Center who wrote the following justification:

"Although the Apache is known as the deadliest helicopter it is much more. The Apache functions as a safeguard for our soldiers on the ground. It seeks and eliminates threats that would otherwise be undetectable and/or indestructible allowing our troops to complete their missions. The Apache is our Soldiers' guardian in the sky."

U.S. ARMY PHOTO BY DUSTIN SENGER, FORT CARSON PUBLIC AFFAIRS OFFICE

**SGT Chris Maxwell and SPC James Faust, both from Co. D, 1st Bn., 2nd Avn. Regt., shield themselves from an AH-64D Apache Longbow helicopter departing the battalion forward arming and refueling point (FARP) after armoring the aircraft for gunnery exercises at Fort Carson, CO.**

evaluation (FOTE) event in March 2014 at Eglin Air Force Base. Based on the results of this test, the program will seek approval to begin Lot 4 configuration production line starting in January 2015.

A similar process is planned for Lot 6 with initial delivery in January 2017. The Lot 6 configuration consists of a multi-core mission processor that will mitigate obsolescence and alleviate processing throughput concerns.

Additional configuration enhancements include multiple crew workload/stress reduction behaviors (known as Cognitive Decision Aiding), maintainer workload reduction (Condition Based Maintenance and System Level Embedded Diagnostics), additional interoperability improvements (future radio waveforms), additional navigation enhancements, and multiple sensor upgrades (modernized dayside/color video, multi-mode laser, radar range extension, maritime targeting, and radio frequency extension/passive ranging).

Similar to Lot 4, the Lot 6 upgrades will be demonstrated in a FOTE event, currently targeted for Fall 2015.

Based on the results of this test, the program will seek approval to cut the Lot 6 configuration into the production line starting in January 2017.

All Lot 4-6 capabilities will be retrofitted to previously delivered AH-64E aircraft when available.

### Obsolescence Fixes

Obsolescence impacts every major weapon system. Repair parts, line replaceable units (LRUs), and other aircraft components become obsolete over time. There are many causes for this, such as a manufacturer curtailing production or obsolete technology. The challenge for Product Managers is early warning and a plan of attack before obsolescence impacts you in the field.

The Modernized Dayside Sensor Assembly (M-DSA) development effort is one of our major obsolescence programs in place today. M-DSA is completing its first Phase while Phase 2 is simultaneously in development.

Phase 1 developed, integrated, and qualified a new tactical laser. Initial procurement is complete, with fielding to begin late 2014.

The new laser known as the Modernized Laser Rangefinder Detector (M-LRFD) incorporates Light Emitting Diodes (LED) for the laser pumping source that will significantly improve laser stability and reliability.

Phase 2 promises a leap-forward in capability by FY16 by replacing the current aging black and white TV camera with a modern color camera.

For the first time Apache pilots will have the ability to use on-board color images to enhance targeting, reduce fratricide, and improve safety. Additionally, the pilots will have a new turret mounted laser pointer-marker.

### The AH-64E Apache

The AH-64E Apache program is on track today and is providing our soldiers a step forward in technology, safety, reliability and maintainability.

Our work continues to provide the technology upgrades required by the Capabilities Production Document in Lots 4 and 6. The integration of the AH-64E Apache into the Army's force structure is being conducted with as minimal impact to Apache units as possible in order to meet the needs of already busy units and soldiers.

The AH-64E provides an awesome capability to the American soldier while guarding our nation's interest and our nation's most valuable commodity – the American Soldier.

The Apache Project Office is committed to ensuring you have the best weapon system we can provide and "Taking Care of Soldiers" is not only a motto – it's our mission.

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

The first OH-58F Kiowa Warrior helicopter.

U.S. ARMY PHOTO BY DENISE DEMONIA

# 2012: A Year of Achievement for the Kiowa Warrior Fleet

By COL Robert E. Grigsby and Ms. Christian Sumner

The Armed Scout Helicopter (ASH) Project Office cleared several major milestones for the Kiowa Warrior (KW) fleet in 2012. Key projects designed to overhaul and sustain the fleet, replenish wartime-attrited aircraft, and address platform-wide obsolescence in a 42-year old aircraft transitioned from development to production and delivery.

ASH has steadily worked towards completing a long-needed infrastructure to support the KW, an aircraft many consider the most demanded platform in the Army's inventory.

The KW maintains the highest monthly OPTEMPO of any Army aircraft in theater, routinely averaging 80 hours per airframe while individual KWs frequently fly over 100 hours a month. Considering the fleet stands more than a full squadron short of authorized strength, the pace is even more impressive.

Across all theaters, the OH-58D KW performs the armed reconnaissance mission to collect crucial information for ground troops and serve as the eyes and ears of the ground commanders on the battlefield.

## The 1st OH-58F Model Kiowa Warrior

The OH-58F/Cockpit and Sensor Upgrade Program (CASUP) is the first designation change since 1990. The F-model provides the Army Air Cavalry with significantly increased capabilities: an improved sensor, redesigned digital cockpit, new full-color displays, and simultaneous viewing and comparison of organic and inorganic video. Other mods include an upgraded, flexible weapons suite, and improvements to engine performance and the communications/navigation systems.

Perhaps most importantly, the OH-58F provides critical improvements while weighing less than the OH-58D, allowing commanders more flexibility with mission endurance and lethality.

A year ago, the KW Helicopter Product Office was completing preparations for the final technical review to lock in the OH-58F production design. The OH-58F existed on paper only, as thousands of drawings, schematics, charts, and reports. Over the course of 2012, an aircraft emerged out of that ocean of paper. The February 2012 Critical Design Review executed smoothly, closing ahead of schedule.

In April 2012, MG William T. Crosby, Project Executive Officer for Aviation and Milestone Decision Authority for the OH-58F/CASUP, approved the final design and the prototype production path. A few months later, the Army Aviation and Missile Research, Development and Engineering Center's Prototype Integration Facility (PIF) began round-the-clock shifts to complete the first OH-58F aircraft.

After several months of running crews 20-24 hours a day, the PIF officially delivered the first OH-58F Kiowa Warrior to the Army on the morning of October 24, 2012. PIF and KW Product Office teams then briefly paused to recognize the accomplishment and thank the Soldiers, DoD Civilians, and contractors responsible for designing and completing the build.

Later that afternoon, the aircraft was transported to the Redstone Arsenal Test Center where flight test instrumentation installation immediately began. Just 14 days after production completed, on Nov. 7, the Army passed another milestone: the first engine run-up of an F-model KW.

The OH-58F provides Kiowa pilots with a wider variety of real-time information, allowing them to choose how data is displayed or hidden according to need or preference. Tailoring displays and comparing live video during the mission improves performance and response time. When it comes to getting information to division commanders or Soldiers on the ground, seconds count.

User representatives from the Ar-

U.S. ARMY PHOTO BY BRIGITTE ROX, CCAD PUBLIC AFFAIRS

**CCAD commander COL Christopher B. Carlile (right) presents the 1st OH-58D Kiowa Warrior overhaul aircraft #327 on May 17, 2012 to LTC Robert L. Whitaker, 1-230th ACS commander as PM ASH, COL Robert E. Grigsby and PM KW Mathew. J. Hannah (4th and 3rd from right) and CCAD artisans look on.**

U.S. ARMY PHOTO BY SOFIA BLEDSOE, PEO AVIATION PAO

**L-R: Mr. Jim Schultz, Army Programs Director, Bell Helicopter; LTC Paul A. Cravey, 1-6 Cav. Squadron commander; COL Christopher B. Carlile, CCAD Commander; LTC Mathew J. Hannah, Kiowa Warrior Product Manager at the transfer of the 1st regular production WRA KW, June 7, 2012.**

my's Training and Doctrine Command Capabilities Manager for Reconnaissance/Attack are fully participating in the aircraft and cockpit design. Early feedback from crew station working groups has been unanimously positive with strong recommendations to field the new configuration as rapidly as possible.

The next F-model delivers in March 2013; first flight occurs in April 2013; low rate production begins in mid-2015; and full rate production follows in late 2017.

## Filling the KW Sustainment Maintenance Gap

Despite its 40+ year record of continuous service, steadily increasing utilization and OPTEMPO rates, and evolution from an unarmed to armed scout helicopter, the OH-58 has never had a depot-level sustainment maintenance program to perform full overhaul for the fleet. The ASH Project Office remedied that situation in May 2012.

Working closely with the Corpus Christi Army Depot (CCAD), ASH built the KW overhaul program, a 6-month maintenance process designed to correct the impacts associated with the absence of depot-level sustainment maintenance overhaul.

During their long decades of service, many KWs have had multiple structural and component repairs resulting in decreased inherent reliability across the airframes. In overhaul, OH-58D KWs receive corrosion treatment and prevention, replacement of cracked or damaged structural components, and critical alignment assessment and verification. Items are changed out according to a mandatory component change list.

The KW overhaul program launched its pilot phase in October 2010 and delivered the first KW overhaul aircraft to the 1-230th Air Cavalry Squadron, Tennessee Army National Guard on May 17, 2012. With the program fully vetted, four OH-58D Kiowas will cycle through overhaul each year.

## Wartime Replacement Aircraft (WRA) Replenishing the KW Fleet

2012 also saw important growth in the Wartime Replacement Aircraft program, an effort designed to address critical immediate and long-term needs for the Kiowa. The KW fleet first fell below authorized levels in 2004; crash or battle losses average 5-6 aircraft annually. The KW will keep flying through the mid-2030s – restoring fleet strength is key. WRA replaces combat-attrited KWs and has also re-established KW cabin production lines that have been dormant since the 1990s.

The 4-phase WRA effort converts OH-58As to OH-58Ds (A2Ds) by rotating donor Kiowas through multiple Government and OEM facilities in Texas, including the San Angelo Aviation Forward Maintenance Activity and Bell Helicopter, before exiting the final phase at CCAD.

The WRA pilot aircraft was transferred to the 1-6th Cav. at the end of 2011. Just six months later, on June 7, 2012, 1-6th Cav. commander, LTC Paul A. Cravey, returned to CCAD to accept delivery of the first regular production WRA KW. By December 2012, the A2D WRA production lines had reached steady capacity and ramped up for monthly deliveries.

Future WRA plans include completing the engineering for new metal OH-58 cabin production lines, to support production in 2013. The Army acquires the OH-58 cabin for WRA, and as a standard inventory item – a first for the KW. The ability to directly requisition a cabin as a supply repair part is expected to reduce the average repair turn-around-time 75% – from nearly 29 months to just six.

Entire replacement aircraft can be built through order and assembly, so fleet losses can be addressed quickly.

Repairing cabin damage with a full replacement cabin also produces an aircraft capable of meeting the structural integrity standards of the OH-58 as originally produced.

## OH-58D KW Fielded Fleet Upgrades

The Armed Scout Fielded Systems (ASFS) Product Directorate continues to address critical user requirements, obsolescence, and field urgently needed component and system replacements and upgrades directly to the units. While the Army continues to evaluate possible Armed Aerial Scout solutions, it's clear that Kiowa Warriors will continue to fly until at least the mid-2030s.

ASH is now poised to support the Kiowa in all levels of field and depot maintenance, crash or battle damage repair and replacement, developing and fielding component or system level improvements, and evolving fielded aircraft to the next generation configuration.

Scout Out!

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*COL Robert E. Grigsby is the project manager for the Armed Scout Helicopter Project Office and Christian Sumner is the senior technical writer for the Kiowa Warrior Product Management Office, Program Executive Office for Aviation, Redstone Arsenal, AL.*

Soldiers from the Co. E, 4th Bn., 101st Avn. Regt., hook up a slingload to a CH-47F Chinook helicopter during a Joint Operations Aviation Exercise at Fort Bragg, N.C., Aug. 22, 2012.

U.S. ARMY PHOTO BY SGT SHANIKA FUTRELL

# Cargo Helicopter Project Office

By COL Robert L. Marion

The Cargo Helicopter Project Management Office (CH PMO) continues to support the Army and Army Aviation with production and new equipment training (NET) for the CH-47F, fleet support for all fielded Chinooks and continued emphasis on improving and modernizing the entire fleet. We take great pride in staying linked with the greater Chinook community through forums that provide the exchange of TTPs and opportunities for all of us to improve.

We also look forward to a dynamic and challenging 2013 as we continue to support world-wide Overseas Contingency Operations (OCO), field Active, Guard and Reserve units with CH-47Fs, continue with modernization efforts, and respond to many foreign military sales opportunities.

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

## CH-47F – LTC Reese Hauenstein

The CH-47F is the U.S. Army's only heavy lift helicopter and continues to be vital to OCO and our Nation's homeland security needs.

In Afghanistan, the CH-47F is a critical asset for supporting combat, combat support, and combat service support operations. Secondary missions include MEDEVAC, aircraft recovery, parachute drops, disaster relief, and search and rescue.

Team Chinook delivered the 200th CH-47F in August 2012. The CH-47F aircraft incorporates key reliability and maintainability improvements such as a new machined airframe, vibration reduction, corrosion protection, digital source collectors, T55-GA-714A engine, Common Avionics Architecture System (CAAS), Air Warrior, Common Missile Warning System (CMWS), Infrared Suppression System (IRSS), enhanced air transportability, Digital Automatic Flight Control System (DAFCS), an Extended Range Fuel System II for self-deployment missions, and is compatible with joint digital connectivity requirements.

The aircraft continues to prove itself every day in deployed locations around the globe. The CH-47F Product Office continues executing the Department of the Army directive to provide new equipment training (NET) to all Active Component (AC) combat aviation brigades (CAB) and to assist National Guard (NG) and Reserve Component (RC) NET operations to maximize Soldier dwell time, and improve the Soldier's quality of life.

The CH-47F Chinook Helicopter New Equipment Training Team (NETT) provides NET for aviators and maintainers at home station. This provides Soldiers comprehensive training at the unit's duty location to maximize the Soldier's time at home between deployments.

Soldiers experience normal duty days allowing them to maximize the


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**CH 47 with the Cargo On/Off Loading System (COOLS) set up for cargo operations.**

amount of time spent with their families. Local and Department of the Army (DA) leadership have recognized the CH-47F NET program as the preferred method to train deploying Units, minimize temporary duty, and increase the Soldier's quality of life and family home time.

The NET target Military Occupational Specialty (MOS) audiences are pilots, instructor pilots, maintenance pilots, non-rated crew members (MOS 15U), technical inspectors (MOS 15U), maintenance supervisors (MOS 15K, 151A), aircraft electricians (MOS 15F), avionic mechanics (MOS 15N), and CH-47 helicopter repairers (MOS 15U).

All Soldiers who fly or maintain the CH-47F are trained within a six month period. A student's classes range from as few as 24 academic hours to as many as 200 academic hours depending on the MOS. All classes are conducted in classrooms prepared by the NET Team.

The CH-47F NET Team, with the completion of the 13th unit equipped, has trained a cumulative total of 2,886 students which includes 583 pilots, 727 non-rated crew members, 262 aircraft electricians, 375 avionics mechanics, 891 CH-47 helicopter repairers, and 48 contractor maintainers.

To date, the CH-47F is fielded to three NG and 10 AC heavy helicopter companies. Of those, 7 AC and 1 NG unit have deployed to theater. Two AC and two NG units are scheduled for fielding and NET in FY13, and the last two AC CABs are scheduled to be fielded in 2014.

The Chinook program is poised to award a second multi-year contract in 2013 to procure additional CH-47Fs. This will allow the CH-47F to remain the US Army's premier heavy lift helicopter into the future.

## CH-47 Modernization – LTC Joseph A. Hoecherl

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

The Modernization PM also leads all Chinook foreign military sales cases and has delivered the first FMS CH-47F aircraft with the delivery of two aircraft to the United Arab Emirates in October 2012.

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

### *Cargo On/Offload System (COOLS)*

COOLS is the number one requirement from our Soldiers based on recent operational need statements. COOLS will allow the CH-47 cabin and ramp floor to be easily and quickly converted from Troop (flat floor) Mode to Cargo (rollers) Mode.

COOLS fielding will allow more efficient use of the CH-47 fleet, decrease Soldier workload and provide vital crew and passenger protection.

The current floor system, Helicopter Internal Cargo Handling System (HICHS), takes up to 4 hours to reconfigure between Cargo and Troop Mode while COOLS will take approximately 15 minutes.

The COOLS basis of issue is one per aircraft versus one per four aircraft with HICHS, which will increase flexibility for aircrews. An integrated under floor Ballistic Protection System (BPS) will be provided with COOLS. This new BPS will significantly reduce weight with the added benefit of under floor installation allowing normal movement in the cabin and use of all floor components.

COOLS integrated testing began in early December 2012 at Fort Campbell, KY with 7th Bn., 101st Avn. Regt. Soldiers in support of the test.

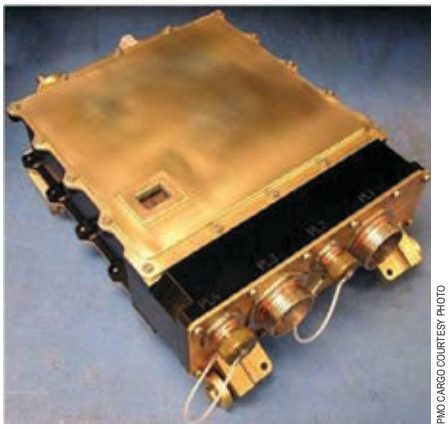
Fleet retrofit will begin 2nd quarter FY13 with aircraft belonging to 2nd Bn., 1st Avn. Regt.

### *Cargo Platform Health Environment (CPHE)*

Cargo PMO has partnered with Boeing and continues development of the Cargo Platform Health Environment (CPHE) for the CH-47F. CPHE is an integrated system that will provide a timely and reliable source of high quality health and usage data acquired directly from the on-board systems.

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

Flight test was conducted in 4th quarter FY 12 and fleet retrofit will begin mid FY13. Benefits include the automated maintenance tasks of continuous rotor smoothing, 50- hour vibration check and engine vibration check.



PMO CARGO COURTESY PHOTO

**CH-47 engine electronic control unit (ECU).**

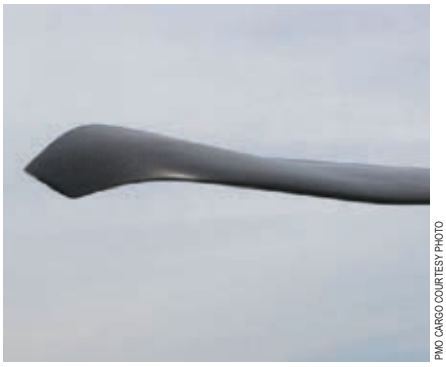
### *Engine Electronic Control Unit (ECU)*

Fielding of the engine ECU continued in 2012. There are 174 CH-47D models equipped with the new ECU; retrofit emphasis has shifted to F model fielding. Fielding of the ECU on the CH-47F began in December 2011 and will continue into 2013. There are now a total of 112 ECU-equipped CH-47Fs. The ECU incorporates approximately 50 new fault codes to assist in troubleshooting, simplified procedures for conducting max power checks and power assurance tests and design changes to alleviate obsolescence issues.

A software update (version 2.1) is in testing and scheduled for an early 2013 fielding. Version 3 ECU soft-


PMO CARGO COURTESY PHOTO

**CH-47 M-24 improved gun mount.**



PMO CARGO COURTESY PHOTO

**Advanced Chinook Rotor Blade.**

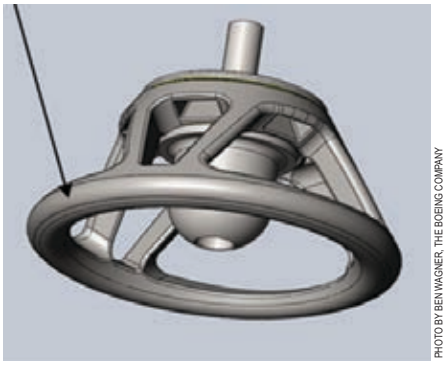


PHOTO BY BEN WAGNER, THE BOEING COMPANY

**Jack Adapter/Tie Down Fitting.**

ware is in development which will integrate ECU information directly to the Common Aviation Architecture System (CAAS) via 1553 data bus.

***Improved Gun Mount***

Theater fielding of the new M24E1 window/door gun mount began in December 2010 and was completed with a total of 120 gun mounts fielded.

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

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

Based on user feedback, the PM (in conjunction with PM Crew Served Weapons) developed and is currently completing testing of the M24E2, which will allow for both inboard and outboard articulation to further facilitate emergency egress. Fielding of the upgraded M24E2 gun mount is planned to begin in FY13.

***Advanced Chinook Rotor Blade (ACRB)***

The Modernization PM continues to develop the ACRB to improve the lift capability of the CH-47. The ACRB is currently estimated to deliver up to 2,000 lbs. of additional lift capability at high/hot conditions (4K/95□F), while maintaining forward flight performance and hover capability at sea level conditions.

Additional features of the ACRB will include pre-cured fairing skins to reduce water intrusion, and improved reparability due to a more modular assembly process. The root end of the ACRB will remain the same as the current rotor blade, so that changes to the CH-47 rotor head will not be required. The new ACRB is common across the Chinook fleet and remains on schedule with fielding planned to begin in FY17.

***Jack Adapter/Tie Down Fitting***

In Oct. 2012, the PM began fielding of a replacement Jack Adapter/Tie Down Fitting to support aircraft deployments. The new fittings allow for a single fitting to support deployment and operation of the aircraft without the need for the crew to remove and replace the legacy fittings.

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*COL Robert L. Marion is the project manager for the Cargo Helicopter Product Management Office, Program Executive Office, Aviation at Redstone Arsenal, AL.*

First Afghan students prepare for a training flight.

PMO NSRWA COURTESY PHOTO

# Non-Standard Rotary Wing Aircraft Project Management Office – Focus on Delivering Rapid Capability

By Mr. Kelvin Nunn and Mr. Richard "Dwayne" Jones

The Project Office for Non-Standard Rotary Wing Aircraft's (PM NSRWA) mission is to manage non-standard rotary wing platforms to meet immediate operational missions around the world. Countries with limited resources are looking for lower cost alternatives to meet their attack, air assault, training, and reconnaissance missions.

The NSRWA PMO, specifically the Scout/Attack Product Office, rapidly responds to meet the requirements of our partner nations as well as Foreign Military Sales (FMS) customers in 2012 and beyond.

In 2012, the project office delivered multiple platforms to FMS customers in Eastern Europe, the Middle East as well as Central and South America. The team is currently working with various partner nations such as El Salvador, Saudi Arabia, Afghanistan, Iraq, Egypt, Costa Rica, Colombia, Indonesia and Mexico.

PM NSRWA is responsible not just for procuring the aircraft but also for providing the logistics support, repair and training cases associated with these aircraft.

Often, FMS cases deal with countries that already have aircraft and only need assistance in areas such as supply chain management, maintenance and repair. As with any large program, it takes a team effort to successfully execute and maintain the positive relationships needed with all the stakeholders.

PM NSRWA activities are collaborative efforts with other members of the Redstone Arsenal Aviation Enterprise including: The Program Executive Office for Aviation; PM NSRWA; Army Contracting Command Redstone; Aviation and Missile Life Cycle Management Command; Security Assistance Management Directorate; Research Development and Engineering Command, and Aviation Engineering Directorate. Together this team works to provide rapid, mission-focused support to its customers.

## MD Helicopters, Inc.

The PM NSRWA team played a critical role in delivering six MD-530F helicopters and two flight training device simulators to Afghanistan. With the initial fielding complete, the Afghan Air Force has used the MD-530F as their primary rotary wing trainer.

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

This effort continues to be the standard by which the NSRWA PMO office measures current and future efforts. In addition, the team contracted with MD Helicopters, Inc. (MDHI) to procure three new MD-500E aircraft.

These new aircraft are to supplement the El Salvadoran Air Force's current inventory of existing MD-500Es for its use in air reconnaissance and ground support operations.

The team worked diligently through numerous obstacles to meet the government of Costa Rica's rapid requirement for two MD-600N aircraft and associated support packages. Although there are inherent difficulties in communicating through multiple and varied government agencies of two


Costa Rica MD-600N


El Salvador MD-500E


Saudi Arabia National Guard MD-530F

countries, the team pulled it together.

On December 12, 2012, the PM NSRWA team met with Republic of Costa Rica representatives at MDHI to deliver the first U.S. Government accepted MD-600N aircraft.

The USG acceptance activities concluded with a Statement of Mutual Understanding signed by Commissioner Oldemar Madrigal Medal, the Costa Rican official who accepted the aircraft on behalf of their government, transferring ownership to Costa Rica.

Costa Rican pilots self-deployed under Diplomatic Flight Clearance and departed Mesa, AZ on December 13, 2012.


Lebanon UH-1

PMO NSRWA COURTESY PHOTOS

## Bell Huey

The team also added a number of Bell Helicopter Huey II aircraft in 2012 to provide pilot and maintainer training and supply sustainment packages. Activities include delivering two Huey II aircraft to Kazakhstan with ongoing negotiations for two additional aircraft and single Huey II for the Colombian National Army as well as completing training for pilots and maintainers. This was followed by the delivery of six Huey II aircraft in Beirut, Lebanon.

During this effort, the PM NSRWA team also worked with the Army Contracting Command - Redstone to award a $23M UH-1H spares contract to support Lebanon's current fleet, while Lebanon determines future requirements to augment their latest acquisition.

## Saudi Arabia National Guard

Another exciting effort for PM NSRWA is the AH-6i type Scout/Light Attack helicopter that will meet the Saudi Arabia National Guard (SANG) requirements. The SANG AH-6i type program consists of an initial 24 Scout/Light Attack helicopters, spare parts package, initial transition training (pilot, instructor pilot, maintenance test pilot and maintainer).

Currently, the team is working the integration and airworthiness activities to prepare for aircraft production.

The SANG also selected the MD-530F as their primary rotary wing trainer and PM NSRWA is in the process of delivering 12 MD-530F aircraft to the SANG by late March 2013.

Six of the 12 aircraft were recently accepted by the U.S. Government and will be used for initial instructor pilot training in Arizona. The remaining six aircraft will be accepted by early March in time for delivery preparations prior to shipment.

## Iraq

The NSRWA PMO is working with the Armed Scout Helicopter (ASH) project office to transition program management of the Bell 407 aircraft fleet in Iraq to PM NSRWA in the summer of 2013. This effort was started by PM ASH before the existence of the PM NSRWA. Fielding of these aircraft and completing the sustainment will ultimately become the responsibility of Non-Standard Rotary Wing Aircraft Project Office.

PM NSRWA continues to work numerous additional efforts that include Augusta 139, Bell 206 and the remaining inventory of the Army's aging Huey fleet. This team works on several different cases daily and in conjunction discuss completely different aircraft, support completely different countries, and strive to meet completely different requirements.

The NSRWA PMO is a challenging and diverse environment, which makes it extremely rewarding. None of this would be possible without each member working together to support America's allies. This work would also not be possible without the industry partners who continue to support the team's efforts. It is evident that 2012 was an extremely productive year for PM NSRWA, and they look forward to an equally busy and productive 2013.

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*Mr. Kelvin Nunn is the acting project manager for the Non-Standard Rotary Wing Aircraft Project Management Office, Program Executive Office for Aviation, Redstone Arsenal, AL and Mr. Dwayne Jones is the acting product director of the Scout/Attack Product Office, NSRWA PMO.*

HH-60M ground taxies prior to MEDEVAC mission.

U.S. ARMY PHOTO BY LTC BRYCE ANDERSON

# Utility Helicopter Fleet and Improved Turbine Engine Update

By COL Thomas H. Todd III

This year our Army completed a noteworthy multi-service/multi-year contract with Industry designed to field new UH/HH-60M Black Hawks. The resulting contract will fill our units with more of the latest utility aircraft and provide our Army with great flexibility in yearly purchase quantities. This contract will also achieve unprecedented savings for the Black Hawk program.

We have also moved ahead on the Improved Turbine Engine Program that will feature greatly improved performance at reduced operation and sustainment costs. What follows is an update of these and other important aspects of Army Aviation's Utility Helicopter efforts.

## PM UH-60M Black Hawk

The H-60M New Equipment Training (NET) Team trains and qualifies aviators, maintenance test pilots, and maintainers (15T, 15F, 15N).

Combat aviation brigades (CABs) fill class seats according to their priorities and organizational concerns.

Units are trained with their fielded aircraft, in their training areas, within their local procedures, facilitating the transition from aircraft qualification to individual and collective training.

The NET contract team conducts all maintenance actions on aircraft used for training and integrates with the unit's production and quality control to facilitate aircraft fielding. To date, the H-60M production, fielding and NET team has fielded six units with 150 UH-60s and 58 HH-60s, and trained over 1,700 pilots, maintenance test pilots (MTPs), and maintainers.

The NET team recently completed training at Co. C, 7th Bn., 101st CAB (MEDEVAC), Fort Campbell, KY and will transition to Joint Base Lewis-McChord, WA to begin fielding and NET of the 16th CAB.

## Global Air Traffic Management (GATM)

The UH-60M Product Office will begin initial ground/flight testing of GATM software this year. This software is designed to ensure the UH-60M is capable of required navigation performance for Instrument Flight Rules (IFR) operation in Federal Aviation Administration (FAA) controlled and International Civil Aviation Organization (ICAO) airspace.

This flight testing will also incorporate the integration of a tactical global positioning system (GPS) approach into the flight control computers.

We expect to field this software in the summer of 2014.

## Training Aides Devices Simulation and Simulators (TADSS)

Our TADSS team began the test and acceptance process for delivery of the next Transportable Black Hawk Operations Simulator (TBOS), Device-11 (D11), to Joint Base Lewis-McCord in January 2013. This device arrives in time to support the UH-60M NET for the 16th CAB.

UH-60L BLACK HAWK
COCKPIT DIGITIZATION

## ***THE VALUE OF*** *TAKING UH-60L DIGITIZATION TO NEW HEIGHTS.*

High-tech systems. Low-risk solutions. Northrop Grumman's Cockpit Digitization solutions have been tested in countless combat missions in Afghanistan. Its fully open, DO-178 compliant software makes it easily upgradeable, keeping the evolution of the UH-60L on schedule and on budget. ***That's why we're a leader in adaptable, affordable solutions.***

***THE VALUE OF*** *PERFORMANCE.*

NORTHROP GRUMMAN

www.northropgrumman.com/**blackhawk**

U.S. ARMY PHOTO BY MS. ANITA HAMMOND, INTERNATIONAL PROGRAMS TEAM

Swedish H-60M

Shortly after that, TBOS D12 will be accepted by the Government and immediately used for first article testing of the Software Build 2.0.

Every effort is being made to maintain the currency of the TBOS with the capabilities of the H-60M fleet – target for full currency is with the fielding of the GATM capability. The TADSS team is also pressing hard to provide an effective UH-60M training capability to the 128th Avn. Bde. at Ft. Eustis, VA.

We are currently on contract to deliver: UH-60M Black Hawk Electrical Trainers, UH-60M Black Hawk Avionics Trainers, UH-60M Black Hawk Maintenance Trainers, Aviation Basic Electrical Trainer, and several UH-60M Interactive Multimedia Instruction computer-based training modules.

## PM UH-60L Digital

On July 1, 2012, the UH-60 ALM Product Management Office was redesignated as the UH-60L Digital Product Management Office.

The UH-60L Digital Office was structured to oversee the UH-60L digital upgrade effort, manage the UH-60A-A-L recapitalization program, and manage requirements for other government agencies that are customers of UHPO products.

Our UH-60L Digital program is developing an avionics upgrade for the current analog UH-60L fleet including integration of a fully-bussed, digital cockpit. This improved avionics package will provide the UH-60L aircraft with the same pilot-vehicle interface (PVI) as the UH-60M and more closely align UH-60L capabilities with that of the UH-60M.

With this upgrade, the Army's Aviation Branch will be able to synchronize training and reduce life cycle costs while digitizing the last analog aircraft in the operational fleet.

Our UH-60 recapitalization program coordinates with Corpus Christi Army Depot (CCAD) to provide a complete depot-level overhaul with structural enhancements and repairs in conjunction with 100% replacement overhaul of dynamic components.

This returns the aircraft to fully mission capable status with an objective 10 years additional service life.

To date, 300 UH-60 Recap aircraft have been completed at CCAD.

This includes 143 UH-60A-A aircraft, 156 UH-60A-A to L aircraft and one UH-60L-L prototype.

Our UH-60L Digital, External Programs Office provides programmatic, technical and logistical expertise to develop non-standard tailorable aircraft system solutions and support to meet requirements and timelines of other government agencies that use Army utility helicopters.

## PO International Programs

The Utility Helicopters Project Office (UHPO), Foreign Military Sales (FMS), International Programs Office continues to deliver UH-60M helicopters to the Swedish Armed Forces (SwAF) who have purchased a total of fifteen of these aircraft in support of their Afghanistan mission which will begin in April of 2013.

The final three Swedish aircraft will be delivered in two separate shipments and be completed by April 2013.

In preparation for receipt of these UH-60s, select members of the Swedish Armed Forces have undergone specialized training at the U.S. Army Aviation Center of Excellence at Ft. Rucker, AL as well as new equipment training conducted at Redstone Arsenal, AL.

This training concluded with a trip to Ft. Campbell, KY where the students, to include additional Swedish representatives, had an opportunity to sit down with elements of the 159th CAB which had recently returned from a deployment to Afghanistan, and discuss lessons learned from their mission.

In addition, a SwAF delegation headed by Brigadier General Johan Svensson, Chief of Air Force Training & Procurement, visited the U.S. Army Combat Readiness / Safety Center (CRSC) Crash Dynamics Lab (CDL) located at Ft. Rucker, AL to learn how the U.S. Army conducts aircraft accident investigations.

The unique features of the UH-60M Black Hawk will provide Sweden an unparalleled asset to support their primary mission of medical evacuation and troop transport in Afghanistan as these aircraft are fielded in 2013.

The UH-60 Black Hawk will enable our close Ally, Sweden, to prosecute overseas contingency operations that are central to the freedom and prosperity of our world.

## PO Modifications

The Army has worked with several other Government agencies such as Department of State and Customs and Border Protection to develop and obtain Army Airworthiness Releases for modifications to support special missions.

The Army has been able to save significant funding by leveraging the nonrecurring engineering already completed to support qualification by similarity to eliminate duplicative engineering analyses and testing.

Examples of modifications transferred to the Army are the UH-60M Internal Auxiliary Fuel Tank System, which provides 200 gallons of auxiliary fuel, and the External Stores Support System (ESSS)-Mounted Hoist for the UH-60A/L MEDEVAC, which provides a less expensive solution for the permanent aircraft modification required for the external electric rescue hoist.

Within the UHPO, the Black Hawk modification group is working efforts targeted at enhancing the reliability, maintainability, readiness and effectiveness of the H-60 fleet.

A few of these efforts include the introduction of reliability improvements to the main and tail rotor servos, control actuators, and main and tail landing gear struts.

U.S. ARMY PHOTO BY MAJ ROD SECOR

**UH-72A Lakota equipped with Security & Support Mission Equipment Package (S&S MEP).**

The improved servos and control actuators are form/fit/function replacements that will not require changes to maintenance practices or procedures and initial test results indicate the components will likely stay on wing approximately 3 times longer than current components.

The main and tail landing gear struts will have a new coating that is more resistant to scratches and abrasion, reducing leakage and replacement of parts within the assembly.

Improved servos, actuators, and main and tail landing gear struts will be cut into production aircraft beginning July 2013, and field retrofit will be through attrition.

## PM UH-72 Lakota

The UH-72A Lakota program made significant strides in 2012. The Army now operates over 245 of the aircraft, both in the Active Component and Army National Guard. All delivered on time from the American Eurocopter plant in Columbus, MS as part of an overall contract with EADS North America.

The fleet has flown over 130,000 hours while maintaining high operational availability rates. The Army National Guard (ARNG) has received over 45 Lakotas equipped with the specialized Security & Support (S&S) Mission Equipment Package (MEP). This MEP has added an electro-optical/infra-red (EO/IR) sensor, searchlight, data collection with downlink capability to the base UH-72A.

Several aircraft were retrofitted with the S&S MEP and the remainder have come off the production line. The ARNG plans to operate 100 UH-72A with the S&S MEP when production is complete.

The helicopter continues to support test and training at sites such as White Sands Missile Range, NM; Redstone Test Center, AL; Ft. Irwin, CA; Ft. Polk, LA; and Hohenfels, Germany.

It also provides MEDEVAC support for Ft. Rucker, Ft. Irwin, Ft. Polk and Yakima Training Center, WA. Aircraft now fly in Hawaii, the U.S. Virgin Islands, Puerto Rico, Germany as well as much of the Continental U.S.

In the second quarter of FY12 the Secretary of Defense made the decision to deploy ARNG assets to the U.S. South West Border (SWB) to aid the Department of Homeland Security. This was primarily UH-72A, many with the S&S MEP, supplemented by OH-58C and fixed wing aircraft.

They would conduct patrol and surveillance missions of the SWB from two bases in Texas and one in Arizona to identify both illegal border crossings, as well as drug smuggling operations. Data collected by the UH-72A would key law enforcement officials to interdict these activities.

Up to 18 UH-72A were deployed and over 6,000 hours of missions were flown by mid-December. The aircraft successfully carried out their missions by detecting activity and cueing law enforcement entities.

The Product Office worked with the ARNG, EADS-NA and the task force commander to create, establish and sustain a maintenance organization, flexible enough to cover the three sites and work with aircraft from multiple states for these missions. The results were so effective that the decision was made to continue these deployments in 2013.

The UH-72A demonstrated its capabilities not only with the MEP, but also to fly logistic support and passenger transfer missions at a high rate as required by the ARNG units. Aircraft from over 12 states participated in 2012 and several more state units will deploy in 2013.

The SWB mission was the largest deployment of UH-72A to date and illustrated the versatility of the helicopter and its abilities to meet mission requirements.

## PM Common Engine

The T700 engine continues to reinforce its reputation for exceptional performance and ease of maintainability in all environments encountered throughout the world. Another year of upgrading older engines to the -701D and the introduction of common engine controls moves the Army one step closer to its goal of one common engine and one common control. In doing so, the -701 configuration has been removed from service reducing the logistical burden; and a -701D with common controls can now be installed on Black Hawks or Apaches and correctly identify the aircraft where installed.

The Improved Turbine Engine Program (ITEP), which is being developed as the next generation engine, was initiated with approval of the Material Development Decision (MDD) in Oct. 2012. An analysis of alternatives (AoA) is underway to confirm the benefits of pursuing ITEP and is expected to conclude in late FY13 leading to a Milestone A decision.

A positive MS A decision will allow ITEP to enter in to the technology development phase of the acquisition life cycle. The ITEP provides significantly increased operational capability, fuel efficiency, range and payload to meet Army mission requirements, including operations in high/hot environments, and lowers maintenance actions for the attack/utility variants of the Army's helicopter fleet.

It is aligned with the Army's efforts in Operational Power and Energy Strategy, the DoD Operational Energy Strategy, and the National Defense Strategy.

## Summary

U.S. Army utility helicopters remain the largest and most dominant rotary wing force on the planet.

We have modernized our fleets and are in the process of building a much more powerful and fuel efficient turbine engine. These investments continue to be critical in supporting the Army Warfighter.

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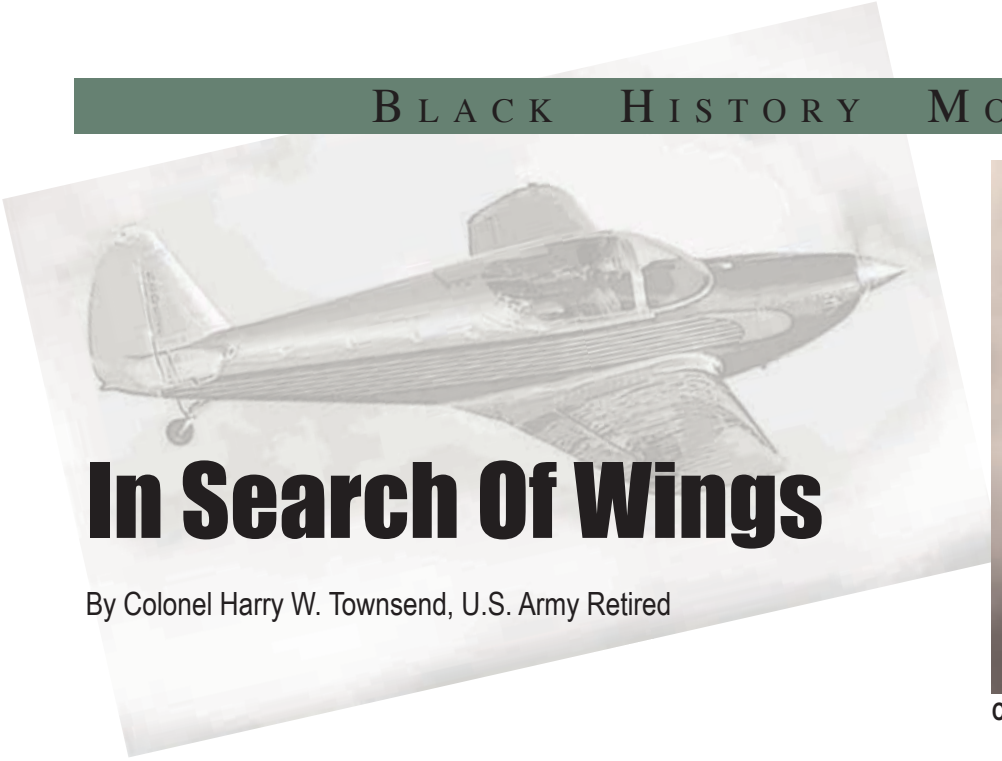
*COL Thomas H. Todd III, is the project manager for the Utility Helicopters Project Office, PEO Aviation, Redstone Arsenal, AL.*



# In Search Of Wings

By Colonel Harry W. Townsend, U.S. Army Retired

AAPI FILE PHOTO

COL Harry W. Townsend

As a youth, I was fascinated by the sight of an airplane flying overhead. This was a time when the drone of a reciprocating engine, the scream of a jet or the flop-flop of a helicopter as it plowed through the sky was not common.

The planes were fabric biplanes with open cockpits flown by pilots in leather jackets, their heads and faces protected by leather helmets with large goggles.

To enter that world of flying, I engaged myself in building and flying model airplanes. These models were made with balsa wood and duplicated in detail the real machines.

The wing ribs, body stringers, spars and fairings covered by tissue paper painted with banana oil and airplane dope to stretch it to form and cover with paint to match the fabric of those flying overhead. The models were powered by rubber bands stretched from the tail section to a handmade wooden propeller. The ailerons, trim tabs, flaps, elevators and rudders were moved by wires connected to a control stick and rocker pedals just as in the real airplane.

As time went by, I had to put away my models and attend to my career in the Service. In the Service, I joined the 555th Parachute Battalion (Black Panthers), the Army's first and only experiment offering Negro troops the opportunity to apply for, train and receive parachute jump wings. In the early days, we also received training and certification as glider men.

This experience stimulated and sustained my interest in flying. When the battalion would make cross country trips to parachute in a distant state, I would sit in the copilot's seat of the C-82 aircraft and handle the controls much to the amusement of the Air Force pilots (a paratrooper flying the plane that he and his troops would jump from).

In the early days of flight, flying was an art and skill still under development without the highly developed technical programs associated with aviation today. Runways were long level dirt fields, cross country navigation was assisted by visual contact with railroads (with due care in the West where the railroads went into tunneled mountains.

While in the 555th, I made frequent trips to the Fayetteville, NC airport where I helped the mechanic put rings on 65 HP Lycoming engines, ground valve seats, sewed torn fabric and did other tasks in exchange for rides in the J-3 Cub and Swift 125 airplanes on test flights. The pilots would let me handle the controls and I developed a level of skill in figure eights, stalls, spins and approaches to landings. Soon, I applied for a student pilot's license and started to learn to fly in earnest.

An aviation accident during this period triggered a series of events that eventually led to my becoming an Army Aviator. Two wealthy friends, each flying their new (200 hour total time) Aeronca Champion, two seater aircraft decided to fly over the country club's golf course and buzz their friend playing golf. One of the pilots, while waving to his friends as he flew at a very low level, struck a tree and was killed.

This tragedy so upset the other pilot that he lost interest in flying and decided to sell his plane. He had taken me for rides a few times and offered to sell his plane to me for $400.00.

But I had only three hours of dual training, so he gave me an hour's instruction on take-offs and landing. When I had logged four hours total time, he said that I was ready to solo.

I had great doubts, but he convinced me that I was ready and that this would be the best take off and landing that I would ever make. He climbed out of the aircraft and waved me on my way to the start of a lifelong ambition: flying a real airplane on my own.

Next challenge was the $400.00.

I decided to form an air club with 19 other military people and each of us would put $20 in the pot and buy our own airplane. I would do the maintenance with an A&E backup to sign off on critical items, I would run a ground school and I would give flight training in aerial maneuvers.

People would buy their own gas and we had a dues structure to cover the $20 monthly tie-down fee and light repair costs.The 555th Parachute Battalion Flying Club was off the ground!

I proceeded to fly and get my Private Pilot's rating. One of the ex-Tuskegee airmen purchased a BT-13 and another, an Ercoupe; both later became Army Aviators.

**"The Originals"**

We call our AAAA founding Army Aviators "The Originals."

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

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

Referring to themselves as "The Cub Club" from their inception, the Branch Chief officially recognized them as "The Originals" in 2010.

AAPI PHOTO BY RENÉ BIDEZ

**COL (Ret.) Harry W. Townsend (center) is inducted into the Gold Honorable Order of St. Michael by then-Aviation Branch Chief MG Anthony G. Crutchfield (left) and AAAA National President, LTG (Ret.) Daniel J. Petrosky during the 2012 Annual Professional Forum & Exposition in Nashville, TN.**

In the meantime, the Army had advertised for aviation applicants in the *Army Times*. I had previously applied but never heard back. At that time the Army was still segregated and there were no all-Black units with aviation.

In May of 1950, after President Truman's Executive Order ending segregation in the U. S. Armed Forces, I decided to walk an application through to the Department of the Army.

A MAJ J. Elmore Swensen, U.S. Army Air Corps interviewed me and shortly after I received orders to attend Air Force Liaison Pilot's School at Connally AF Base in Waco, TX.

I graduated in Class 50-DL in December 1950. It was at this time that I met COL Sid Achee, one of "The Originals" (see box) and founding member of AAAA, in my class; we received assignments together to attend helicopter training at San Marcus Air Force Base, TX, the 25th Infantry Division during the Korean War, Vietnam, and the Pentagon after Vietnam. We still maintain at least weekly contact. Also in that class was another friend and "Original," COL Ed Landry.

At Connally AFB, I achieved my goal of qualifying for my first set of military flight wings – Air Force Liaison Pilot. From Connally, I went to Ft. Sill, OK to qualify for Army Aviator Wings, back to San Marcus AFB for helicopter qualification and to Fort Sill, OK where I followed LTC Joe Hairston who was rated as the Army's first Black helicopter pilot three or four weeks before me.

Looking back, the road to reaching my dream of flying has been an exciting one. Others have traveled similarly interesting paths. My aviation experience was enhanced by the pioneering aspect of the times.

One had to fly the aircraft. There were no power assists or auto pilots. Early planes carried only two people and there were fewer planes in the air at one time. This offered a pilot the feeling of peace and tranquility.

My first assignment in combat allowed me to experience the lessons of my training, and rid myself of some potentially dangerous temptations that could be fatal and at the same time taught me to fine tune some good techniques.

The experience gave me a sense of eternal gratitude to the soldiers who maintained my aircraft and without whose dedication to their maintenance tasks, I would have been just another flyboy sitting on the ground wishing I could be in the air. I cannot give them enough credit. We must always remember that with each take-off, we entrust our lives to their skill. Thank you, maintenance Soldiers, for your help.

So this has been my journey.

I am grateful to those who helped me by their good advice, friendship and by an occasional kick in the pants to encourage me to use my wings to help the military team accomplish its mission and serve this great Country of ours.

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*COL (Ret.) Harry W. Townsend is one of "The Originals" and a Master Army Aviator with over 8,000 hours, to include 1,700 in combat.*

*Following retirement, he served for seventeen years on the AAAA National Executive Board, ten as a governor and treasurer of the AAAA Scholarship Foundation, Inc., and as a judge in national and international helicopter competitions.*

*A 2004 Army Aviation Hall of Fame inductee, he continues serving as a governor emeritus of the AAAASFI and, in December, 2012, celebrated his 90th birthday.*

U.S. soldiers from Bravo Company, 1st Battalion, 187th Infantry Regiment of the 101st Airborne Division (Air Assault), prepare to move out after being dropped off by a Chinook helicopter at the combat zone during Operation Anaconda.

U.S. ARMY FILE PHOTO

# Task Force Talon in Operation Anaconda - March 2-18, 2002

By LTC Paul Berg

March 2, 2012 marked the 10th anniversary of Operation Anaconda in the Shahi-Kot Valley which was the largest and one of the most successful U.S. combat operations in Afghanistan. Task Force Talon (7th Battalion, 101st Aviation Regiment) was one of the first conventional Army Aviation task forces to support the ground commanders in Afghanistan.

## Initial Organization and Deployment of Task Force Talon

After the events of September 11th, the mission of select aviation units of the 101st Airborne Division (Air Assault) at Fort Campbell, KY would change as the formation of Task Force Talon was initiated and planned.

An aviation task force was required to support the 3rd Brigade, 101st Abn. Div. on their deployment to Afghanistan in January 2002. The requirement of a force cap required extensive mission analysis on the minimum amount of aviation support required to deploy and support the ground forces.

The aviation task force would include aviation units from the 101st Avn. Bde. and the 159th Avn. Bde.

The aviation task force would be led by LTC James M. Marye, commander of 7-101st Avn. Regt.

The mission analysis of the 159th Avn. Bde. staff resulted in the approved organization of Task Force Talon (7-101) which included the majority of the organic battalion staff of 7-101, 8 x CH-47Ds from A/7-101st , 8x AH-64s from A/3-101st , 4x UH-60s from A/4-101st , 3x UH-60s from the 50th MEDEVAC, C/1-58th (ATC) and a maintenance section platoon from A/8-101 (aviation intermediate maintenance (AVIM)).

A platoon of CH-47 Chinooks from C/159th would augment TF Talon during Operation Anaconda.

In today's environment of aviation task force modularization and combat aviation brigades, it is normal operating procedure to change task forces regularly, change headquarters, and plug and play aviation units like a chess game in Afghanistan without missing a step – but in the fall of 2001 it was a new organizational paradigm challenge.

TF Talon arrived at Khandahar Airfield on January 2002 to conduct relief in place with the Aviation Combat Element (ACE) of the 26th Marine Expeditionary Unit (MEU) that had arrived in Kandahar in December.

TF Talon's first aircraft landed on January 15, 2002. Even with austere and frigid cold winter weather living conditions, the morale was high throughout the task force.

## TF Talon and Operation Anaconda: March 2-18, 2002

Sean Naylor, who was an embedded *Army Times* reporter and author of *Not a Good Day to Die*, described Operation Anaconda as follows:

*The Soldiers who flew into the Shahikot that frigid morning were executing a plan that was the product of negotiation and compromise, and which was based on a series of faulty assumptions that underestimated the enemy's strength and willingness to stand and fight….the U.S. Soldiers proved their worth in brutal combat at the highest altitudes that Americans had ever fought."*

TF Talon provided aviation support during Operation Anaconda from Feb 25, 2002 to Mar 18, 2002. LTC Marye was the air mission commander during the initial air assault conducted by TF Summitt and TF Raider for Operation Anaconda and assisted with command and control during the initial air assaults coordinating heavy lift and attack assets on the objectives.

The conditions encountered at the objective area began with a daytime operation with ground fog on the objective area at 8,200 feet, with mountainous terrain. Additionally, it was initially unclear as to how many enemy soldiers and weapons were in the objective area.

After the initial landing of the air assault elements, COL Wiercinski, the brigade commander, in the command and control (C2) UH-60L landed on a pinnacle with one wheel to infiltrate the brigade command team C2 element.

The landing was risky due to having external fuel tanks, high altitude and limited door gunner range for defending against enemy fires.

After the mission, the pilot in command inspected his aircraft damage which included a 4"x 2" piece of shrapnel from a rocket propelled grenade stuck in the airframe directly underneath the pilot-in-command's seat and a bullet through the tail rotor blade rubber boot. The bullet in the tail rotor boot missed hitting the tail rotor spar by 1/8". If this had occurred the tail rotor blade would have broken from the airframe resulting in a certain crash landing over an extremely rocky and steep mountain ridgeline.

Sign in front of TF Talon headquarters area, Kandahar, Afghanistan, Feb. 2002.

U.S. ARMY PHOTO BY LTC PAUL BERG, TF TALON

## A/3-101st Aviation Regiment (AH-64)

During the initial air assault, A/3-101st, commanded by CPT Bill Ryan took a main effort role in the attack to provide air assault security for ground forces at the landing zones as well as any subsequent hasty attacks to defeat enemy attacks.

The Apaches engaged many enemy positions that day and provided critical coverage for the ground commander's movement to the objective taking continuous fire while on station and focused on providing the best fire support possible.

## A/7-101st Aviation and B/159th Aviation (CH-47)

The Chinooks conducted nineteen combat air assaults under both day and night vision goggles (NVG) conditions during Operation Anaconda.

They were the first to land at H-hour of the first air assaults into the objective with challenging landing zones at 8,500 feet. Each aircraft air assaulted an average of over 40 troops and carried internal extended fuel tanks.

Despite coming under hostile fire and the continuous threat of rocket propelled grenade (RPG) and mortar attack, the aircrews demonstrated the utmost valor, skill, and professionalism which resulted in the safe insertion of more than 600 combat troops in a day as well as 40 tons of equipment and supplies, allowing the ground maneuver units to successfully destroy enemy Taliban strongholds.

The Chinooks also conducted air casualty evacuation missions and air assault insertions of the 1st Bn., 87th Infantry Regiment, the 1st Bn., 187th Inf. Regt., and 2nd Bn., 187th Inf. Regt. Their secondary mission was to serve as a casualty evacuation (CASEVAC) and provide in-flight medical care for over 50 casualties.

Many aircraft were forced to hold short of the landing zone due to a high volume of indirect, heavy machine gunfire on the LZ and small arms fire in their holding area.

## FARP Texaco

TF Talon also operated a heavy assault forward area rearm and refuel point (FARP) in the vicinity of Mohammad Agha, Afghanistan, 150 miles from the nearest friendly ground maneuver unit.

The FARP was originally planned as a 12 to 24 hour operation in support of the initial combat assault. As the tactical situation developed, the need for a forward FARP grew and it became the only tactical rotary wing FARP in Afghanistan.

FARP Texaco, originally established for only Army rotary wing aircraft, became a joint service fuel point providing fuel and armament to Apaches, Chinooks, MEDEVAC, Blackhawks, MH-47E Special Operation Chinooks, Air Force HH-60 Pavhawks, Marine AH-1W Super Cobras, and CH-53 Sea Stallions.

During its 8-day continuous operation, FARP Texaco pumped over 28,000 gallons of fuel and armed helicopters with Hellfire missiles, rockets, 20mm, and 30mm.

## Alert of 3-101 Aviation Regiment

As a result of battle damage to the majority of the AH-64 helicopters on first day of Operation Anaconda and the need for immediate maintenance support, the entire 3rd Bn., 101st Avn. Regt. was alerted to deploy immediately out of Ft. Campbell.

The remaining elements of 3-101st deployed within 96 hours and upon arrival A/3-101st returned to their organic battalion for the remainder of the Afghanistan deployment.

## Operations after Anaconda

TF Talon continued to provide aviation support for the ground forces to include, Operation Mountain Lion, Operation Torii and also humanitarian assistance in response to an earthquake in Nahrin, Afghanistan. In late summer of 2002, TF Talon redeployed back to Ft. Campbell after relief in place with elements of the 82nd Avn. Bde. The last unit would close on Ft. Campbell in September 2002 with the majority of TF Talon being redeployed in less than six months in support of Operation Iraqi Freedom and the invasion of Iraq.

## Historical Reflection in the War in Afghanistan

The exemplary and valorous accomplishments of TF Talon and other aviation units that supported Operation Anaconda are too many to put in this article but collective efforts by all the Soldiers led to the first days of success of Operation Anaconda which was ultimately the first major air assault into the heart of the Taliban.

As 10 years have passed since Operation Anaconda, we continue to provide aviation support in the longest war in American history and the relentless daily duty and dedication of Army Aviation aircrews continue to provide support in Afghanistan.

Whenever the ground commander needed Army Aviation, the Soldiers and aircrews would do everything humanly and mechanically possible to provide support for the Soldiers on the ground.

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*LTC Paul Berg is a leadership instructor with the Department of Command and Leadership, Command and General Staff College, Fort Leavenworth, KS. He was the Task Force Talon S-1 and Historian from August 2001-June 2002.*

# Restless Leg Syndrome

By Dr. (LTC) Joseph Puskar

***Q: A pilot in my unit has been prescribedMirapax(Pramipexole,0.5mg) before sleep by a civilian doctor for what was presumed to be restless leg syndrome. He tried it for a few nights, but it didn't seem to help, so stopped taking it. He is getting adequate rest and is not fatigued while performing his aviation duties. Does he need a waiver to fly since he took this medication?***

**FS –** Luckily in this case since your pilot only took the medication a few times he will not need a waiver, and it can be listed as information only on his next flight physical as long as the underlying condition is not causing loss of sleep and resulting fatigue.

It occasionally happens that doctors who are not flight surgeons will prescribe medications that could potentially interfere with a pilot's ability to safely perform aviation duties, and therefore are not approved for use without being aware of the negative consequences this can have for the pilot's ability to fly safely.

True restless leg syndrome is a condition that will be difficult to get waivered for a few reasons.

First is the condition itself. Is the constant leg movement throughout the night making it difficult for the aviator to get a good night's sleep, and resulting in fatigue throughout the workday?

Secondly, are the side effects of the medication taken interfering with the ability to safely fly? Medications used to treat restless leg almost invariably have some sedating effects that can persist for a day or more after taking them, and this is why in most cases this condition will not be waived for those on active military flight status.

When COL Eric Olins, the director of the U.S. Army Aeromedical Activity (AAMA), was asked about the use of Mirapax in aviators he replied: "We will not waive that medication.

If you are only using it temporarily the individual would be grounded during the time used. Unfortunately the side effect profile is not consistent with aviation duties." Other medications are similarly not approved for flight due to their sedating effects.

"I am unaware of any medication that we have waivered for use in treating this condition. We have had very mild cases of restless leg that were so mild that they really didn't interfere with sleep and the person passed a maintenance-of-wakefulness test documenting it was not an issue."

Cases we have seen that were found during PSG (polysomnogram) for OSA (obstructive sleep apnea) have virtually resolved with effective CPAP (continuous positive airway pressure) and became non-issues with OSA treatment." said COL (Ret.) James McGhee, also of AAMA.

## What It Is

Restless leg syndrome is a disorder for which the cause is not fully understood. There is an urge or uncontrolled need to move the legs to relieve tingling or other unpleasant sensations. Symptoms can begin at any age, and tend to worsen with advancing years.

By disrupting sleep through repeated awakenings throughout the night it can lead to chronic daytime fatigue similar to sleep apnea.

Symptoms occasionally occur in the arms, but are most often in the feet, calves and thighs. Other sensations described in addition to tingling include itching, pain, burning, throbbing, and crawling. Symptoms usually begin after a period of inactivity such as lying down to sleep at night, or sitting still for long periods.

Similar symptoms are often experienced by patients with peripheral nerve disorders, and this has led to the theory that restless leg is some type of nerve disorder.

Other medical conditions can cause restless leg syndrome, and these include iron deficiency anemia that can itself be caused by several other conditions, peripheral neuropathy, chronic kidney disease, diabetes, Parkinson's disease, pregnancy, several types of medications, and excessive use of caffeine and alcohol.

Another condition called periodic limb movement disorder can cause many of the same symptoms, and should be considered in the differential diagnosis.

Flight surgeons should take a thorough history and do a comprehensive physical exam, and will most likely order a few lab tests to help rule some of these conditions out in an aviator experiencing similar symptoms.

This case was a good example of the thought process used in the waiver process. Is the condition or any treatment necessary to control it going to make it unsafe to fly? Remember that according to AR 40-8 your flight surgeon is responsible "…to supervise and coordinate all medical treatment of all aircrew members for reasons of flight safety."

Whenever possible check with your flight surgeon before taking any type of medication or treatments, and if you ever do see a medical provider who is not a flight surgeon, notify your flight surgeon as soon as possible after receiving any kind of treatment by a non-flight surgeon qualified provider!

## 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 US Army School of Aviation Medicine at Fort Rucker, AL*

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

By COL (Ret.) Tom Harrison

Over the past few months I've reviewed the purpose of the AAAA Scholarship Foundation, how the foundation is organized, who qualifies for scholarships, and the many ways in which scholarship supporters can help fund or create scholarships. Monetary support, however, is just one of many ways you can give to the AAAA Scholarship Program.

### I Want You!

In order to keep this all-volunteer program thriving, we need you to consider giving of your time and talent.

Opportunities to be a part of the largest, non-profit, Aviation scholarship program in which 100% of all donations go directly to scholarships abound. Below are just a few examples of how you can become a part of the AAAA Scholarship Team.

### Local Chapter Opportunities

The local Chapters are the heart and soul of the AAAA Scholarship Program. Chapters serve as the link between AAAA National and AAAA Members. They advertise scholarship opportunities; raise funds through banquets, golf tournaments, and luncheons; encourage and assist members in the application process; and serve on planning committees and boards.

I encourage all of you to get involved at the chapter level – the type and amount of chapter level opportunities are limited only by your creativity and willingness to support.

### National Opportunities

Beyond the local level, there are endless opportunities to serve at the National level. Ever wondered how scholarship recipients are chosen? Excited about spending Friday afternoon and Saturday in Arlington, VA reviewing scholarship applications? Volunteer to serve on the Scholarship Selection Board which literally reads and ranks hundreds of scholarship applications every July. You can volunteer to serve on this board by sending an e-mail to *janis@quad-a.org*, ATTN: Scholarship President.

Want to be part of the excitement on the Professional Forum Exhibit Floor? Volunteer to serve in the AAAA Scholarship Booth where you can inform attendees about the scholarship program, sell AAAA Scholarship merchandise, and serve as Scholarship Ambassadors. This unique opportunity is open to both members and spouses!

### Donate

Last, but certainly not least, if you are unable to give of your time and talent at the chapter or national level, the opportunity to donate and encourage others to donate is always available!

The AAAA Scholarship Program thrives because supporters like you believe in perpetuating the educational opportunities of our Aviation Soldiers and their families.

Regardless of how you choose to volunteer your support, please be sure to Volunteer! We need each and every one of you to maintain and grow the success of the AAAA Scholarship Program.

Thanks for all your past support!

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COL (Ret.) Tom Harrison, President, AAAASFI

### History of the AAAA Scholarship Foundation, Number 6

AAPI FILE PHOTO

AAAA National Executive Board Meeting, Jan. 23, 1988, Sheraton St. Louis Hotel. Report by MG "Jack" Klingenhagen, President, AAAASFI

General Klingenhagen, in his report, indicated that the Foundation would award $50,000 in February 1988, for twenty-two CY88 AAAA National Scholarships, **to include the first time award of a $10,000 scholarship.**


### Local Chapter Opportunities

- Plan or organize a Golf Tournament
- Volunteer at the Registration Table for a banquet, luncheon, or Sports Competition
- Serve as the Chapter VP for Scholarships
- Encourage local businesses and Aviation supporters to contribute to the Scholarship Program
- Attend / Sign-up for Chapter events (dinners, meetings, sporting events, etc) in support of Scholarships

### National Opportunities

- Volunteer to serve on the AAAA Scholarship Foundation Board as a Governor
- Volunteer to serve on one of the AAAA Scholarship Foundation's Committees *(Open to all AAAA members)*
- Serve on the annual AAAA Scholarship Selection Board *(Open to all AAAA members)*
- Volunteer to work in the AAAA Scholarship Booth during the annual Professional Forum

# Our Colonial Virginia Chapter

By COL (Ret.) Robert D. Carter

***Thanks to President Mark Jones, our focus Chapter this month is the Colonial Virginia Chapter.***

The Colonial Virginia Chapter is located in the Tidewater Region of Virginia east and south of Richmond. It is the fourth oldest chapter in the Association established in July 1958 originally as the David Condon Chapter AAAA. The chapter has a mix of active retired military, civil servants, and industry partners primarily from the Hampton Roads region.

## Activities

This year the chapter sponsored activation activities for the 128th Aviation Brigade as the U.S. Army Aviation Logistics School (USAALS) transformed into the third brigade of the U.S. Army Aviation Center of Excellence (USAACE). The brigade was formed from the training departments and student battalion of the school.

The chapter sponsored the activation ceremony reception and the Army Aviation Branch Birthday Ball that celebrated the 29th anniversary of the Branch and the activation of the 128th Aviation Brigade. The ball was held at the Hampton Roads Convention Center and attended by over 660 Soldiers, civilians and friends of Army Aviation.

MG Anthony Crutchfield, then commanding general of USAACE and Aviation Branch Chief, was the honored guest and presented nine bronze Orders of Saint Michael during the festivities.

Co-located with the science and technology experts of the Army Aviation Applied Technology Directorate, the chapter, together with the American Helicopter Society, co-sponsors professional luncheons and presentations with guest speakers such as the Branch Chief, Program Executive Officer-Aviation, weapons platform program managers and experts from industry.

## Support to the Aviation Soldier

The chapter continues its tradition of support to the Soldiers attending maintenance training at Fort Eustis, VA in the 128th Aviation Brigade, through several recognition programs.

The Initial Entry Training (IET) recognition program awards graduates their first set of silver wings for their Army Service Uniform compliments of the Association.

This is no small feat as there are over 4,000 individual IET graduates per year. Additionally, the distinguished honor graduate of each class receives an AAAA Certificate of Recognition; there are over 300 class graduations per year.

The chapter also sponsors four scholarships and is active in supporting the Soldiers in training at the 128th Avn. Bde. The Instructor of the Quarter and Instructor of the Year recognition program rewards outstanding noncommissioned officers and civilians from the 1st and 2nd battalions of the 210th Aviation Regiment who have been boarded and selected as Instructors of the Quarter with a certificate of recognition and AAAA golf shirt.

The Ultimate Warrior Trophy was developed by the chapter to recognize the 1st Bn., 222 Avn. Regt. IET company that excels in academics, physical readiness test scores, barracks inspections, drill and ceremonies, and Modern Army Combatives.

The trophy, which is topped by St. Michael slaying a dragon, is awarded on a semi-annual basis and the name of the winning unit and date of award is engraved on a plaque that is affixed to the trophy. The winning unit keeps it until the next competition.

Like any other organization supporting our Army at war, the Colonial Virginia Chapter has experienced turn over in its chapter board and is actively soliciting candidates for the positions of Treasurer, Vice President for Programs, Vice President for Membership, Vice President for Industry and Vice President for Retiree Affairs.

CHAPTER COURTESY PHOTOT

**128th Aviation Brigade Instructor of the Quarter Presentation 3rd Quarter FY 12. (L to R) Mr. Mark Jones, AAAA Colonial Virginia Chapter President; Military Instructor of the Quarter, SSG Derick Palacios; Civilian Instructor of the Quarter, Mr. Michael Hudon.**

The chapter continues to be a leader in a long tradition - Above the Best!

Again, thanks to Mark and the Colonial Virginia Chapter for their tremendous support of Aviation Soldiers and their families.

## Summary

As your VP for Chapter Affairs, I will use this column to highlight procedures that assist you in meeting your individual chapter goals. If you have an idea that needs to be transmitted to our 71 chapters, let me know and I will use this column as the voice across the Association.

Feel free to contact me if you want or need help for your Chapter or to obtain clarification of National procedures. 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 VP for Chapter Affairs

# Where is Eddie Ward Now? Q1

By CW5 Mark W. Grapin

Longtime readers of this column will recall who he was – and is; and those who boast of long memories may even know this answer without further research. What Eddie Ward means to our Branch and our Army may have been relegated to a mere footnote in some dusty and moldy volume of military trivia, had it not been for our professional Association.

Once the magnificence of his life and career are brought back into the light of day, we find our collective chests swell with pride and a new lump in our throat. And, his perspective of Army Aviation offered in an interview near the end of his life borders somewhere between self-deprecation and outright humor.

Countless pages of this magazine, untold numbers words delivered in speeches, and tireless efforts of an Army of volunteers, have brought scholarships to our youth, spouses and Aviation Soldiers each seeking to further their education. Praise has been scrolled on award proclamations for thousands of Order of St. Michael medallions and Our Lady of Loreto pins. Snapshots have captured the very few AAAA President's Awards that have been presented. But who was the second person ever to receive the Quad-A President's Award? Q2

And why was pewter selected as the color tone for the Our Lady of Loreto – why not gold or silver? Q3 And what prospective helicopter repairer trainee hasn't wondered what species of tree was felled to build a Huey? Q4 What happened to JP6 and JP7 in our shift to JP8 so many years ago? Q5 Was there an AH-57; Q6 or a CH-48? Q7 If so, where are they now? Q8 But for the questions posed so far in this article, where are the answers recorded?

One of the touchstone missions of our Association is to capture each element of the history of our Branch – regardless of how significant or modest. And capture it does!

Our national office recently relocated just a few blocks from its quarters in Monroe, Connecticut. I do not envy our Executive Director and those members of the national office staff the process of moving dozens of boxes of archival records.

Some of these records go back to our earliest days as a Branch, and even the decades leading up to that literal leap from the Signal and Artillery nests. Fragile and yellowed paper, crumbling photographs, coins, napkins, program bulletins, penciled speeches, and everything in between are in those boxes of archives.

Add to this hard-copy library the perpetual effort of converting paper to electrons, and you begin to get some idea of just how seriously this narrow aspect of the task and purpose our professional association is taken!

It is my humble opinion that all by itself, the mission of recording the history of our Branch is worth every nickel of my membership in Quad-A.

## Heading Toward our National Forum and Exposition

I have sometimes wondered what percentage of those attending our Annual National Professional Forum and Exposition do so solely to walk the exhibit hall floor, with no intention of attending the first speech or meeting.

Of these people, I am without doubt the majority come with their mental cameras charged, and mental photo albums ready for display. What it would be to follow even a few of these attendees, and capture what they share for tomorrow's readers and viewers.

It matters not whether there's gray hair atop the slightly shaky voice recalling the story, or the teller is standing on prosthetic legs with scars still pink from combat wounds sustained just a few months ago – each is a priceless slice of our history that is integral to the weave of the horse blanket that is our Branch.

PHOTO BY MR. JOHN TROWBRIDGE

**Remembering each trial and triumph of our Branch is a touchstone mission of Quad-A whether the memories are from yesterday's mission debrief, or a long-yellowed newspaper clipping.**

Quad-A understands just how important each and every story is to our collective and shared history. Whether it's mailing a captioned photo to the editor of this magazine, or spending an afternoon with a member of the greatest generation as they unwind their stories before a video camera or audio recorder, I encourage every such motion for our collective benefit.

## The Challenge

For the eight questions of historical note posed as annotated in this column, *Army Aviation* will either sponsor a new annual membership or extend the membership of a current member by a year for the first correct answer to each that I receive at my email address below. If yours is the first correct response for any of the eight questions, and you're already a life member, *Army Aviation* will extend a complimentary membership in your name.

This unique challenge aside, 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*.

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CW5 Mark W. Grapin
AAAA Vice President for Membership

# Celebrating Families – Fort Bragg Style

By Judy Konitzer

Our military families demonstrate their resilience daily, so when there is an opportunity to recognize them for their accomplishments in special ceremonies, it is important to celebrate with them.

On December 6, twenty four families from Fort Bragg were honored at the Main Post Chapel to celebrate the Family of the Year. Units from across the installation nominated families deserving of this honor, with a panel of judges narrowing it down to five finalists, and a second panel conducting personal interviews to choose the overall winner.

U.S. ARMY PHOTO BY SSG APRIL CAMPBELL, 82ND CAB PAO

**MAJ (Ret.) Bonnie Buckhalt, left, chats with her son, Joel, while Chaplain (MAJ) Stanton Trotter, his wife, Lauri, and their children, Hannah and Sierra, wait next to Chaplain (CPT) Eric Miller, far right, for the annual signing of the Army Family Covenant at the Ft. Bragg parade field, Dec. 6, 2012. The Buckhalts, Trotters and Millers, all of the 82nd Combat Aviation Brigade, were among five families chosen as finalists for the Ft. Bragg Family of the Year.**

### Fort Bragg 2012 Family of the Year

XVIII Airborne Corps Commander, LTG and Mrs. Daniel Allyn, presented the award to 1SG Evan Lewandowski of Troop C, 5th Squadron, 73rd Airborne Cavalry Regiment, his wife, Melissa, and children, Joshua 8, Samantha 6, and Wyatt 3, who edged out three other finalists hailing from the 82nd Combat Aviation Brigade (CAB).

Lewandowski said his family "understands the hardships it takes to be a first sergeant. When I'm gone, my wife… does an excellent job raising and teaching our children, and maintaining the values that we hold as a family." Melissa said her family's strength comes from its commitment to one another. "We always believe that family is the most important thing."

### Setting a Good Example Defines the Criteria for Family of the Year Award

Army Community Service volunteer coordinator, Catherine Mansfield, acknowledged, "some may think that being the Family of the Year is all about volunteering or being involved in everything that is going on in the community, but it's more about focusing on the needs of your own family and its cohesiveness.

Giving back to the unit and the community is an important piece, but you have to know what the correct balance is between the two, and what works for your family. This year's award was presented to a family who took their ability to the next level thus providing an example for others to follow."

### Three Pegasus Brigade Families Among the Finalists

CAB Chaplain (MAJ) Stanton Trotter, Lauri, and daughters Sierra 8 and Hannah 6; Chaplain (CPT) Eric Miller, 122nd Avn. Spt. Bn. (ASB), Stephanie, and children Kathryn 15, Julian 13, Elizabeth 10, and Abigail 8; and CPT Allen Buckhalt, commander of Co. B, 2nd Bn., 82nd CAB, MAJ (Ret.) Bonnie, and children Joel 18, and Ava 4 were among the Pegasus Brigade families being honored.

Trotter said, "The nominations are a testament to how much the 82nd CAB families were invested during our most recent deployment. My hope is that others see that we focus on our family first, and this is what charges the battery of our family."

Lauri said, "I think the girls are learning that what we have in the military is a choice, and with that choice there are some sacrifices that come, but we as a family make that choice.

When we can remember it really was our choice, it helps to get through some of those less pleasant times, the late hours, deployments."

Chaplain Miller shares his understanding of family with his Soldiers. "The key is to have a solid base at home that will help keep things going even when you can't be there." I could not do what I do without their support

# "Super Hangar" Dedicated at Humphreys

2nd Combat Aviation Brigade, 2nd Infantry Division, hosted a ribbon cutting ceremony for the newly constructed "Super Hangar" on Camp Humphreys in Pyeongtaek, South Korea, Nov. 19, 2012.

GEN James D. Thurman, (center) commander, United Nations Command/Combined Forces Command/U.S. Forces Korea, and the Army's most senior aviator, cut the ribbon along with MG Chung Ju-gyo (left), Ministry of National Defense-Defense Installations Agency and Yoo Kwang-jae (right), president of POSCO Engineering and Construction Co., Ltd. to commemorate the opening of the new facility.

The 180,000 square-foot facility contains ten bays that allow for the servicing of AH-64 Apache, UH-60 Black Hawk, and CH-47 Chinook helicopters simultaneously.

It also serves as the headquarters for 3rd Battalion (Gen. Spt. Avn.), 2nd Aviation Regiment and its line companies as well as the brigade's aviation intermediate maintenance company (AVIM) from the 602nd Aviation Support Battalion.

U.S. ARMY PHOTO BY CPL. BYUNG HOON AHN, 2CAB PAO

and understanding," said Miller.

Stephanie, the ASB's Family Readiness Group Advisor said, "We are 'Team Miller' and we just want to help where we can. I believe every family is the family of the year."

CPT Buckhalt believes the values he's learned from his family have helped him as a commander. "Respect, love, and taking care of one another are principles that are important to any successful family and team," he said.

Bonnie grew up in a military family and is a retired major who has experienced all sides of Army life. Her role as the Family Readiness Group leader has also given her the first hand opportunity to get to know many of her unit's family members, and thus helped her understand her family's nomination as a depiction of her greater community.

### The Celebration

As part of the evening's events, LTG Allyn, Garrison Commander COL Jeffrey Sanborn, other post officials and the finalists signed the Army Family Covenant, renewing the post's commitment to quality of life issues.

The ceremonies concluded with lighting the holiday tree and menorah at the Main Post Parade Field and an appearance of Santa and Mrs. Claus with entertainment by the Bowley Elementary School Bobcat Singers.

Join us in congratulating the winner and all the families nominated especially our 82nd CAB Pegasus families!

You make us very proud.

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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.*

# 50 Years Ago: 11th Air Assault Division (Test)

By Mark Albertson

Troops from the 11th Air Assault Division (Test).

ALL PHOTOS FROM ARMY AVIATION MAGAZINE

*If we are successful, the Air Mobile Concept will be a dynamic advance for the Army. If we are not, we will go back to flying Piper Cubs, if we have that much left, and the Army and the country as a whole will lose one of the things that . . . can mean the difference between victory and defeat in future land combat.*

COL George P. "Phip" Seneff Jr., 11th Aviation Group, 11th Air Assault Division (Test).[1]


On August 20, 1962, the Army's Tactical Mobility Requirements Board, AKA the Howze Board, released its findings on what would come to be known as the Airmobility Concept. These findings were based on computer wargame simulations[2] and actual field exercises.[3] And the vehicle of choice to carry forward the concept . . . the helicopter.[4] And the living embodiment of the criteria set forth by the Howze Board . . . the 11th Air Assault Division (Test).

LTG Hamilton H. Howze urged the conversion of the 82nd Airborne into the air assault division projected by his committee. He was overruled by Secretary of Defense Robert McNamara, who instead authorized an expansion in Army personnel for fiscal year 1964, from 960,000 to 975,000.

This would enable the new unit to be organized from scratch. And the order for such a force came down on January 7, 1963. And the 11th Air Assault Division (Test) was activated at Fort Benning, GA on February 15, 1963, BG Harry W.O. Kinnard in command.[5]

11th Air Assault Division (Test) has its unit roots in the 11th Airborne Division. The "Angels" were activated on February 25, 1943, seeing action in the Philippines at Leyte and Luzon.

With the cessation of hostilities, the 11th Airborne landed in Japan as part of the post-war army of occupation of the Home Islands.[6] The "Angels" were deactivated on June 30, 1958; reactivated briefly on February 1, 1963, then re-designated 11th Air Assault Division (Test) on the 15th.

Among those units attached to the 11th AAD early on were those from the 187th Infantry Regiment;[7] as well as the 227th Assault Helicopter Battalion.[8] In addition to the activation of the 11th AAD, a logistics support unit was organized in the name of the 10th Air Transport Brigade.[9]

Training focus was on air assault; drilling infantrymen on the new concepts of joining combat and engaging the enemy. Provisional supply bases of fuel and stores were made available and organized to keep pace with helicopter units on a fluid battlefield.

Hence the idea of FARP or the Forward Arming and Re-Fueling Point.[10]

Another innovation was artillery fire support for the landing zones. This included rocket-firing helicopters to support attacks by air assault troops; bolstered, in part, by experience gleaned from Army Aviation support of Army of the Republic of Vietnam (ARVN) units in Southeast Asia.[11]

In September 1963, Air Assault

I exercises at Fort Stewart in Georgia, saw the Airmobility Concept put through its paces on the battalion level of operations. The following year, October 1964, Air Assault II was conducted and by comparison, an exercise on a far grander scale.

Air Assault II sprawled across two states, the Carolinas, taking in some 4,000,000 plus acres. 35,000 troops were committed, with the 11th AAD squaring off against the 82nd Airborne Division; the latter engaged in the role of an enemy conventional force as well as that of insurgent opposition.

The first of the four weeks slated for the exercise was conducted during a hurricane, Isabel. Flying conditions were abysmal; a swirling vortex of wind, rain and fog, leaving many aviators peering through windscreens opaque as a bucket of mud.

Yet 120 helicopters managed to shuttle an infantry brigade 100 miles through the ire of Mother Nature.

General Kinnard summed up the results of the Air Assault exercises thus:

MG Harry W.O. Kinnard, commanding general of the 11th Air Assault Division (Test).

*Beyond what I believe to be its capabilities to perform roles normal to other divisions, I am even more impressed by what I feel is its ability to perform in unique ways beyond the abilities of other divisions.*

*For example, in a low scale war, I believe it can exert control over a much wider area and with much more speed and flexibility and with much less concern for the problems of interdicted ground communications or of difficult terrain.*

*In higher scales of war, I see this division an unparalleled reserve or screening force capable of operating over very large frontages.*

***By properly picking times, places and methods, I believe it can also operate with devastating effect against the rear of the enemy.***

*Faced with the threat or use of nuclear weapons,* ***I believe it can widely disperse and yet, when required, quickly mass*** *(even over irradiated ground, blown down forests or rubbled cities),* ***strike an enemy, then disperse again.***[12]


**An Army CH-47 Chinook is shown airlifting an AO-1 Mohawk during operations of the 11th Air Assault Division conducted at Fort Benning, GA. Carried by sling load, the Mohawk is flown straight by means of the 'sock' at its tail.**

Kinnard's men would have a chance to showcase their training in Southeast Asia. Up to 1965, airmobility consisted, for the most part, of Army Aviators ferrying South Vietnamese troops into action against the Viet Cong.

But Hanoi was raising the ante. With the Gulf of Tonkin incident, it was certain as sunrise that first string American air assault troops would be coming off the bench to spell ARVN's second eleven.

On July 1, 1965, 11th Air Assault Division (Test) was re-flagged as the 1st Cavalry Division (Airmobile) and 27 days later, President Johnson ordered the airmobile division to Vietnam.[13]

In November, at Ia Drang, 1st Cavalry air assault forces took their peacetime training into action against North Vietnamese regulars, decisively defeating same in a game-changing demonstration of mobility not seen since Hitler's panzers steamrollered Poland in September 1939.

A point worthy of remark here is the freshness of American troops, most of who went into action for the first time and against a tough and wily opponent. They came away with a victory, as opposed to similar initial efforts by American troops at places like Bull Run, Kasserine and Osan with Task Force Smith.

Despite the fact there was still much to learn, the transition of peacetime development to wartime employment of airmobility seemed on its way.

The advent of the 11th Air Assault Division (Test) was an important step in the evolution of airmobility. But more than that, it was the attestation of a factor that was not only a prerequisite, but without which the efforts of people like Howze, Williams, Kinnard, and Seneff would have come to naught.

And that factor was that everyone was basically on the same page - from Secretary of Defense Robert McNamara to Secretary of the Army Elvis Stahr, to General Howze, to General Kinnard and so on down the Army food chain. Minus this, victory at Ia Drang would not have been possible.

## Notes:

(1) See page 30, Adam Thomas Givens, *The Air Close to the Trees: Evolution and Innovation in U.S. Army Assault Helicopter Units During the Vietnam War.*

(2) Computer wargame models for the Howze Board were conducted by Research Analysis Corporation and Technical Operations Incorporated.

(3) Four battle models were chosen to challenge Airmobility: A Warsaw Pact attack on Western Europe; versus Chinese Communist Forces in Asia (obviously the stalemate of the Korean War was still fresh); and, that of blunting threats to Africa as well as Central and South America.

(4) The Army's attempt to base air mobility on the helicopter during the 1960s was not too unlike the transition in mobility from the horse to the truck and tank during the 1920s and 30s.

However an important factor to keep in mind here was that the United States was not the only power wrestling with mobility during the years leading up to the Second World War, sharing the stage with such kibitz-

Heliborne troops debark a Huey

PHOTO FROM ARMY AVIATION MAGAZINE

ers as the Soviet Union, Nazi Germany, Britain, France . . .Yet during the 1960s, American practitioners of Airmobility virtually wrote the book.

(5) General Kinnard was among those of the 101st Airborne Division who were encircled by General Baron Hasso von Manteuffel's Fifth Panzer Army at Bastogne. He is popularly known to have urged General Anthony McAuliffe to respond to German entreaties for surrender with the eloquent yet steadfast rejection of "Nuts!"

(6) See page 551, *U.S. Army in World War II,* Special Studies: "30 August: JAPAN—Occupation of Japan in force is begun by U.S. forces. 11th AB Div is flown to Atsugi Airfield, and 4th Marines, 6th Mar Div, lands at Yokosuka Naval Base"

(7) The "Rakkasans" were attached to the 11th Airborne Division in World War II, and, were the first Allied troops to set foot in Japan on August 30, 1945.

(8) According to MAJ Thomas I. McMurray and MAJ Larry E. Scoggins in the *History of the 227th for the year of 1965,* on February 11, 1963, "the 31st Transportation Company (Light Helicopter) was re-designated and activated as Company B, 227th Assault Helicopter Battalion, and brought to the battalion its twenty-two CH-34 helicopters." Page 2, McMurray & Scoggins. "On February 15, 1963, Company A, 227th Assault Helicopter Battalion was activated as the second of the battalion's units. Company A was designated the aerial weapons armed escort company; their UH-1Bs and armament systems arriving in late April 1963." Page 2, McMurray & Scoggins.

(9) The 10th Air Transport Brigade was not organic to the 11th AAD; rather, a unit of logistics support.

(10) See page 20, *Forward Arming and Refueling Points for Mechanized Infantry* and *Armor Units,* chapter 2, "Review of Literature," by Captain Jarrold M. Reeves, Jr., USA. "The Vietnam War and its heavy reliance on helicopters led to the FARE (Forward Area Refueling Equipment) study and caused the research and development of Forward Area Refueling Equipment. The FARE not only provided the equipment for the Forward Area Refueling Point for helicopters, but also for ground equipment." "The culmination of the original plan of action was the development of the Forward Arming and Refueling Point Doctrine explained in FM 1-104, *Forward Arming and Refueling Points,* published in 1985." See page 3, Reeves.

(11) The use of rocket-firing UH-1s in support of air assault units at landing zones was much like Luftwaffe's employment of the Junkers Ju-87 dive bomber to support panzer units at the point of the Wehrmacht's armored thrusts.

(12) The blackened portion of General Kinnard's observation underlines the ambidextrous nature of airmobility, where the pliability of the concept allows air assault forces to operate as either regular or irregular troops.

General Kinnard's affirmation, then, coincides with the following practitioners of regular and irregular warfare: "When the situation is serious, the guerrillas must move with the fluidity of water and the ease of blowing wind. Their tactics must deceive, tempt and confuse the enemy. They must lead the enemy to believe that they will attack him from the east and north, and they must then strike him from the west and the south.

Guerrilla initiative is expressed in dispersion, concentration and the alert shifting of forces." Pages 103 & 104, *Mao Tse-tung on Guerrilla Warfare,* translated by BG Samuel B. Griffith, USMC (Ret). "Throughout the Resistance War . . . our strategic line was to extend guerrilla warfare everywhere . . . we chose the positions where the enemy was relatively weak to concentrate our forces there and annihilate his manpower," page 139, *People's War, People's Army,* by General Vo Nguyen Giap. "When the enemy is at ease, be able to weary him; when well fed, to starve him; when at rest, to make him move. Appear at places to which he must hasten; move swiftly where he does not expect you," page 96, *The Art of War,* by Sun Tzu, translated by BG Samuel B. Griffith, USMC (Ret).

(13) See page 16, LTG Harold G Moore (Ret.) and Joseph L. Galloway, *We Were Soldiers Once . . . And Young*.

❖❖

*Mark Albertson is an award winning historian and 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.*

## Sikorsky, Boeing Partner for JMR Future Vertical Lift Requirements

Sikorsky Aircraft Corp., and Boeing signed a teaming agreement on Jan. 13 to submit a joint proposal in response to the U.S. Army Aviation Applied Technology Directorate solicitation for the Army's Joint Multi-Role (JMR) Technology Demonstrator (TD) Phase 1 program. The JMR TD supports the Department of Defense's Future Vertical Lift program to deliver the next generation of vertical lift aircraft with greater performance, reliability and affordability. The Sikorsky and Boeing team will compete to build and fly one or more demonstrator aircraft in 2017 to be evaluated for next-generation vertical lift performance in a medium-lift-sized aircraft.

## ULTRAX Aerospace Announces Award of National Stock Numbers to All Current Line-Level Test Systems

ULTRAX Aerospace, Inc., Lee's Summit, MO, a manufacturer of electronic test and measurement equipment, announced on Jan. 3, 2013 that all current flight-line level test sets now have National Stock Numbers (NSN) assigned. The assignment of these NSN's will allow individual units the ability to more easily acquire the CH-47 Chinook and UH-60 Black Hawk UxValidator-based test products.

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

***AAI Corp.***, Hunt Valley, MD, was awarded a $35,785,761 firm-fixed-price contract to provide for the modification of an existing contract to retrofit Shadow Unmanned Aircraft Systems Air Vehicles to the Tactical Common Data Link Configuration. Work will be performed in Hunt Valley, with an estimated completion date of Aug. 28, 2015.

***EADS North America Inc.***, Herndon, VA, was awarded a $26,298,512 firm-fixed-price contract to provide for the modification of an existing contract to procure contractor logistics support for Mission Equipment Packages for the Light Utility Helicopter program. Work will be performed in Columbus, MS, with an estimated completion date of June 30, 2016.

***General Electric***, Cincinnati, OH, was awarded a $138,270,542 firm-fixed-price contract to provide for the technical, engineering and logistical services in support of the T700 series turbine engines. Work location will be determined with each order, with an estimated completion date of Dec. 31, 2013.

***Kaiser Aircraft Industries Inc.***, Birmingham, AL, was awarded a $32,107,446 firm-fixed-price contract to provide for the services in support of the UH-60A aircraft. Work location will be determined with each order, with an estimated completion date of Dec. 5, 2017.

***Lockheed Martin Corp.***, Orlando, FL, was awarded a $96,677,902 firm-fixed-price contract to provide for the modification of an existing contract to procure services in support of the Apache modernized targets acquisition designation sight/pilot's night vision sensor equipment. Work will be performed in Orlando, with an estimated completion date of Dec. 31, 2015.

***Longbow L.L.C.***, Orlando, FL, was awarded an $18,197,282 firm-fixed-price contract to provide for services in support of the Fire Control Radar Systems on Apache AH-64D helicopters. Work will be performed in Orlando, with an estimated completion date of June 30, 2015.

***Northrop Grumman Technical Services***, Sierra Vista, AZ, was awarded a $37,275,169 cost-plus-fixed-fee contract to provide for the modification of an existing contract to supply logistics and engineering support for the Hunter Unmanned Aircraft System. Work will be performed in Sierra Vista and Afghanistan, with an estimated completion date of Jan. 14, 2014.

***Robertson Aviation***, Tempe, AZ, was awarded a $6,945,000 firm-fixed-price contract to provide for the procurement of Mi-17 internal auxiliary fuel tank systems. Work location will be determined with each order, with an estimated completion date of Dec. 31, 2015.

***Rockwell Collins***, Cedar Rapids, IA, was awarded two contracts:
a $79,999,747 cost-plus-fixed-fee contract to provide for UH-60 Aircraft Avionics and Training Device Support Services – work location will be determined with each order, with an estimated completion date of Nov. 20, 2015; and,
a $16,479,625 cost-plus-fixed-fee contract to provide for the procurement of CH-47 software evolution support services – work will be performed in Cedar Rapids, with an estimated completion date of Dec. 31, 2014.

***Sikorsky Aircraft***, Stratford, CT, was awarded three contracts:
a $7,309,923 firm-fixed-price contract to provide for the procurement of parts for the Black Hawk helicopter – work location will be determined with each order, with an estimated completion date of Oct. 31, 2017;
an $804,426,634 firm-fixed-price contract to provide for the modification of an existing contract to provide for the procurement of UH-60M and HH-60M helicopters and to fund associated engineering, program management, provisioning, technical publications, logistics support and related funding – work will be performed in Stratford, with an estimated completion date of June 30, 2014; and,
a $282,236,176 firm-fixed-price contract to provide for services and parts in support of the H-60 weapon system – work will be performed in Corpus Christi Army Depot, TX, with an estimated completion date of Nov. 30, 2013.

## Advertisers Index

# POTM
## PEOPLE ON THE MOVE

U.S. ARMY PHOTO

### Aviation General Officer Assignments

The chief of staff, Army announced on Jan. 22 the assignment of BG Laura J. Richardson, deputy commanding general (support), 1st Cavalry Division, Fort Hood, Texas, to deputy chief of staff, communications, Headquarters, International Security Assistance Force, Operation Enduring Freedom, Afghanistan.

### Deployments/Redeployments

The last flight mission in Afghanistan for the 25th Combat Aviation Brigade comes to a close as 25th CAB Commander, COL Frank Tate, and Brigade Chief Warrant Officer, CW5 Joseph Roland, prepare to land their UH-60 Black Hawk at Kandahar Airfield, Afghanistan, January 6, 2013. 3rd CAB Commander, COL Allan Pepin, flew his OH-58 Kiowa Warrior in formation with Tate for the last few miles of the mission during which the 25th CAB colors were flown in the door of the Black Hawk.

### Promotions

**CY 2013 USAR Colonel Command Board Results**

The calendar year 2013 U.S. Army Reserve (USAR) Troop Program Unit (TPU) Colonel (COL) Command Board results were released Jan. 3.

AAAA congratulates ***LTC (P) Joseph A. Edwards II*** on his selection to command the 244th Aviation Brigade headquartered at Joint Base MacGuire-Dix-Lakehurst, NJ.The change of command is scheduled for April 2013.

**FY 2013 Master Sergeant Promotion Board Results**

The fiscal year 2013 Army Competitive Category Master Sergeant selection board results were released Jan. 10. AAAA congratulates the following 46 Aviation sergeants first class on their selection.

| Seq # | Name | RMOS |
|---|---|---|
| 30 | Anderson David J | 15Z5 |
| 24 | Aresotero Jose G | 15Z5 |
| 23 | Baldwin Jermaine | 15Z5 |
| 13 | Barry Edward A | 15Z5 |
| 38 | Bonilla John R | 15Z5 |
| 1 | Burris Christopher | 15P5 |
| 15 | Cabrejos Alejandro | 15Z5 |
| 3 | Casestorres Ramon | 15P5 |
| 26 | Chantz Demetrius E | 15Z5 |
| 18 | Claudio Markanthony * | 15Z5 |
| 28 | Clemons Dewey E | 15Z5 |
| 29 | Clutter Kyle P | 15Z5 |
| 25 | Doss Christopher T * | 15Z5 |
| 3 | Galindo Tiffany A | 15Z5 |
| 41 | Gates Rocky D | 15Z5 |
| 37 | Gibbons Shawn A | 15Z5 |
| 7 | Gurney Jason C | 15Z5 |
| 35 | Kitchens Christopher | 15Z5 |
| 1 | Langley John C | 15Z5 |
| 12 | Lazare Darius * | 15Z5 |
| 20 | Lower Randy S | 15Z5 |
| 34 | Madden Daniel T | 15Z5 |
| 9 | Miller Daniel A | 15Z5 |
| 22 | Mills Jackie R | 15Z5 |
| 2 | Minor Brian A | 15P5 |
| 8 | Nettles Willie R | 15Z5 |
| 6 | Newport Michael D | 15Z5 |
| 11 | Oser Bryan E | 15Z5 |
| 4 | Owens Michael D | 15Z5 |
| 19 | Paddon Jacob M | 15Z5 |
| 4 | Paresa Apelila N * | 15P5 |
| 32 | Peden William M | 15Z5 |
| 16 | Poelking Donald W * | 15Z5 |
| 5 | Rittichier Jason G | 15Z5 |
| 2 | Robertson Ramsey D | 15Z5 |
| 42 | Sanabria Luis A | 15Z5 |
| 27 | Santos Julio T | 15Z5 |
| 17 | Torralva Jessica B | 15Z5 |
| 14 | Townsend Robert E * | 15Z5 |
| 21 | Vanalstyne Christopher | 15Z5 |
| 36 | Victorino Eric T | 15Z5 |
| 10 | Vonella Dominic A | 15Z5 |
| 39 | Watts Gregory C | 15Z5 |
| 40 | Williams Gary L | 15Z5 |
| 33 | Winberry Ronnie G | 15Z5 |
| 31 | York Johnathan N | 15Z5 |

* = AAAA Member
\+ = Life Member

**FY 2012 Senior Service College Board Results**

The fiscal year 2012 Army Competitive Category, Senior Service College Selection Board results were released Jan. 3. AAAA congratulates the following 56 Aviation officers on their selection for attendance during academic year 2013-2014.

**PRINCIPALS**

Alexander Stephen Blake LTC +
Alia Craig Joseph LTC *
Becker Jeffrey Alan LTC *
* Best Michael Joseph LTC *
Brockhard Douglas L.Jr LTC(P) *
Brown Timothy D. LTC(P) *
Clark Steven Bobby LTC(P)
Colbrook Mark Albert LTC(P)
Cox Darren V LTC *
* Dalcourt Charles Jimmy Jr COL
* Downey Christopher Paul LTC *
Dunham Landy Donnell LTC *
Gerblick Darren Scott LTC(P)
* Herrera Salome Jr LTC(P) *
* Hertzendorf Michael Jay COL
* Hinck John Michael LTC(P)
Hines Kelly Earl LTC(P) *
Howard Paul Dekle COL *
Huff William Harrison IV LTC *
Jones John Wilhelm COL
Klaus Jay Fredric LTC(P) *
Kliethermes Kenneth J.LTC(P) +
Klinkhammer Ian Bradley COL *
Knightstep John Harlan LTC *
Kramer David Richard LTC +
Levine Mark Schiller LTC(P) *
Miller Shannon Tanyelle LTC
Moore Thomas Glenn COL
OConnor Thomas Walter Jr LTC *
* Pepin Allan Mark COL *
Reilly Neil Allen Jr LTC *
Robinson Lori Lynn LTC +
Rowell Thomas G. Jr LTC(P) *
Ryan Philip John LTC +
* Thompson Jeffery Bruce LTC(P)
Tschida Carol Marie LTC(P)
* Vanweelden Douglas III LTC(P)
* Wolfe Christopher F. COL *
**** Revalidated***

**ALTERNATES**

Albus Christopher Edward LTC *
Arata Nicholas Dean LTC
Brewer Christopher Jon LTC *
Burns Michael Francis III LTC
Cravey Paul Alexander LTC *
Crawford Geoffrey Allen LTC *
Cyrulik John Michael LTC *
Farrall Adrian Richard COL
Halloren Jason Matthew I. LTC *
Halverson Scott Jarl LTC *
Huber James Edward LTC *
Hughes Brian Timothy LTC *
Lee Jong Hyuk LTC *
Ninness T Bradley LTC *
Prickett Shawn Thomas LTC *
Ryan William Aloysius III LTC *
Stiller Albert Harald LTC *
White Jeffrey William LTC *

* = AAAA Member
\+ = Life Member

# POTM
## PEOPLE ON THE MOVE

### Flight School Graduations

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.

**40 Officers, January 10**

**IERW CH-47D Track**
WO1 Michael A. McClay **– DG**
LT Stephen J. Wheeler * **– DG**
WO1 Dustin T. Barth
WO1 Amos J. Bechtold
LT Christopher M. Herring
LT Bradley D. Larson
LT Alberto C. Moscoso

**IERW UH-60 Track**
WO1 Scott M. Kramer **– DG**
LT Craig A. Soule **– DG**
WO1 Flore S. Allen **– HG**
WO1 Gregory D. Fawver **– HG**
WO1 Dustin M. Kuhnert * **– HG**
WO1 John M. Barnes
WO1 Timothy A. Beaubout
WO1 Robert J. Borden *
LT Joshua Fabricatore
WO1 Shane J. Leingang
WO1 Eric B. Leyh *
WO1 Daniel K. Millington
WO1 Antonio D. Montgomery
WO1 Austin G. Nelson *
WO1 Nicholas J. Pierzchalski *
WO1 Ashton S. Rose *
WO1 Franz Scott
WO1 Joseph S. Smith *
WO1 Jessica R. Stevens
LT Sean T. Summerall *
LT Andrew T. Talbott *
WO1 Joel H. Tourtelotte
WO1 Ian M. Walsh
LT Curtis L. Weidow
LT Ryan D. Wolfe
WO1 James A. Wood

**IERW UH-60M Track**
LT Aaron J. Trobee * **– DG**
LT Evan Balmforth *
LT Alex Chaffee *
LT Renner Hall *
WO1 Brian J. Peck
LT Kyle Tuttle
CPT Laura B. Wall

**78 Officers, January 24**

**IERW AH-64D Track**
WO1 Brandon D. Davis **– DG**
LT Kenneth A. Friede * **– DG**
LT Thomas M. Hagan * **– HG**
WO1 Tyler M. Stafford **– HG**
CPT Scott A. Baker
LT Ward Baker *
LT David E. Gerardo *
LT John B. Griffin *
WO1 Lee C. Hamons
LT Daniel L. Hills *
LT Tyler T. Kim *
WO1 Jonathan M. Kilcullen
LT Brent R. LaChance *
WO1 Jeremy J. Leatherwood *
LT Richard C. Ortmann *
WO1 Craig S. Plantrich
WO1 Ben Pleunik
LT Rudy J. Pyron
WO1 Cody T. Schoonover
WO1 Charles T. Simmer
WO1 Andrew J. Stuebbe
WO1 Patrick W. Stueve
WO1 Kyle S. Wilson

**IERW CH-47F Track**
WO1 Sean P. Lennon * **– DG**
LT Benjamin W. Ingell
WO1 Emily S. King
WO1 Adam N. Langen *
LT Bruce A. Large *
WO1 Isaac D. Montague *
WO1 Steven K. Odland
WO1 Clay Pittman

**IERW OH-58D/R Track**
LT Daniel W. Gray * **– DG**
WO1 Daniel J. Wiggins * **– DG**
LT Westin R. Barber *
WO1 Ryan R. Basso *
LT Paul B. Diller *
LT Amanda C. Morgan *
WO1 Jerry N. Moss
WO1 Chad Mueller
WO1 James P. Reed *
WO1 Joshua R. Spinler
WO1 Bryan M. White

**IERW UH-60 Track**
WO1 Craig S. Wenkheimer **– DG**
LT Adrian C. DesRosiers **– HG**
WO1 Karl R. Halterman **– HG**
WO1 Austin D. Kornov **– HG**
WO1 Brian A. Piercy * **– HG**
LT Amanda N. Birch
LT Karla C. Dembik
WO1 Jeffry S. Dixon *
WO1 Enfren D. Enrile *
WO1 Christopher J. Fuhs
LT Christopher R. Gibb
WO1 Steven Graham
WO1 Rommel H. Hurtado *
WO1 Anders K. Keller
CW2 Cameron M. Maasen
WO1 Jeffery Moore
WO1 Derek Parsons
WO1 Ronald I. Potter
WO1 Jeff Rogers
WO1 Justin C. Thompson
LT William Willis
WO1 Clint K. Woodruff
WO1 Joel J. Woosley
WO1 Logan T. Yawn

**IERW UH-60M Track**
LT Stephanie A. McKiernan **– DG**
WO1 Daniel Verdin **– DG**
LT Stuart L. Brooks *
CW2 Akshay Crimmins
LT Cory Hankemeier *
LT Zachary Henke *
LT Travis Holland *
LT Philip E. Parker
WO1 Stephen Prince
LT Douglas Raymond
LT Jacob Reddington *
LT Kenneth D. Sadler

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

### Unmanned Aircraft Systems Graduations

**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: 12-073/13-501**
**12 Graduates, January 23, 2013**
SPC Zachary C. Chaffee
PFC Kevin A. Clark
SFC Monica R. Dawdy
SSG Quentin A. Grimes
PFC Eric S. Ehardt
SPC Joshua J. Huckfeld
PFC Vaughn M. Mathias-Agwiak
SPC Alan W. Mercier
SPC Bryan J. Real
SGT Donald A. Sankot
PFC Kevin A. Trujillo
SSG Phillip W. Yarbrough

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

### LOST AAAA Members

Help us locate a member on this list and receive a one month extension to your AAAA membership

SPC Matthew Abplanalp
PFC Cory Absmeier
SGT Benjamin Mark Ackerman
CW2 Thomas Adams
SGT Nathanael Allcock
1SG Gregory T. Allen
2LT Logan T. Allie
MAJ Lee Ambrose
SSG Aebieann Anaya
SSG Phillip Anderson
SFC Margaret Antonio
PFC David Arnold
SPC George J. Atilano
CPT Dallas Austin
SSG Tyrone Austin
CW2 Juan A. Ayala
Tracy Ayers
2LT Peter R. Backhaus
SSG Nam Baek
CPT Nicole Baldwin
SGT Joash Baniqued
1LT Tessa L. Baptista
CPT Cooper Matthew Barber
SSG Frankie Barrios
CW2 Robert B. Bartlett
SGT Lakisha Basnight
CPT Nathanael Bastian
SPC Brittany Beisek
PFC Antwonfous R. Bellamy
SGT Jerome Bender
SGT Julio Bernardavila
CW2 Bartlett Berns
SGT Randall Berry
1LT David Biemer
SSG Yolanda Billingsley
1LT Jeffrey Bonebrake
CW2 Elliott Boyles
SGT Craig Braun
SPC Kenneth Brewer
SGT Kendall Devon Bridgett
SPC Nathan Brines
SGT Joshua Brooks
Brian Brown
SSG Timothy Brown
CW2 Patrick Brum
1LT Jared H. Brynildsen
SGT Jeffrey Bunch
SSG Brandy Burns
1LT Jason S. Burton
SPC Johndevin Savoy Butters
COL Mark Byler
PFC Daniel Cadenas
SSG Edgardo Calderon
CW3 Jason Call
PFC Maygan Nichole Campbell
2LT Jane E. Carey
SPC Derrick Carney
SPC Ian Caron
SSG Klarke Castellanos
SPC Diogenes Cerda
PFC Jared Redmond Charles
CW2 Robert F. Chattin
SGT Christopher Chavez
SPC William Cheskie
SPC Donald Cleveland
SPC Janine Clymo
SPC Joshua Cobb
SFC Thelton T. Cobb
SGT Christopher Cogswell
SPC Philip Collier
SSG Thomas Combs
SPC Nathan Cook
CSM Keith Cooper
SPC Doralycia Countryman
SPC Arlana Crabb
PFC Brandon Cramm
SGT Charles S. Cruz

*Continued on page 55*

# Legislative Report

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

## New Secretary of Defense Nominee

Former Senator Charles "Chuck" Hagel was announced by President Obama as the nominee to serve as the next Secretary of Defense. Hagel served as a Republican Senator from Nebraska from 1996 until his retirement in 2009. His selection as the nominee was announced at the same press conference on January 7th that Presidential Counter-Terrorism Advisor John Brennan was announced as the nominee for Director of the Central Intelligence Agency. Currently Hagel is a professor at Georgetown University and he serves as the co-chairman of the President's Intelligence Advisory Board.

A controversial selection, Hagel has been challenged on his past record concerning support for the security of Israel, sanctions against Iran and what he considered was the mishandling of military operations in Iraq.

Hagel is a strong supporter of Veteran's issues, which is likely traced to his previous service in combat where he was twice awarded the Purple Heart in Vietnam. While in Vietnam he served as an Army Infantry Squad Leader and attained the rank of sergeant (E-5) with the 9th Infantry Division.

His confirmation hearings are scheduled for the end of January before the Senate Armed Services Committee. He will appear in Congress on a similar timeline to the new Secretary of State nominee, Senator John Kerry (MA), who will round out an Executive Branch cabinet that will now have two veterans from the Vietnam War in what are regarded as the two most important positions in the administration.

## Army/DoD Work Force Sequestration

Deputy Defense Secretary Dr. Ashton Carter issued a memorandum on January 10, directing the services and defense agencies to begin an immediate freeze on new civilian hires and to provide plans for 30-day furloughs to be carried out throughout the Fiscal Year (FY) 2013.

Subsequent to the memorandum, Army Leaders, Secretary of the Army John McHugh and Chief of Staff GEN Raymond Odierno, announced 15 "near term" actions in advance of sequestration to reduce expenditures and mitigate risk in advance of anticipated larger reductions in the future. Among the measures to be implemented by commanders and supervisors includes immediate freeze on new hires except under exceptional circumstances, the immediate termination of temporary employees, and limits on non-mission essential training to only those activities in support of readiness for Operation Enduring Freedom, forward deployed forces in Korea, Homeland Defense and division ready brigades.

Army manpower planners are planning for a 10% cut across the civilian work force and would implement an unpaid furlough program spread throughout the year.

These initial cuts are being carried out by the Pentagon's "Efficiency Initiative" which caps the civilian and contractor work force at 2010 levels.

The Army plans to cut over 9,500 civilian positions by the end of FY 2013, with many of these positions either transferring to military positions or being contracted out.

As an example, 11 major installations, to include Fort Hood, TX, Fort Bragg, NC, and Fort Drum, NY will transfer their civilian police force to military police.

Additionally installation commanders are to reduce support to community and recreational activities to reduce utility bills, while commanders and supervisors will restrict attendance at conferences and professional training that is not considered mission essential.

## VA to Expand Traumatic Brain Injury (TBI) Benefits

Secretary of Veterans Affairs, GEN (Ret.) Eric Shinseki is leading an effort to have five additional diagnosable illnesses added as secondary determination for those veterans already diagnosed with TBI. This positive news could potentially affect many of the two-hundred and fifty thousand veterans diagnosed with TBI resulting from injuries received in Afghanistan and Iraq.

The VA added the language to the Federal Register in early-December that would have five illnesses added including: Parkinson's disease, Alzheimer-type and post-traumatic dementia, depression diseases of hormone deficiency and those resulting from hypothalamic-pituitary changes. Service connection with the five illnesses will be traced to the level of TBI originally diagnosed for the veteran which range from mild, usually associated with a concussion, to moderate (diagnosis included a confused or disoriented state that lasts more than 24 hours), to severe, diagnosed as actual penetration of the skull or a blow to the head that produced skull fragments within the brain. Veterans and their families should contact their local Veterans Administration Regional Office for additional information and details.

The law would go into effect at the beginning of February 2013 if there are no challenges and will also pertain to both those who served in hostile and non-hostile locations. The new law will likely require additional staffing within the VA to deal with the numerous cases that will have to be re-opened on top of the existing case load which is already at a backlog of over a year in most cases.

Specific information about the Defense and Veteran Brain Injury Center is available at *http://www.dvbic.org/*.

## National Center for Veterans Analysis and Statistics (NCVAS)

The NCVAS is a very useful and informative tool offered by the VA to provide veterans' support groups and agencies with a wealth of data and information concerning critical programs.

Included on the site is a fast and effective data bank with demographics on veteran populations, rates of usage for different VA programs, VA expenditures, results of surveys and studies, various reports and demographic maps.

Within the site there is a pocket reference card which depicts Veterans Benefits and Healthcare Utilization at a glance. The NCVAS web site can be accessed on the internet at *http://www.va.gov/vetdata/index.asp*.

## In Memoriam

AAPI FILE PHOTO

### CSM Carl William Griffin, Retired

AAAA is saddened to announce the passing of CSM Carl Griffin on December 25, 2012 in Enterprise, AL. He was 88. The first post CSM for Fort Rucker, AL and unofficially known as Sergeant Major of the Army Zero, he was born in Columbus, GA and enlisted in the military in 1941, serving in what was then the Army Air Corp. After attending jump school, his next assignment was with the 101st Airborne Division Parachute Infantry Regiment. He served in the European Theater during World War II at Ardennes and the Battle of the Bulge. During hostilities in Korea, he was a platoon sergeant with the Airborne Regimental Combat Team. He participated in operations in Lebanon and while there was selected as one of the Army's first NCOs to earn the rank of master sergeant.

He served in the Pentagon as the senior NCO for the Office of the Deputy Chief of Staff for Personnel where he was also the enlisted representative to the Department of the Army staff on worldwide matters. He was one of the first selected to receive the new rank of command sergeant major and was assigned to Ft. Rucker as post command sergeant major. Following a tour in Korea as the Eighth Army and U.S. Forces Korea command sergeant major, he returned to Ft. Rucker where he retired with 28 years of service. He spent two years as an ROTC instructor at Enterprise High School and subsequently manager of the Enterprise Chamber of Commerce for a brief period. From there he assumed the duties of city clerk and administrator, serving the City of Enterprise for 18 years.

He was buried with full military honors in Meadowlawn Cemetery, Enterprise, AL on Dec. 31, 2012. May he rest in peace.


## Thank You!
## Our Scholarship Donors

*AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation General Fund during the past quarter. The General Fund provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs! For more information about the Foundation or to make a contribution, go online to www.quad-a.org; contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468.*

AAPI PHOTOS BY RENÉ BIDEZ

**AAAA Scholarship Foundation, Inc., vice-president, Connie Hansen, and Foundation fundraising chair, COL (Ret.) Lou Bonham, accept donations for the General Fund during the AAAASFI luncheon on Mon., Apr. 2, 2012, at the Opryland Hotel in Nashville, TN from: (left photo) Mr. Shek C. Hong, president of Hontek Corporation; and (right photo) Mr. Chuck Gant, URS Corporation program manager for rotary wing training.**

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

### Greater Atlanta Chapter

CHAPTER PHOTO BY CLARENCE COX

***Mr. David Bouse***, aviation team chief, and ***Ms. Kristin Blake***, the Aviation Ground Support Equipment (AGSE) Manager, both with the headquarters Forces Command (FORSCOM) G-4 Aviation & Electronics Branch, were inducted into the Honorable Order of Saint Michael by FORSCOM director of aviation, COL Daniel E. Williams, during a ceremony Jan. 22, 2013 at Ft. Bragg, NC. Both were recognized for their significant contributions to the Aviation Enterprise and AAAA on the occasion of their change of duty. Bouse was honored with a Silver induction as he relocates to the 25th Infantry Division G-4 at Schofield Barracks, HI; and Blake with a Bronze induction as she moves to the FORSCOM G-3 to work the Army Campaign Plan.

### Iron Mike Chapter

JFCC SPACE COURTESY PHOTO

***BG Kurt S. Story***, deputy commander of the Joint Functional Component Command for Space at Vandenberg Air Force Base, CA, was inducted into the Bronze Honorable Order of Saint Michael by LTC David R. Kramer, representing Iron Mike chapter president, COL Terry J. Jamison, during a Jan. 11, 2013 ceremony at JFCC SPACE. Story was recognized on the occasion of his retirement with 33 years of Army service, 29 of which as an Army Aviator providing outstanding, long-lasting contributions to Army Aviation. He plans to settle with his family in the Colorado Springs area.

CHAPTER PHOTO BY MAJ EMILY POTTER

Army Special Operations Aviation Command commanding general, BG Clayton M. Hutmacher, inducted ***CW5 Gregory Dodson***, ARSOAC command safety officer, into the Bronze Honorable Order of St. Michael during a ceremony at Fort Bragg, NC on Jan. 22, 2013. Dodson was recognized on the occasion of his retirement with 34 years of total service, 10 years enlisted and 24 years as a warrant officer, for his unfailing, significant contributions to Army Aviation. He will continue supporting the special operations community as the safety manager at the Special Operations Forces Support Activity headquartered at Blue Grass Station in Lexington, KY.

### Mid-Atlantic Chapter

CHAPTER PHOTO BY KEVIN O'BRIEN

***COL (Ret.) David W. Carey***, former commander of 29th Cbt. Avn. Bde., poses for a photo following his induction into the Silver Honorable Order of Saint Michael by BG (Ret.) Alberto Jimenez during a retirement celebration at the American Legion in Bel Air, MD on Jan. 12, 2013. Pictured are (l to r), SFC (Ret) Spike Schnitzker (Carey's recruiter in 1984); former 29th CAB commanders – COL (Ret.) Ronald R. Eaton, COL (Ret.) Wally Mueller, and Carey; CW5 (Ret.) Bob Whitehead (former 29th CAB SIP); and Jimenez. Carey plans to remain in the Aberdeen, MD area.

CHAPTER PHOTO BY BILL SCHOFIELD

***Ms. Susan M. Grill***, chief engineer for the Airborne Reconnaissance and Exploitation Systems project management office, was inducted into the Bronze Honorable Order of Saint Michael by COL Keith A. Hirschman, PM ARES, during a Dec. 31, 2012 ceremony at Aberdeen Proving Ground, MD. Grill was recognized on the occasion of her retirement after 27 years of government service and her expertise in direct support of airborne sensor programs which contributed immeasurably to the successful accomplishment of the Army aviation mission.

### Tennessee Valley Chapter

PHOTO BY SOFIA BLEDSOE, PEO AVIATION PAO

***CW5 Jack Tartaglia*** (left) was inducted into the Silver Honorable Order of Saint Michael by COL Bob Marion, project manager for Cargo Helicopters and senior vice president for Military Affairs with the Tennessee Valley AAAA Chapter, during a retirement luncheon on Jan. 16 at the Embassy Suites in Huntsville, AL. His 33 years of service in the military began in the Air Force as a C-130 crew chief/mechanic and following Army flight school accumulated more than 4,000 flight hours over the remainder of his career and was always regarded as the subject matter expert in his field. Tartaglia plans to remain in Huntsville with his family after retirement.

## New Order of St. Michael Recipients

### Gold

COL Jessie O. Farrington

### Silver

CW5 Ronnie Jackson
CW4 Joseph Long
COL Norbert Vergez
COL Terry J. Jamison
COL Larie Wilson
CW5 Mark A. Broxterman
CSM Mickey W. Somers

### Bronze

Samer N. Sinjlawi
George Kunkle
Melinda DeLaFunete
Jutta Welschoff-Burt
Elizabeth Iftner Schlieper
Oscar Recio
MSG George P. Taylor
LTC Alva Lon Pace, Ret.

## New Honorable Knight Recipients

CW4 Christopher L. Galemore
Dieter F. Schmidt
Abdel Wahab Mohamed Abdel Wahab
BG Mohamed Aly Hanafy
BG Ahmed Sherif
BG Ibrahim Amr
CPT Shelley Mueller

## Soldier of the Month

PFC Matthew B. Leuer
December 2012
*Jimmy Doolittle Chapter*

PFC Abraham Thomas
November 2012
*Northern Lights Chapter*

SPC Jared M. Atkinson
December 2012
*Northern Lights Chapter*

## Aces

CPT Christopher K. Lackey
*Thunderbird Chapter*
CW5 Christopher A. Rau
*Thunderbird Chapter*

## New Lifetime Members

BG Norman M. Bissell, Ret.
MAJ Brian D. Blake
MG Partick H. Brady, Ret.
BG John N. Dailey, Ret.
CPT Dale Davis, Ret.
CW5 Robert R. Fladry, Ret.
SGT Dennis M. Fujii, Ret.
LTC Mark Keeney, Ret.
MG Richard D. Kenyon, Ret.
Mr. John Mull
CW4 Philip A. Owen
LTG Ellis D. Parker, Ret.
CPT Steven Glenn Rindahl
Mr. John L. Shipley
BG Robert L. Stewart, Ret.
CW5 Ben A. Van Etten, Ret.

## New Industry Members

Bluedrop Performance Learning Inc.

## LOST MEMBERS

*Continued from page 51*

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SPC Shaun R. Davenport
SSG Aaron Davis
1LT Timothy Davis
1SG Lester Day
PFC William R.Degroot
SPC Juan Deleon
SFC Patrick Delzer
SPC Jessica Denman
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SFC Richard Detomasso
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Dennis C. Dimengo
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SSG Ronald Dorsey
PFC Yona Duclos
SPC Laison Dunnavant
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SGT John Edwards
1LT William Eggers
SFC Johnny S. Eley, Ret.
CW2 James F. Erickson Jr.
CW2 Thomas Farrell
PFC Scott Favinger
SPC Jamal Fears
SPC Christopher R. Fisher
SPC Trenton Fisher
SGT Brian Fitzgerald
CPL Garrett Flinn
1LT Robbie Flowers
SPC Matthew Fortun
2LT Mark H. Freeman
SPC ChrisFullerfeeney
SPC Justin Gabbert
SPC Carlos Gallo
SPC Raj Ganeshan
CW3 George D. Gansel
2LT Daniel A. Garbach
SGT Francisco Garcia
SFC Travis Garrison
SFC Rafael Garza
SGT Jordan Gerard
CW2 Dorothy Gerow
SGT Danial Gescheider
2LT Daniel P. Gibson
SPC James Gill
PFC Robert Godboldt
SPC Andrew Goldsmith
CPT Jason Gonzalez
CPT Michael Gonzalez
SPC Kenna Gordon
CW2 Matthew Gottschling
SSG Fabian Gradillas
MAJ Andrew Roy Graham
SGT Lee Gramling
MSG Lomack Gray, Jr.
SGT Percy Green
PFC Michael Greene
SGT Kristopher Hague
SPC Tycho Hailey
SSG Theodis Hale
SPC William M. Hansen
PV2 John Harrell
CPL Blake Harris
SSG Jonathan Harris
SGT Johnathon Harrison
SPC Cody Haskins
SPC Randall B. Hatfield
SSG Roderick Haynes
CW2 Thomas Henderson
SPC Eric Henion
SGT Chad Henning
SFC Rosendo Henriquez
SPC Joseph Hester
SGT Carroll Hinson
SPC Henry Hioe
SPC Mark Hitzeman
SPC Jacob Hobbs
SSG Lee Hockersmith
SSG Michael Hodges
SPC Dustin Hollis
SFC Ladell Holmes
SFC Jody Dale Homan
SGT Dona Honra
CW2 Corey M. Horan
CPT Andrew Howell
SPC Shannon Huber
SSG Clarence Hudson
SPC Mark Huggins
MAJ Peter K. Huggins
SPC Ryan Hughes
SPC Joshua Humphreys
CW2 Jason Hunley
SPC Alex Hunter
SGT Daniel Hurtado
1SG Kenneth Inman, Ret.
SPC Richard Inns
MG Joseph Jaggers Ret.
SFC John James
SGT Kristopher C. James
CW2 Michael I. Janis
SPC Sung Jo
MAJ David A. Jobe
Larry R. Jobe
CW3 Christopher Johnson
PFC James E.Johnson
CW2 Heath Johnston
SPC Brian Jones
SGT Paul Jordan
SPC Teyla Jordan
SGT Steven Kalfman
SSG Rolf A. Karlstad
SSG Marcella Keith
SPC Ashley M. Kelley
SGT A. Khalmukhamedov
SPC Clint M. Kiley
SSG Hyun Kim
SPC Young Kim
CPT Sarah Kinkennon
MAJ Scott A. Kobida
SPC Chris Kovacevick
SFC Julia Krampe
SPC Aaron Krupa
1LT Richard D. Kubu
CW4 Richard Kukucka Jr.
CPT John Kurtz
SPC Andrew J. LaBorde
SFC Joseph Laborin
1SG Jason Lamb
SPC Brandon A. Lantz
SGT Mycheal Larry
SPC Johnathan Lash
Mr. David Laughton
SGT Nathan Lavoie
PFC Dong Lee
SGT Richard Lermy
SFC Tusi Leuluai
SGT Thomas Lewis
SGT Ghighliotty Linares
CPT Michael Linnington
SGT Joyce Lobaido
SPC Logan Lockhart
SGT Jeffrey Long
SGT Brandon Looby
CW2 Edwin Lopez
SFC Pedro Lopez
CPT Kevin Loughnane
SGT William Maciokas
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SPC Matthew McAlpin
1SG Christopher McDaniel
CPT Robert McDonough
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SPC Clayton Morris
CW2 Matthew Morrison
CW2 Maurice Morton
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SPC Mikal Murray
SPC Edo Natasha
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SGT James T. Norwood
SPC Chinenye Obiiobioha
CW2 Paul O'Farrell
SSG Elizabeth Ohlrich
SPC Bryan Oke
SPC Luis Oliver
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SPC Eric Paopao
SPC Anna Papagoda
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SGT Angelo Pascetti
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SPC Eduardo Perez
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SGT James Read
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SPC Miguel Riveragarcia
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SPC John F. Robinson
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SGT Lil Rogers
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CSM Jesus Ruiz
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SPC Marcus Saintil
SSG Jovan A. Salazar
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SPC Chris Sanderson
SGT Chris Saunders
SGT Christopher Scheele
CW2 Ivan Semerik
SPC Erylin Serraward
SPC Alexander Setzer
SPC Jeremy L. Sharkey
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SPC Kimlee Sigrah
SPC Roberto Silva
SPC Felicia Simpson
SPC Gillian Simpson
SPC Robert Simpson
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SSG Mervin Slagle
SGT Brandon Slane
SPC James Sledge
CW2 Chase Sloat
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SGT Mark Stallings
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SFC Sheron Stewart
SPC Felicia Stone
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PFC Cory Strayhorn
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PFC Ryan E. Thomas
SPC Clinton D. Valega
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LTC James P. Cassella, Ret.
Mary Beth Anne Chipkevich
COL Derek Donovan, Ret.
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CW4 Robert O'Neil Williams Jr.
Dr. Paul G. Zablocky
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**No Chapter Affiliation**
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William Todd Walker

## Chapter News

### Connecticut Chapter

CHAPTER COURTESY PHOTO

The AAAA Connecticut Chapter held a holiday social on Dec. 19, 2012 at Riverview Bistro in Stratford, CT. More than 30 members and guests attended the event, an annual tradition that gives members the opportunity to interact with each other before the holiday season.Supported by generous sponsors, the Chapter was honored to present two checks for $1,500 each to the 1109th Aviation Group (TS)(recently re-designated the 1109th Theater Aviation Sustainment and Maintenance Group (TASMG) and Co. B, 2nd Bn., 104th Avn. Regt. Pictured are CPT Leland Zak, operations training officer with the Connecticut Army National Guard; chapter president, Doug Shidler; and Maureen Fino, chapter VP Programs.

### Tennessee Valley Chapter


CHAPTER COURTESY PHOTO

From left, COL Thomas Todd, project manager for Utility Helicopter Project Office, PEO Aviation, COL Allan M. Pepin, commander of Task Force Falcon, 3rd Combat Aviation Brigade, and COL Brian Tachias, project manager for Fixed Wing Project Office, PEO Aviation, stand with stacks of phone cards donated by the Knights of Columbus of Hilton Head, SC, and the Army Aviation Association of America, Tennessee Valley Chapter, totaling more $18,000 in talk time. The two organizations are known for their military donations and Soldiers began using the phone cards at The First Cup, a Soldier Resiliency Center run by the task force chaplain.

## UPCOMING EVENTS

**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

**May 2013**
May 1 Scholarship Application Deadline
May 21-23 AHS 69th Annual Forum & Technology Display, Phoenix, AZ

**June 2013**
Jun 1 Scholarship Packet Completion Deadline
Jun 18-21 AAAA Army Fixed Wing Professional Forum, Huntsville, AL

**July 2013**
July 19 AAAA SFI Executive Committee (Conference Call) Meeting, Arlington, VA
July 20 AAAA Scholarship Selection Committee Meeting, Arlington, VA

**August 2013**
Aug 2-5 VHPA 29th National Annual Reunion, New Orleans, LA

**September 2013**
Sep 20-23 NGAUS 135th General Conference, Honolulu, HI
Sep 23-26 Luther G. Jones Aviation Summit, Corpus Christi, TX



## ARMY AVIATION ASSOCIATION OF AMERICA

593 Main Street, Monroe, CT 06468-2806
203-268-2450, Fax 203-268-5870, Web www.quad-a.org

## UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

## SIMULTANEOUS MEMBERSHIP FORM

**AAAA Membership** Place "X" in appropriate box
☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

**USAWOA Membership** Place "X" in appropriate box
☐ New ☐ Rejoin ☐ Renew ☐ Data Change ☐ Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists,chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

**MEMBERSHIP DATABASE INFORMATION**

Last five digits of your SSN:_____Rank:_____MOS:_____Branch: _____
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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
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☐ 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".
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☐ Affiliate me with the _____Chapters
☐ Please DO NOT affiliate me with any specific chapters.

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

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

# Art's Attic

By Mark Albertson

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


## 25 Years Ago
## February 28, 1988

### FY88 Budget Realities, MG Ellis D. Parker

Among the items covered by General Parker . . . Five years ago, the Class A mishap rate was 3.23 per 100,000 hours. Projecting a continuation of such a pace would have produced 58 additional Class A accidents that would have cost some $100 million, not to mention the impact on life and limb. However, efforts directed towards safety has produced, in FY87, the third best Class A accident rate in history—2.22 mishaps per 100,000 flying hours.This not only saves precious crews, aircraft and dollars, but enhances combat readiness.

### New Industry Members

Several firms recently joined AAAA as New Industry Members: Kollmorgen Corporation Electro Optical Division (James Murname, Debra Windolowski, DR). Dynamics Corporation (Robert Smith, Robert Heller, DR). Schweizer Aircraft Corporation (Larry Brooks, DR).

### Hardware: Apache PM Update, Colonel Curtis J. Herrick

The Army recently accepted its 300th Apache from the McDonnell-Douglas Helicopter Company (MDHC), Mesa, AZ. The company is producing AH-64s at a rate of ten per month. Currently five Attack Helicopter Battalions have finished the Total Package Material Unit Fielding (TPUMF) and Single Station Training at Ft. Hood. The 6th Battalion, the 1-82 AHB, is said to be doing well in their unit training phase. The AH-64 is approximately at the 70,000 hour level of the 100,000 hour maturity phase; and, is proceeding well towards meeting the unit readiness requirements and the reliability specification requirements.


## 50 Years Ago,
## February 1963

### Vietnam Report, by LTC Kenneth D. Mertel

The photo below depicts SGT Robert W. Blunk, 57th Transportation Company (Lt Hel) manning a machine gun mount that he designed for gunners staffing Shawnee helicopters. SGT Blunk's responsibility is to train gunners and make sure their weapons are in top operating condition. CH-21s in action against the Viet Cong mount upwards of two machine guns; one manned by the crew chief with the other handled by a gunner. Most gunners are privates or PFCs; and, are not carried on the regular TO&E [(and should be) per LTC Mertel]. Probably the most hazardous job on a Shawnee is that of a gunner, being the most likely target of VC counter fire. Some units highlight qualified gunners with distinctive badging on their caps. One unit accords special privileges in the unit mess, a separate dining room, setting gunners apart from other grades of lower ranks



### Climatic Test

Accompanying photo showcases an Army YUH-1D Iroquois that had been subjected to the Air Force segment of the Adverse Weather Testing Program. Among the stops were Eglin AFB, Florida; Wright-Patterson AFB, Ohio; and, Eielson AFB, Alaska. The aircraft performed favorably in temperatures ranging from a scorching 125 degrees above to a polar-like 65 below zero. The Army will continue the Adverse Weather Testing Program.

### 3,000!

The Bell Helicopter plant in Fort Worth, Texas, delivered its 3,000th helicopter to the Army. Adjoining photo depicts number 3,000, a turbine-powered UH-1B Iroquois, mounting four M-60 machine guns.

# Army Aviation Hall of Fame

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

***Nominations for the 2014 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2013.***

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

## Command Sergeant Major Buford Thomas Jr.

### Army Aviation Hall of Fame 2011 Induction

Command Sergeant Major Buford Thomas' over 30 years of service was exemplified by professional competence, tenacity of purpose, and intellectual foresight. His focused approach to mission accomplishment centered on ensuring the enlisted ranks of Army Special Operations Aviation, comprised of 43 different military occupational specialties, were manned and trained to enable the Nation's fastest deployable aviation task force to meet its no-notice contingency requirements.

While serving as a battalion and Regiment command sergeant major with the 160th Special Operations Aviation Regiment (Airborne) his training of the battle staff NCOs and subordinate leaders allowed the unit to operate from four separate locations around the world in support of the CENTCOM Commander's requirements during Operation Enduring Freedom.


He displayed the highest standards of performance, achievement and devotion to duty while setting the course for aviation as part of the Army's transformation initiative.

He flawlessly led the Aviation Center and Fort Rucker in transforming the aviation Soldier and Noncommissioned Officer training, Unmanned Aerial Systems transition, restructuring the Army's combat aviation brigades, and spearheading numerous military pay and training initiatives for Soldiers.

He always focused on the warfighter and mission accomplishment and has used his wealth of experience in forming a first-class team to propel the Aviation Branch to new standards of excellence.

A true expert in both conventional Army Aviation and Special Operations Aviation missions, he has numerous deployments as a senior NCO all over the globe.

Throughout his 30 plus year career, he trained, led and mentored countless Soldiers across Army Aviation's ranks. His outstanding contributions will clearly have lasting effects for many, many years to come.

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