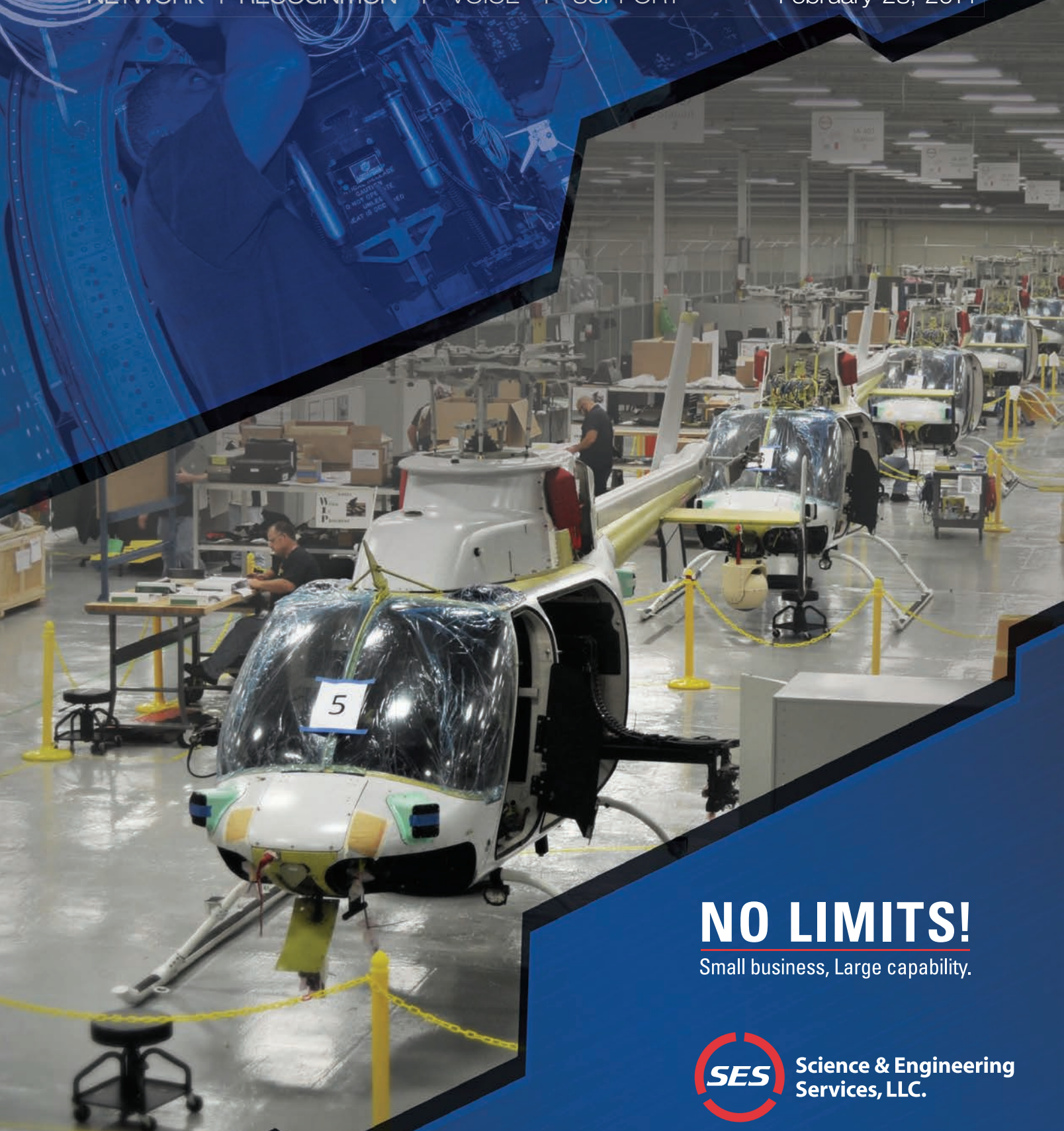




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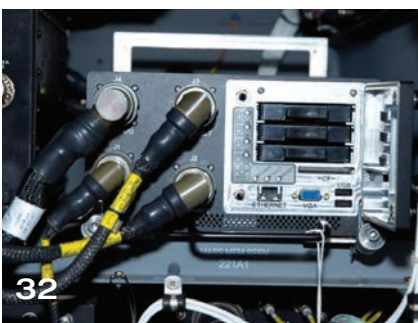
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On The Cover

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Briefings

Late Breaking News - Announcements - Notes

New Branch Chief Announced



U.S. ARMY PHOTO

BG Michael D. Lundy, deputy commanding general, U.S. Army Combined Arms Center, U.S. Army Training and Doctrine Command, Fort Leavenworth, KS, has been selected for assignment as the commanding general, U.S. Army Aviation Center of Excellence and Fort Rucker, Fort Rucker, AL and the Chief of the Army Aviation Branch. He will replace MG Kevin W. Mangum who has served in that position since 2012.

Stateside TRICARE Service Center Changes



TRICARE military health plan service centers will end administrative walk-in services in the United States on April 1 according to Pentagon officials in a Jan. 13 statement. While the 189 facilities will stop taking walk-ins, beneficiaries can accomplish any administrative task online or by phone, said Pentagon spokesman Army Col. Steve Warren. TRICARE service centers overseas are not affected. See the Legislative Report on page 58 of this issue for more information.

Imminent Danger Pay Stops for Some

The Defense Department has removed 20 areas from its list of locations that qualify for imminent danger pay, effective June 1. As of that date, service members deployed to these areas no longer will qualify for the \$225 monthly imminent danger stipend. Included in the list are the six land areas and air space above Bahrain, Kuwait, Qatar, Saudi Arabia, Serbia and Montenegro; and the nine land areas of East Timor, Liberia, Haiti, Oman, Rwanda, Tajikistan, United Arab Emirates, Kyrgyzstan and Uzbeki-

stan. Imminent danger pay will continue for Iraq, Afghanistan, Lebanon, Jordan, Pakistan, Syria, Yemen and Egypt within the U.S. Central Command area of responsibility.

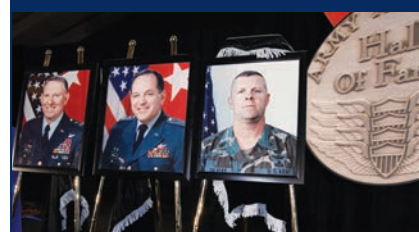
New AAAA Scholarship for Families of the Fallen



SP. JON PAUL / 2013CTPAO, TONIA ARLOV


The Army Aviation Association of America Scholarship Foundation, Inc. is proud to announce a new scholarship – “Families of the Fallen.” Established for surviving spouses and children of those killed in action and training accidents while serving in the Army Aviation community, the first scholarship will be awarded for the 2014 Fall Semester. This merit-based scholarship joins more than 200 other AAAASF scholarships awarding over \$400,000 annually to members of AAAA and their families. Scholarship applications/procedures are on the AAAA website, www.quad-a.org, and must be received by 1 May 2014. Contact deb@quad-a.org or 203-268-2450 with any questions.

Army Aviation Hall of Fame



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President's Cockpit

Energy + Enthusiasm = Excitement

The strength of Quad-A is, and has always been, the dedicated and selfless efforts of its volunteers. It starts at local unit and chapter level and builds all the way to our National efforts. Without this kind of unselfish volunteerism, we would never have been able to achieve many of the landmark accomplishments seen in the AAAA since the concept of an organization to support Aviation soldiers and their families was first conceived in 1957.

Recently I had the opportunity and distinct pleasure to visit one of our chapters, where this concept is on full display; the Wright Brothers Chapter in Columbus, Ohio. Comprised principally of active and retired National Guard members, it is a chapter that demonstrates how the power of volunteers with a little energy and enthusiasm can infuse excitement into a chapter in order to demonstrate camaraderie and fellowship with its current and potential membership. They are the embodiment of AAAA's new brand reflecting the importance of **Networking, Recognition, Voice, and Support**. Less than a year ago, this chapter was on the verge of disbanding. Today it's a chapter that has doubled in size, recognized deserving personnel through a robust awards program including Order of Saint Michael and Soldier of the Month awards, and is quickly beginning to accumulate funding to support scholarship activities. They've used a variety of social media, chapter activities, and other mechanisms to reach



Members of the AAAA National Awards Selection Board review nominations for this year's awards on Jan. 11 at the Army National Guard Readiness Center, Arlington, VA.

out and touch a market that is spread between Columbus and Akron, Ohio. Their focus on enjoying the company of others (read as "let's have a good time together"), regardless of rank and/or position is infectious. At their chapter social that Saturday evening in January I could not have been more proud of them as they signed up 27 new members. This is just the sort of energy and enthusiasm that perpetuates great chapters and infuses enthusiasm into the members.

Speaking of recognition, I attended the AAAA National Awards Board which met on Saturday, January 11, 2014 to select the National Awards such as Soldier of the Year, Aviator of the Year, Unit of the Year, etc. Several refinements were made this year to include secret balloting and employment of more rigor in the overall voting process. This board of your fellow AAAA members represents all aspects of the Army Aviation Community to include Active, National Guard, Reserve, spouses, industry and retired personnel. They evaluated over 150 nomination packets and the results of their balloting will be released over the next few weeks. My sincere thanks to our Awards Committee Chairman, MG (Ret.) Walt Davis, his entire com-

mittee, and our awards staff at AAAA National led by Janis Arena, for their hard work.

AAAA efforts for the 2014 Mission Solutions Summit are now well underway and the aforementioned awards will of course all be presented during the opening ceremonies. The exhibit floor is rapidly filling up and the hotel is almost sold out. Preparations for deep dive sessions are moving forward to provide attendees professionally rewarding venues to discuss relevant and topical subjects. We are also working in partnership with Helicopter Association International (HAI) to provide information pertaining to future possibilities in the civilian marketplace. And lastly the Air Assault Chapter is busy planning the Golf Tournament just as National is putting the final touches on our final night concert with Trisha Yearwood as our featured entertainer. All said, Opryland will be the place to be that first week of May. Look forward to joining everyone 4-6 May in Nashville, TN.

Above the best!

BG Howard W. Yellen, Ret.
31st President, AAAA
howard.yellen@quad-a.org



EMARSS, ON APPROACH.

The Enhanced Medium Altitude Airborne Reconnaissance and Surveillance System (EMARSS) provides the U.S. Army flexible and modular multi-intelligence capability to detect and track surface targets with unprecedented accuracy. The prototype has already achieved first flight and continues its flight testing—part of a total commitment to assure the Army of enduring capability and a best-value solution.





From the Aviation Branch Chief

Sustainment Strategy

By MG Kevin W. Mangum



ARMY AVIATION: GARY PHOTO BY SCHMIDT, JLS

From a tactical, operational, and strategic standpoint, sustainment has always been a critical component of maintaining Army Aviation’s combat readiness and battlefield effectiveness. As Aviation’s 35,000 Soldiers, 4,500 manned aircraft, and 7,000 unmanned aircraft systems (UAS) have been engaged in combat in multiple operational areas over the last twelve years, effective sustainment policies, processes, procedures, and resources have been essential to enabling the more than 14.5 million flight hours flown by the force.

This was not done easily – or inexpensively. Sustainment of the force is easily the single largest ‘cost driver’ for Army Aviation. As we move forward, our sustainment operations must not only be effective but efficient at all levels. As the Army substantially scales down its operational commitments, widens its focus to encompass the ar-

ray of potential unified land operations, and aligns with the priorities of the National Security Strategy, Army Aviation must adapt to these new ‘realities,’ as well. In the sustainment realm, it means we must refine and adjust our policies, processes, procedures, and resources to best meet the challenges of the coming decade.

SGT Derriff Moncriffe stands fire watch while SPC Kyle Perry and SPC Sarah Bryant, all Soldiers with Co. A, 642nd Avn. Spt. Bn., 42nd Cbt. Avn. Bde., fuel an AH-64 Apache operated by 4th Bn., 227th Avn. Regt., 1st Cav. Div., now under the 42nd CAB, during a forward arming and refueling point (FARP) exercise on Jan. 15, 2014, near Camp Buehring, Kuwait. The 42nd CAB, New York Army National Guard, is based in Kuwait and has assumed command of Army aviation assets in the region as part of Operation Enduring Freedom.

The Challenges

Aviation sustainment is the provision of resources required to maintain and prolong Army Aviation operational capability. It encompasses holistic efforts at tactical, operational, and strategic levels in the areas of maintenance, supply, technology insertion/modernization, fleet management, manpower,



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training, and policy/regulation.

It has been very effective over the past 12 years of combat, in large part due to the substantial funding made available to support contingency operations. This funding dramatically improved the availability of repair parts, facilities and augmentation of the maintenance force through the hiring of contract manpower.

As funding dwindles, the challenge for Army Aviation will be how to maintain required levels of combat effectiveness with fewer fiscal resources. To do so, we will have to emphasize 'cost-effective' sustainment. Compounding this challenge is the maintenance of the current fleet well past the planned economic useful life (EUL) and the multiple dissimilar configurations within each aircraft mission design series (MDS).

In the short-term, Army Aviation also faces the significant challenge of retrograding aircraft and other equipment out of theater and back to home stations or storage sites. The identification, accounting, transportation, and disposition of Aviation repair parts and supplies in theater will be of particular importance.

Significant numbers of repair parts and supplies have been pushed forward to forward operating bases in theater, to ensure rapid response to unit needs. These items must be returned to the supply chain in order to replenish operational inventories and war stocks to avoid critical shortages throughout the force in the coming years. We must also grapple with the sustainment challenges associated with the fielding of new aircraft and equipment, modernizing existing aircraft and equipment, and on-going shortages in maintenance-related sets, kits, and outfits.

A consequence of significantly augmenting Aviation's

maintenance capability with contract manpower has been the erosion of certain field maintenance skills, experience, and leadership in portions of the Aviation force. A concerted effort to re-instill essential maintenance skills and knowledge must be undertaken throughout the force to enhance the overall sustainment effort.

Along with these challenges, there are opportunities. The Aviation force currently has extensive experience in fleet sustainment over extended periods in austere environments. This experience brings with it a wealth of lessons learned that may be applied to enhance future sustainment efforts. We do not want to 'prepare for the last war,' but to adapt these lessons to meet future challenges.

With the rapid pace of improvement in computer hardware and software – and the Army's transition to increasingly capable automation systems – Army Aviation also has the opportunity to leverage information technology for improved fleet management from unit to enterprise level and for reducing the reporting requirements on the Aviation Soldier.

The Objective

The objective of Army Aviation's sustainment strategy is to ensure a combat-capable force that is ready for world-wide, contingency deployment and employment against adversaries with more robust capabilities. We will do this by ensuring the effective sustainment of Aviation forces that remain committed to on-going contingency operations, as the highest priority.

The second priority is to support the retrograde of the Aviation force from the current contingency theaters to best support the readiness of the force. As supporting efforts, we will work to re-instill supply discipline and 'cost wise'/cost-effective mindsets throughout the Aviation Enterprise. We will also look for and implement efficiencies within our maintenance processes and procedures. We will take action to educate/train the force to overcome the gaps in experience and skills created by the last 12 years of combat.

Finally, we will seek adjustments to policy and regulation to enable a more 'rational' risk balance between readiness and sustainment costs, considering the likely realities of fiscal limitations across the next decade.

Army Aviation must rise to meet these challenges to sustain itself as an indispensable capability. As we move forward, we must execute a strategy which sustains the current fleet while sustaining the research and development to provide the speed, mass and endurance that matters in future battles.

Evolutionary developments like the Improved Turbine Engine Program (ITEP) will improve efficiency while working toward game changing innovations like Future Vertical Lift (FVL). Aviation logistics leaders are tasked to provide the maximum number of operational aircraft using available resources to effectively support mission requirements.

Leaders are tasked with assisting maintenance managers by developing strategies to provide required tools, logistics, equipment and personnel support to achieve readiness at best value. Adaptive Aviation leaders, assisted with the latest in technology, equipment and training, will ensure the branch continues to relentlessly honor its sacred TRUST with commanders and Soldiers on the ground. Thanks for all you do.

Above the Best! ▼

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



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Chief Warrant Officer of the Branch

Recently USAACE conducted a review of the Tactical Operations/Aviation Mission Survivability Officer Program with a focus on the future and way ahead for the program. Emerging and existing threats from peer and near peer enemies require expert understanding of threat systems and survivability techniques and consideration. I asked CW5 Michael Kelley, our Branch Tactical Operations Aviation Mission Survivability Officer to lay down a breakout of the review. Above the Best!
CW5 Godfrey

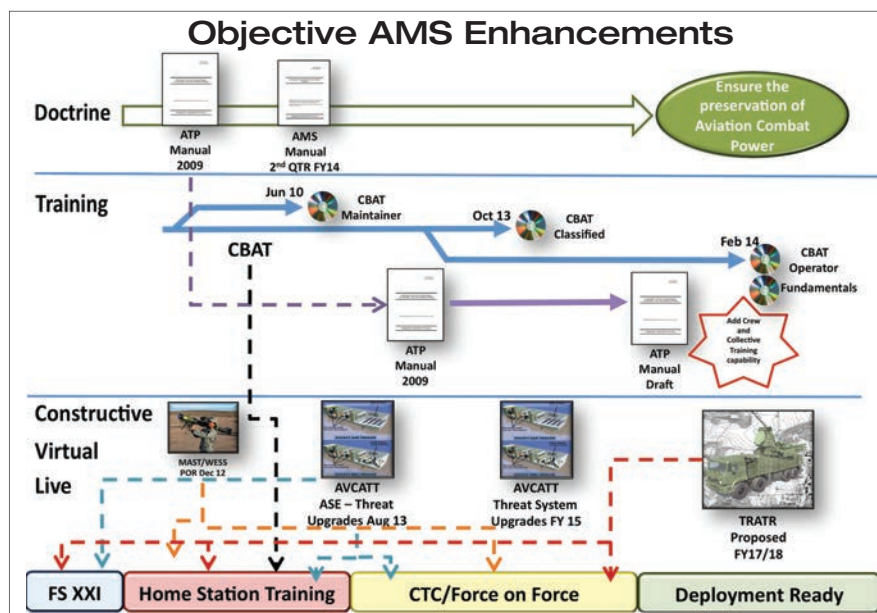
The Aviation Mission Survivability Officer Program

By CW5 Michael S. Kelley

The Aviation Mission Survivability (AMS) Officer Career Track is found to be both viable and necessary to Army Aviation. Recently, the leadership at the United States Army Aviation Center of Excellence (USAACE) conducted an in-depth review of the AMS Officer Career Track in terms of historical trends, current, and future requirements.

Part of the validation process was to request input from field commanders. The majority of the CAB Commander responses overwhelmingly supported the retention of the AMS track. USAACE will proceed forward with enhancing the AMS program to address the emerging threats to Army Aviation operations.

An area of concern was competitive promotion categories. Promotion rates for AMS officers are equal to or slightly better than other aviation warrant officer career tracks to CW3 and on par with other tracks for promotion to CW4. Selections to CW5 are extremely competitive and selection rates across the compos are fairly con-



sistent, with the AMS officer falling slightly behind. Warrant officers are aware of the importance of providing expertise and high quality work to their commander, always performing to exceed expectations. Consistent individual performance is the baseline factor which will ensure competitiveness during promotions.

During the review process, several shortfalls and recommended solutions were identified in the FY12 Initial Capabilities Document for Aircraft Survivability.

A significant concern from AMS officers in the field is the lack of understanding of the components of the AMS program. Training and simula-

tion requirements were also identified to assist the AMSO in the performance of his or her duties. These identified concerns affect the commander's AMS program, limiting the program's ability to ensure the preservation of aviation combat power.

AMS Doctrine

TC 3-04.16, The Commander's Aviation Mission Survivability Program manual, is in final edit and is expected to be available in the 3rd quarter, FY14. This manual defines the AMS program goals and objectives. Chapter one is designed as an executive summary/overview for commanders and their staff. The remaining chapters provide the AMSO

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guidance on implementing a unit AMS program for his or her commander with all identified tasks defined in detail.

Adding to this baseline, the Aviation Survivability Development and Tactics (ASDAT) Team is developing ATP 3-04.17, Aviation Combat Survivability manual, scheduled for release in December 2014. This manual will define classified Army Aviation tactics for the AMSO to introduce to his or her unit's aircrew, through integrated training in the aircraft, simulators, or the combined tactical trainers.

AMS Training

The path forward for AMS training was developed under a holistic design concept from initial training during flight school through "ready for deployment" Aviation combat power for the commander. To address the need for single-ship and multi-ship actions on contact training, TC 3-04.11, The Commander's Aircrew Training Program for Individual, Crew and Collective Training, is being modified to include threat based reactive scenarios which will be integrated into training requirements commanders already undertake. These scenarios will more adequately train aircrew members on how to successfully employ aircraft survivability equipment (ASE), increasing the probability of survival.

Computer Based ASE Training (CBAT) is undergoing a complete redesign to provide training at the large group level in order to reduce the resource and time required to complete a unit's ASE training.

The new CBAT program provides the AMSO a format to serve as the primary unit instructor, for unit AMS training. These interactive, large group training events will facilitate increased understanding and scenarios, leading to increased unit understanding of the

threat environment, survivability systems and tactics used to defeat enemy capabilities. This training will be documented through flight and unit training records.

Segmenting CBAT into five separate programs allows for targeting the specified audience. CBAT-Operator provides ASE suite training to rated and non-rated aircrew. CBAT-Maintainer will provide avionics personnel unit level system troubleshooting training. CBAT-Fundamentals provides basic theory of survivability and threat system operation data targeted for new aircrew members.

CBAT-Munitions program provides training to those personnel assigned duties to reload chaff and flare dispensers. CBAT-Classified is designed to train the true capabilities, limitations, and planning considerations for ASE. This will provide the aircrew and commanders the understanding of conditions which would increase limitations of system performance and potential threat increases to mission success.

Virtual/Live AMS Training

The Aviation Combined Arms Tactical Trainer (AVCATT) received upgrades at the end of FY13. This two year project integrated currently deployed ASE systems on all rotary-wing platforms, including the Hostile Fire Indicator; updated threat system capability; refined engagement criteria to replicate the effectiveness of masking techniques; and refined visual signatures of threat system graphics generation which accurately represent the real-world visual cues. This enhanced capability will provide single-ship and multi-ship training scenarios for the ATP commander's AMS training program.

An on-board simulation-emulation capability is in the early stages of development. Leveraging the advanced cockpit architecture, bussed systems and multi-function display capability, software solutions are available to integrate hostile environment scenarios into live training events.

Through the integration of simulated threat systems with live aircraft data, software could be programmed to "engage" the aircraft, emulating ASE on the multi-function displays without emitters on the ground or ASE suites installed on the aircraft.

Working with the S-2, AMS offi-

cers will program threat scenarios into ATM mission aircraft allowing for virtual "threat detection" in live training. This will allow ATP commanders to integrate AMS training potential within every aircrew training manual (ATM) flight.

The Man-portable Aircraft Survivability Trainer/Weapons Engagement Signature Simulator (MAST/WESS) is currently being fielded to the combined training centers. This man-portable missile simulator interacts with the Common Missile Warning System (CMWS) with electronic and visual means to interact with aircrew providing a force on force training capability.

A plan to integrate this capability into the pre-deployment training for all units who have ASE suites installed is currently under development. These training capabilities will provide aviation commanders the ability to exercise and evaluate their aircrews against threat systems prior to deployment to operational areas.

Final Determination

The AMSO track has been determined to be viable, competitive and absolutely necessary. The focus of the AMS program is to ensure the preservation of aviation combat power for the commander. In order to achieve this goal, a dynamic plan of program enhancements reaching across the spectrum of support capability was initiated during FY12.

The AMS team at USAACE has progressed several of these enhancements to the late stages of final development. CBAT-C was deployed to the field in October 2013; CBAT-O is scheduled for fielding in February 2014; TC 3-04.16, The Commander's AMS Program, is nearing publication and other enhancements are being rigorously advanced. These efforts will provide the necessary structure to assist the AMSO, commanders and unit aircrews in achieving the potential benefits that were the fundamental reason for establishing the TACOPS program 18 years ago. ▽

CW5 Allen R. "Randy" Godfrey is the chief warrant officer of the Aviation Branch and CW5 Michael S. Kelley is the tactical operations aviation mission survivability officer of the Aviation Branch, both with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



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Branch Command Sergeant Major

Producing Flight Instructors

By CSM James H. Thomson Jr.

The commanding officer is charged with the instructions of his recruits... he is to make choice of an officer, sergeant and one or two corporals, who being approved by the colonel, are to attend to that business.

– *Frederich Wilhelm Baron von Steuben 1794*



Our Army is a standards-based institution and has been going back to the days of General George Washington. It is equally true of Army Aviation. We have high standards in all that we do whether it's flying, maintaining and servicing aircraft, or controlling airspace, we must train to and maintain those high standards to ensure the successful and safe accomplishment of our missions. As it applies to our aircrew members our standardization program is the cornerstone of our ability to ensure standards are met and sustained.

Our professional cadre of instructor pilots (IP), flight instructors (FI) and instructor operators (IO) are the backbone of the commander's unit standardization program and are critical to Army Aviation's ability to remain relentlessly focused on and dedicated to honoring that sacred trust we have with commanders and Soldiers on the ground.

The United States Army Aviation Center of Excellence (USAACE) is committed to producing the best

trained IPs, FIs, and IOs through attendance at our courses at Fort Rucker and Fort Huachuca, as well as, at the Eastern Army National Guard Aviation Training Site (EAATS) located at Indiantown Gap, Pennsylvania. Army Regulation 95-1 provides regulatory guidance on the selection and training of our standardization cadre.

As it pertains to our Nonrated Crewmember (NCM) Flight Instructors AR 95-1 states: "The Nonrated crewmember instructor (FI) is an NCM that trains and evaluates non-rated crewmembers in their designated aircraft system or aircraft mission per the appropriate Aircrew Training Manual (ATM).

Requirements

To become an FI the crewmember must be qualified in accordance with 4-30 through 4-32, above, and complete one of the following:

a. Successfully complete a course of instruction for FIs at an authorized Aviation Proponent School; or,

Soldiers with Task Force Lift, Company C, 7th Battalion, 101st Aviation Regiment, 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault), prepare to take off on a medical evacuation training mission in a UH-60 Black Hawk helicopter from Bagram Airfield, Afghanistan Jan. 11, 2014.

b. An FI equivalency evaluation administered by an SI selected by DES in the type aircraft in which the FI duties are to be performed. Commanders will coordinate with DES for an equivalency evaluation. An equivalency evaluation only applies to military occupational specialties (MOSs) with an authorized Aviation Proponent School.

c. If an authorized Aviation Proponent School does not exist or is not available for a specific aircraft or MOS, commanders may select a highly experienced nonrated crewmember to perform FI duties. The selected individual will be trained and evaluated by an IP, SP, or an SI per the appropriate ATM and Training Circular (TC) 1-210.

When the FI was first introduced to the UH-60 community some seven years ago, the Aviation Proponent Schools could not instantly train the 390 FIs required for Active and Reserve component combat aviation brigades (CAB) so the DA G3/5/7 Director of Army Aviation published a waiver authorizing commanders to locally qualify FIs for H-60 units only. We have been operating under that waiver for seven years and it has just been extended for an eighth year with an expiration date of 31 December 2014.

We cannot continue to operate in this manner if indeed we value our UH-60 FIs as much as we do the rest of our standardization cadre. We've become too reliant on the ability to locally produce FIs and in doing so have diminished the importance of our standardization program. We must do a better job of managing our FI population so that commanders and command sergeants major are selecting the right nonrated crewmembers to attend the NCFI course at the right time in their careers. There are 17 authorizations for UH-60 FIs in a CAB; if a unit

sends one third of that to the NCFI course each year, the school can easily manage that throughput.

The Plan

We are implementing a three year strategy to restore the value and rigor into our UH-60 FI standardization program. For CY14, in addition to the extension of the DAMO-AV waiver, we are maximizing our student loads both at Ft. Rucker and EAATS and sending Mobile Training Teams (MTT) to Ft. Bragg, NC and Ft. Carson, CO. MTTs are not the best solution as it takes unit resources and flying hours to conduct and often there are not enough students available to fill the course at the time of execution.

For CY15 and CY16 we are working with Human Resources Command (HRC) to temporarily increase our instructor authorizations in an effort to bump up our throughput. Units must send their Soldiers, however, or the increase will be for naught. Additionally, we will develop a means for battalion commanders to grant an exception to policy temporarily on a case by case ba-

sis for individual locally qualified FIs. Additional mitigating measures include command sergeants major working with HRC to stabilize those Soldiers they send to the training to ensure they get a return on their investment. Likewise, commanders are reminded that AR 95-1 authorizes the use of locally qualified Unit Trainers to augment their aircrew training program.

Our Flight Instructors play a critical role in ensuring Army Aviation continues to meet the ever demanding missions to standard further maintaining that trust with those who are absolutely counting on it. With the right focus, open communication and proper management our FIs will further strengthen our standardization programs across Army Aviation.

Above the Best! ▾

CSM Thomson
james.h.thomson4@mail.mil

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.

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Go for the Green

By BG Timothy J. Edens

For many years, the green-amber-red model has been a staple of military planning. It's the way we express readiness for everything from budgets to training to real-time operations. And, in describing our status on risk management and safety, it's a highly useful metaphor.



As of late January, the Army was green regarding overall fatalities. Accidental deaths were 10 percent below last year's figures, setting the stage for a hopeful second quarter. Ironically, our "greenest" area currently is private motor vehicle losses: Sedan and motorcycle deaths are down nearly 50 percent and 13 percent, respectively, and PMV-other fatalities, which were on the rise last year, have fallen nearly 70 percent thus far in fiscal 2014. That doesn't mean the fight is over, but it does indicate we're making strong progress in off-duty safety. Leaders and Soldiers at all levels are doing a tremendous job and deserve credit for these successes.

The picture is a little different on duty, where we're red in most categories. We've seen notable upticks in Army motor vehicle and personnel injury-other fatalities since October, and while it's too early to label anything a trend, these two areas warrant increased attention today. Every Soldier who's died in an on-duty accident this fiscal year has been at home station, and that's troubling. We need to

ensure our Soldiers aren't letting down their guard simply because they're no longer engaged in combat. The "I'm finally home, so I don't need to be as cautious" mentality has proven to be a deadly fallacy time and again, and we must emphasize that in all our operations. Whether Soldiers are outside the wire, in garrison or out on the town, you never leave a fallen comrade – the principle isn't exclusive to war.

Looking across your formations, some Soldiers might be green, some amber and some red. Some will be obviously at risk, while others might play by the rules on duty and lead a completely different life off post. Whatever the case, you and your first-line leaders need to be aware of every Soldier's status. Additionally, the same rules apply across the board; with five of our seven motorcycle losses this year being NCOs, the chain of command should be actively involved in their safety and mentoring programs.

I plan to talk in my next column about messaging. What we say and how it resonates with Soldiers is critical in

reaching them about personal risk, and I welcome your feedback for ways the U.S. Army Combat Readiness/Safety Center can better communicate the safety message. We don't have a monopoly on ideas, and outside perspective is always a good thing! Please let me know how we're doing and what we can do better.

Finally, even though we're still deep in winter, remember that spring is just around the corner. After months of abysmally low temperatures and record snowfalls, Soldiers will be looking forward to some sun and fun. We'll kick off the annual Army Safe Spring Campaign March 1, so use those tools to augment your existing programs.

Green, amber or red, we're all in the fight together. Green is the goal, and we won't stop until we get there. Thank you for working toward it every day.

Army Safe is Army Strong! ▼

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.



128th Aviation Brigade Update

This month, I have asked the 1-210th Aviation to discuss the types and methods of integrated training and support the Brigade provides to National Guard and Reserve component Aviation Soldiers.
COL Rigole, Commander

Supporting the Army National Guard and Army Reserve Aviation Soldier

By SFC David Hood, SFC Steven Reynolds, SSG Aldon Lander and SSG Chad Reeves

The 128th Aviation Brigade (128th AB) develops and orchestrates ongoing aviation maintenance, logistics, and leadership training for the Army, Army Reserve, National Guard, Air Force, and nations who share similar interest with the United States in order to produce technically qualified proficient aviation maintenance Soldiers.

The brigade is dedicated to producing future competent aviation maintenance leaders institutionally. The didactic style of platform instruction utilized encourages every Soldier to demonstrate their analytical skills highlighting safety while completing practical exercises (PE). The instructor-led discussions encourage Soldiers to generate a high level of supervisory ability, which peers and Soldiers within their ranks seek to emulate. Retired LTC Vernon Miles, previous 1-210th Avn. Regt. commander, stated that the unit's primary focus is "to provide unsurpassed training, ensuring U.S. Army aviation brigades and partner nations have the best qualified helicopter maintainers in the world."

The brigade's Office of the Registrar tenaciously monitors the management of all administrative and operational functions. The enrollment of Soldiers establishes the process for the uniting of supervisory and leadership qualities, which is necessary for entry into basic and intermediate levels of Army Aviation leadership positions. Total Force Integration of National Guard and Reserve Components within the Training and Doctrine Command (TRADOC) is achieved across Doctrine, Organization, Training, Material, Leadership, Personnel, and Facilities (DOTMLPF) enabling National Guard and Reserve component Soldiers to perform their duties more efficiently and effectively. Enhancement of leadership skills is accomplished through professional military education (PME) but predominately enforced through different duty assignments. The process involves the Organization and Personnel Force Development (OPFD) and liaisons



PFC Jessica Nicholson (left) of the Texas Army National Guard receives instruction from SFC Mary Myers, Co. C, 1st Bn., 12th Avn. Regt., 128th Avn. Bde. during the 15N10 Avionics Mechanic Course on Feb. 2, 2013 at Joint Base Langley-Eustis, VA.

at the Human Resource Command (HRC) for the National Guard and Reserve Components. The apex of institutionalized training offered at the brigade seeks to promote all facets of aviation maintenance in support of the Army's vision of the future combat force.

The Army National Guard and Army Reserve Soldiers engage in resident Advanced Individual Training courses

and PME instruction for a number of Advanced Leadership Courses (ALC), Senior Leadership Courses (SLC), and Aviation Maintenance Technician courses. Although a strong emphasis of demonstrating a mastery level of task performance, supervising and inspecting is inculcated, the brigade also stresses safety and critical thinking as maintainers cannot perform in today's Army without either.

The instructors of the 128th AB offer combat-proven aircraft systems training and professional development to 2,100 National Guard and Reserve Soldiers, non-commissioned officers and warrant officers annually. Despite the constant development and fielding of new aircraft and systems, this training ensures that the highest state of Army National Guard and Army Reserve aviation unit readiness are continuously maintained.

National Guard and Reserve non-commissioned officers attending the resident courses are typically full time aviation maintenance technicians at their respective units of assignment. These Soldiers are the subject matter experts but the diversity within the

classroom may combine them with Soldiers who only perform aviation maintenance duties for drill or annual training. This is an aspect that is unique to the National Guard and Reserve Soldiers, but it also adds to the effectiveness of training provided by the brigade. As a result, the instructors use the knowledge of those full time technicians to create a dynamic classroom-learning environment, which fosters and facilitates the sharing of knowledge and experiences between the attending noncommissioned officers and aviation maintenance officers. These courses offer over 100 hours of training reinforcing the Soldiers' skills, knowledge, and experience required to inspect and maintain aircraft systems.

The non-commissioned officers attending Aircraft Component Repairer Supervisors SLC and warrant officers attending the 151A Aviation Maintenance Technician course have the necessary supervisory and management skills which are put on display with assigned PEs geared toward each respective Aviation Military Occupational Specialty (MOS). These Soldiers are proficient in all forms of maintenance

in their respective fields and come to the 128th AB to enhance and sustain their knowledge of Army Aviation maintenance. The instruction these experts receive familiarizes them with a broad scope of the personnel, capabilities and training requirements that Army Aviation requires for success. Additionally, the training helps to ensure that standard operating procedures are adhered to for hangar and flight line operations.

As one of the Army's premiere training units, the 128th Aviation Brigade provides the most up-to-date training in 15 MOSs to Army National Guard and Army Reserve Aviation Soldiers, non-commissioned officers and warrant officers. Army Aviation maintenance begins at the 128th AB. The hard work and dedication of the non-commissioned officers and officers of this brigade is the reason we provide training that is "Above the Best." ▼

SFC David Hood, SFC Steven Reynolds, SSG Aldon Lander and SSG Chad Reeves are instructors in 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

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Hypertension

By Dr. (LTC) Joseph Puskar

Q: I've been taking Lisinopril 10mg for the past year and a half for high blood pressure, but am still getting some high pressure readings; the top reading is running around 140-145 intermittently. What should I do next?

FS: Essential hypertension is generally accepted to be blood pressure readings in the clinic greater than 140/90 mm of mercury, and lower (135/85) with ambulatory or home monitoring. It is usually found in younger or middle-aged people, and is due to increased peripheral vascular resistance in small arteries, and is indicated by mean arterial pressure. A condition known as isolated systolic hypertension (ISH) where the systolic pressure (when the heart is contracting) is greater than 140, and the diastolic (heart relaxing) pressure less than 90 indicates stiffening of larger arteries and increased pulse pressures associated with aging. Approximately 80% of untreated hypertensives over the age of 50 have ISH, and it is more common in people with diabetes and kidney disease. Research from the Framingham Heart Study found that normotensive individuals at 55 years of age have an approximately 90% chance of developing hypertension by the age of 80. Blood pressure is well controlled in two-thirds of people being treated for it under the age of 60, but in only one-third of those over 75, so it correlates strongly with aging.

The Silent Killer

Elevated blood pressure is a risk factor for cardiovascular disease including cardiac complications such as left ventricular hypertrophy, atrial fibrillation, systolic and diastolic dysfunction, and heart failure. The heart seems to be more susceptible to increased pulse pressures than to high systolic pressure alone. Complications in the large arteries can lead to heart attack and stroke. Increased stiffening of the cen-

tral arteries results in increased pulsatility to the peripheral circulation, and high-flow organs such as the brain and kidneys are particularly sensitive to increased pulsatility; this may lead to white matter lesions in the brain and cognitive impairment, and in kidney damage resulting in proteinuria, and progressive loss of kidney function from destruction of functional units called nephrons. It is known as the silent killer because we cannot feel or recognize the insidious effects it is having on us until the damage has already been done, and therefore regular blood pressure screening, and aggressive treatment when it is found are very important. A situation known as white coat hypertension occurs when the blood pressure is elevated only during visits to the medical clinic, and is most likely due to increased sympathetic drive. A converse of this is normal readings in the clinic, but outside or home pressure checks are mostly elevated. In situations like these, 24-hour ambulatory monitors that record blood pressures several times a day are useful to accurately determine what the mean blood pressures really are over several days.

How to Control

Lifestyle modifications are always the first thing to try, and these include aerobic exercise, weight loss, reduction of excess alcohol consumption, and reduction of sodium intake can be helpful. Smoking avoidance and cessation is critical for control of blood pressure. Other cardiovascular risk factors we should check for include a blood lipid profile, presence of diabetes or impaired glucose tolerance indicated by a fasting

blood sugar greater than 100mg/dL, micro-albuminuria found on a urinalysis, and physical inactivity. A diet low in animal fats and high in fruits, vegetables, calcium, magnesium, and potassium has been shown to lower blood pressure. In addition to the recommended Mediterranean or paleolithic-type diets, salt intake reduction can be beneficial, and particularly for older patients, those with diabetes, obesity, and chronic kidney disease. In your case raising the dose of the Lisinopril would be an obvious choice, but recent studies have shown that combinations of medications such as the Lisinopril that you are taking along with a diuretic, or a calcium channel blocker can be even more effective than taking a single medication, and two-drug combination therapy is now recommended as the initial treatment for blood pressures 20 mm Hg greater than normal. It often ultimately takes two or three medications to achieve adequate blood pressure reductions for most people. You should be able to work with your flight surgeon to find an individualized effective combination based upon your response to the different classes of medications.

A documented history of hypertension will require a waiver for all classes of flight whether treated by lifestyle modifications or medication. Waivers are routinely granted as long as blood pressure control is achieved, and lab studies are normal indicating there isn't another underlying cause to the hypertension.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org; 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. ▽

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



Why no IMC with dual FOGS?

By Mr. Jay P. Merkel

Since initial production, U.S. Army UH-60A/L Black Hawks were equipped with then current spinning mass gyroscope technology to provide reference for aircraft attitude and heading control. The cost to sustain these gyroscopes increased with time.

This drove the acquisition of a Fiber Optic Gyroscope System (FOGS) to replace the spinning mass gyroscopes that drive the vertical situation indicator (VSI), which is a cockpit display of the helicopter's pitch, roll attitude, turn rate, with trim slip, and the horizontal situation indicator (HSI), which consists of a compass card for heading control with additional navigation display information.

In late 2006, initial fielding of the new FOGS system were for single side, i.e. only for the co-pilot side VSI and HSI displays. After production increased, a dual side installation was fielded i.e. both the pilot and co-pilot side displays. These options were incorporated based on unit preference. However, in 2012, multiple dual failures began to be reported on FOGS installations.

These failures were identified by HSI heading errors and/or VSI attitude errors that ranged from frozen offset indications to completely tumbling displays. In May of 2012, a Safety of Flight message was issued to restrict H-60A/L aircraft with dual FOGS installations from flight into known instrument meteorological conditions (IMC).

What is FOGS?

Fiber Optic Gyroscope technology is based upon a simple phenomenon which was first observed in the early 1900s. The concept is that if two beams of light are sent around an optical fiber coil in opposite directions, they will be in phase when the light returns to the source (see figure). Any rotation by the coil will shorten the path of one beam and lengthen the path of the other. The result is a phase shift that can be measured to

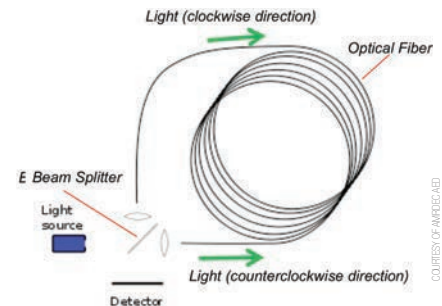
determine the rotation rate of the coil.

This dramatically improves the reliability over a mechanical gyro, given fiber optic-based gyros have no moving parts and also have design features which make them more accurate as well. FOG technology is perfectly suited to the rigors of military applications.

The FOGS System in the UH-60A/L is actually a self-contained strap-down Attitude Heading Reference System (AHRS) that provides aircraft pitch, roll, magnetic heading, and turn rate information for display on the VSI and the HSI. The dual FOGS kit consists of two AHRS units. For single side installations, the CN-1716 (AHRS) replaces the three rotating mass gyros, i.e., the ASN-43 Direction Gyro, the CN-1314 Vertical Gyro, and the TRU-2A/A Rate Gyro. In a dual AHRS installation, all five rotating mass gyros, i.e., the direction gyro, both pilot and co-pilot vertical gyros, and both pilot and co-pilot rate gyros are replaced. The magnetic heading input is provided by the aircraft single T-611/ASN flux valve. Each AHRS unit actually has three FOGs sensing angular movement, one around each primary axis, and velocity variation sensed by three silicon accelerometers. These inputs are fed into the navigation computation to obtain the computed display inputs.

So What is the Problem?

With the dual AHRS installations, when both sides of the system fail, there is no remaining means to determine aircraft attitude without outside reference to a visible horizon. When in instrument conditions, by definition, there is no visible horizon to be able



control the aircraft attitude. This situation may lead to spatial disorientation and loss of aircraft control. Although there is a potential for simultaneous failures of both AHRS on the UH-60A/L, no dual failures have occurred during IMC flight.

A team lead by PM Utility Helicopters, AED, AMCOM and CECOM has worked to identify technical solutions that mitigate the potential of a dual-AHRS failure, and allows for a return to IMC flight for the UH-60A/L fleet by 3Q FY14. As of this publication, approximately 300 (out of a total of 1,600) UH-60A/Ls are still configured with the dual FOGS. Since issuance of the safety of flight (SOF) message, which also required cleaning and tightening of all AHRS system electrical connectors, no additional dual failures have been reported. Software and hardware fixes designed to address single-points of failure, as well as to improve component and overall system reliability, are currently being tested. Upon airworthiness approval, these will be available for fielding. When completed these improvements will ensure the required level of system safety and performance required for current UH-60A/L, as well as the future UH-60L digitized Black Hawk, is achieved. ▽

Mr. Jay P. Merkel is the chief of Utility Division, Aviation Engineering Directorate, Aviation and Missile Research, Development and Engineering Center at Redstone Arsenal, AL, overseeing the total airworthiness of the Blackhawk and Lakota fleets.



A Fond Farewell

By MG William "Tim" Crosby

MG William "Tim" Crosby talks with Soldiers from 1st Cbt. Avn. Bde. during the Initial Operational Test & Evaluation of the Apache Block III in Spring 2012.

It is hard to believe that 35 years have flown by since I joined the Army, and it is time to say farewell to a part of my life that will forever be etched in my memory and in my heart. We, in the sustainment and acquisition world, quite frequently have been accused of forgetting where we came from. I have never forgotten my roots and the reason why Army Aviation exists.

My whole focus and mantra has always been to focus on the Soldier. All my metrics are on what I can do to reduce his burden. Metrics should be informational tools to help you manage your program. My metric is when a Soldier or commander looks at me and tells me that the product he is using is helping succeed in the battlefield. We haven't always received positive feedback, but that's why I talk to the brigade commanders so that we can fix things.

I elected to come into acquisition because I saw that I had the potential to change the future of Army Aviation. We have stood up a fleet management cell in each one of the PMs. While I was PM for Cargo Helicopters, we initiated the Soldier Focused Logistics program, which has evolved into what is now known as Life Cycle Management. The biggest change we've made in the PEO is shifting from a cost-schedule-performance mentality to a life cycle-focused mentality, and becoming a one-stop shop for the Soldier. Soldiers don't need to search for sustainment resources anymore. We are a fleet management cell that Soldiers can use as their conduit to the answers and resources they need. Continue to streamline the acquisition process, and most importantly, continue to reduce the burden on the Soldiers. This is why I am so very proud of the team in PEO

Aviation and what they have done to accomplish just that.

We tend to fix our own problems in Army Aviation. The Army leadership and my Aviation partners have put together what I think is a good plan that will invest in the future of Army Aviation. We all saw what the budget was going to be and said, within those confines, how can we maintain the best combat power, sustain that combat power and reduce the burden on the Soldier without bringing a bill to the Army. Long term, we still have to plan strategically and where we want to be 20-30 years from now. Even in the time of budget cuts, we must maintain our science and technology investments.

It is not about taking a salami slice and cutting off a certain percentage from each project office. We have had to go back time and time again to look strictly at the implications and impacts of cuts. We need to ensure we have the best combat power, that we are keeping our highly trained and knowledgeable people, and that we have the best strategy for the future. We've got to maintain the trust and bond we've built with the ground commanders we support. Even in our own offices, we've placed all the responsibility on the project manager to be the cradle-to-grave life cycle manager. But we don't have cost control managers or quality

managers in that process. We need to have a more collaborative environment between them. As money gets tighter, people throw up silos and defend their zones. We are challenged as leaders to knock down those silos, and continue to collaborate and work together.

Army Aviation has always been my life's passion. My father was my inspiration and the role model I've looked up to my whole life. He served as an infantryman and fought in North Africa, D-Day in France, and the Battle of the Bulge – a true American hero. I've been blessed to have served with many who share the same passion that I have throughout my military career. They have been my teachers and have kept me grounded to what is important in our Army. But the one who has made everything possible and to whose hands I place my life is my wife, Janice. My family has never hiccupped at the sacrifices they've had to make because she has been the rock that held us together. She has served our Army and our country just as much as I have. She is the reason for my success in the Army.

From the bottom of my heart, thank you to each and every one of you for your loyalty and dedicated support to our Army, our Soldiers, and to Army Aviation. I am truly humbled and honored to have served with great Americans. You have made my job rewarding, easy and fun.

Above the Best! ▾

MG William "Tim" Crosby has served as the Army's Program Executive Officer for Aviation since 2008 and will retire on March 1, 2014 following 35 years of service. We at ARMY AVIATION magazine take this opportunity to say thank you for your support and dedicated service and wish you God Speed.



U.S. ARMY PHOTO BY HENRY NORDEN



Apache Attack Helicopter Project Office Update

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

The Apache Attack Helicopter Project Office continues to support the Army and Army Aviation with AH-64D sustainment, both AH-64E production and new equipment training (NET), fleet support for all fielded AH-64s and continued emphasis on improving and modernizing the entire fleet.

This year, the Army officially went zero balance for original AH-64A Apache helicopters in its inventory. We also completed our last AH-64D production and modernizing all Apache units in the Army National Guard and Army Reserve with AH-64D aircraft.

Today, we are inducting the AH-64D Block I aircraft into the AH-64E production line. We will continue to reduce the Block I inventory via production inductions and project to be complete in 2017.

The Apache Program received its full rate production (FRP) authorization on March 11, 2013. This authorization permits full speed ahead on

manufacturing the AH-64E to the full program objective of 690 aircraft. Unlike the AH-64D Longbow production, the AH-64E model FRP aircraft will receive a new fuselage during remanufacture. This addition to the production line will restart the aircraft's expected life and ensure the Apache can meet the Life Cycle goals of the Army.

The 1st Battalion (Attack Reconnaissance), 229th Aviation Regiment (1-229th ARB) completed its fielding on time this past May. They completed their initial operation capability (IOC) in November 2013, marking them as ready to move forward with their mission in the AH-64E. Our Fielding and new equipment training (NET) teams are moving on to 2nd unit equipped,

With Mount Rainier in the background, a crew from the 1-229th Attack Reconnaissance Battalion trains in their newly fielded AH-64E Apache helicopter.

Above: Pilots from the 1-25th Attack Reconnaissance Battalion at Fort Carson, CO receive instruction in the AH-64E from the Apache Project Office New Equipment Training (NET) Team.



U.S. ARMY PHOTO BY HENRY NORDEN



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U.S. ARMY PHOTO BY BRYAN NORDON

Crew chiefs from 1-229th Attack Reconnaissance Battalion, the "Tigersharks," prepare an AH-64E Apache for a mission.

1-25th ARB, Fort Carson, CO, as they receive their new aircraft.

Similar to the AH-64D Longbow development and fielding, the AH-64E will have two planned technology insertions. The low rate initial production (LRIP) aircraft and initial FRP aircraft have the same capabilities coming off the production line. The Lot 4 configuration, starting in 2015, consists of joint interoperability enhancements with Link 16, navigation upgrades (1,000 point / non-corruptible database, area navigation), reduced size 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. All AH-64Es will be retrofit with the Lot 4 capability enhancements.

Modernized Day Sensor Assembly Path Forward

LTC Steven Van Riper—Product Manager

During 2014 the project office will continue moving forward with qualification and performance flight testing of two key modernization efforts: the high definition color capable Modernized Day Sensor Assembly (M-DSA) and the Modernized Radio Frequency Interferometer (M-RFI).

The M-DSA testing will verify the new system meets technical and operational requirements for high definition low light and full color video, laser spot tracker performance, and laser pointer accuracy. We expect to conclude the testing in late spring and then gain engineering approval for integrating the changes into all Modernized Target Acquisition Designation Sight / Pilot Night Vision Sensor (MTADS/PNVS) systems installed on AH-64E aircraft beginning in late FY2016.

The M-RFI testing will begin next summer and conclude in the fall. This digital processor based system, with expanded frequency capability, will be tested against current and emerging threats to ensure it remains relevant in the contemporary operating environment. Similar to the M-DSA, this system will be fielded to AH-64E units beginning in early 2017. In addition to these flight test activities, we will also begin system development on the High Reliability MTADS/PNVS Turret. This effort will replace turret drive motors, gears, and wiring assemblies that are nearing the end of their service life. The turret will also be designed to enhance system stability, allowing aircrews to maximize detection, recognition, and identification ranges with minimal system jitter.

Integrated Strategy Teams

One of the unique methods utilized by the project office is the integrated strategy teams to coordinate, resolve systematic problems, and plan for the future. The project office relies on unit and Soldier feedback to understand where product improvements need to be made, how we can improve the maintenance and sustainability of the aircraft, and what is needed in the future.

Our Apache Users Conference and other venues, such as AAAA, in the past were valuable opportunities to solicit and gather information from units. Today, we rely on soldier feedback during post deployment briefings and your comments sent directly to our office. To assist in gathering this information, the project office formed four Integrated Strategy Teams: Logistics, Production, Modernization, and International. These teams consist of members from the Training and Doctrine Command (TRADOC) Capability Manager Reconnaissance/Attack (TCM RA), industry, and the project office. Each of these team members gains feedback from the Apache community in a variety of different venues and we collectively work to improve the Apache program. The teams report to an executive board, consisting of leaders from each team member. We call this group Team Apache, as it is a team effort across the board from production to supporting the soldier on the flight line.

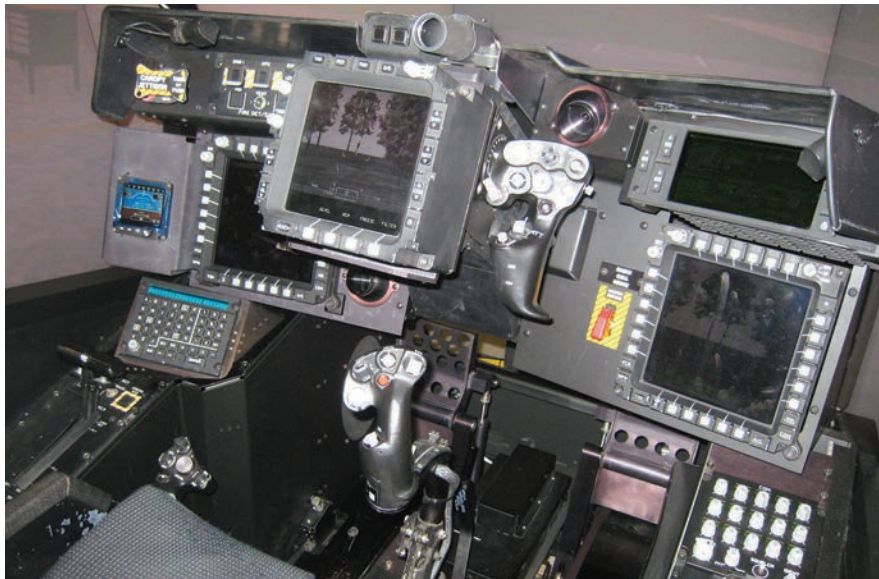
Foreign Military Sales (FMS)

LTC Shawn Powell – Assistant Project Manager

The international community recognizes quality and capability when they see it and the AH-64E is at the top of everyone's list when it comes to obtaining the best attack helicopter capability available. The past year has been a stellar one globally for the Apache.

As the Apache Block II production line finished earlier this year, some of the last few new AH-64D Block II Apaches were for international partners wishing to add to their fleets. At the same time the PM was fielding the new AH-64E to the U.S. Army's First Unit Equipped, Taiwan was accepting and training on the first internationally delivered AH-64E Apache. This momentous achievement was recently recognized with a formal roll-out ceremony in country hosted by the President of Taiwan.

The PM office has also started ac-



US ARMY PHOTO BY PETER HOPKIN

The AH-64E Pilot Crew Trainer is an integral part of the new equipment training team's portfolio.

cepting new AH-64E aircraft off the production line that will soon be bound for Saudi Arabia. Efforts in 2013 also included adding Korea and Indonesia to the Apache family as the two newest international partners to procure the Apache. In this period of reduced budgets, the PM is pursuing standardizing configuration and production approaches to maximize the use of the associated production quantities and foreign investment funds coming with these new cases. There is still much to be done with the E model and partnering with our international brethren to accomplish all that we can is a win-win for everyone.

New Equipment Training (NET)

The training material, devices and support equipment were developed in collaboration with the 128th Aviation Brigade, Joint Base Langley-Eustis, Virginia; Lockheed Martin, Lexington, Kentucky; Boeing, Mesa, Arizona; and Logistics Services International (LSI), Jacksonville, Florida.

The mission is to perform NET at fielded AH-64E units with a self contained training package that supports the TRADOC Additional Skill Identifier (ASI) and Military Occupation Specialty producing courses of instruction for AH-64E pilots and maintainers.

The Longbow Crew Trainer (LCT) is a major aid in conducting NET. Much more than just a software up-

grade, the LCT conversion to AH-64E has been a multiyear effort that incorporated a design, development, and demonstration phase to evolve and incorporate improved technologies within the LCT, intended to increase capability to the war-fighter while reducing component cost and improving maintainability, supportability and future upgrade applications.

The AH-64E equipped simulators are multi-faceted and the cockpits will be convertible to an AH-64D Block II configuration enabling training at installations and units that have both AH-64D and AH-64E aviators. This conversion will take just a couple of days to change specific instrument panels and IHADSS components, select the appropriate software and operate, all able to be completed by the Life Cycle Support team on site.

We take great pride in providing the world's greatest attack helicopter to the maintainers and pilots in our small niche of Army Aviation. Ensuring that the product we deliver is safe, maintainable, sustainable, and relevant with today's technologies is a priority of our office. ▽

COL Jeffrey 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 supporting the Apache Project Office.



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OH-58F Kiowa Warrior 1st flight, Redstone Test Center, Apr. 30, 2013.



Armed Scout Helicopter Milestones in 2013, Poised for 2014

By Mr. Jimmy E. Downs and Ms. Christian Sumner

While the Army considers the path ahead for the attack reconnaissance squadron and the air cavalry squadron (ACS) mission, the Armed Scout Helicopter (ASH) Project Office continues to execute the mission at hand. Despite budget constraints, sequestration impacts, and furloughs, the ASH Project Office continued to replenish attrited OH-58D Kiowa Warriors (KWs), field critical safety enhancements and obsolescence solutions to squadrons in theater, and celebrated the next step in the evolution of the OH-58 platform with the first flight of the OH-58F KW.

The OH-58 has maintained an impressive record of service for over 25 years; in all theaters of operation, the OH-58D KW performs the armed reconnaissance mission to serve as com-

manders' eyes and ears and collect critical information for troops on the ground.

Replenishing KW Wartime Losses

The Kiowa Warrior is a low-density fleet meeting a high operational demand. Kiowa Warriors routinely fly 100 hours a month and maintain the highest OPTEMPO supporting Overseas Contingency Operations in Army aviation. Recognizing that the OH-58D KW is a vital combat asset and indispensable to the ground commander and troops, the Army funded the KW Wartime Replacement Aircraft (WRA) program to address combat losses and replenish the KW fleet.

Since the 2010 program launch, donor OH-58As have been converted to OH-58D KWs during a 4-phase

process using three Government and industry facilities in Texas: San Angelo Aviation Forward Maintenance Activity (AFMA), Bell Helicopter Amarillo, and Corpus Christi Army Depot (CCAD). To rebuild the KW fleet, WRA reopened KW cabin production lines that have been dormant since the 1990s, has created the engineering design for a new metal 58D KW cabin, and is producing the 58D KW cabin as a standard inventory item for the first time – all of which are critical to quickly addressing losses.

Directly requisitioning a cabin from Army supply makes it possible to build entire replacement aircraft through order and assembly, reducing the average repair time from roughly 29 months to just six. Repairing a damaged cabin with a full replacement cabin also pro-

duces a helicopter that can meet original structural integrity standards. In 2013, KW squadrons accepted delivery of 10 WRAs while eight cabins entered the Army supply inventory. In 2014, WRA is scheduled to begin production of new metal OH-58D cabins, eliminating the need to de-pop and convert OH-58A cabins into the 58D configuration, and will continue replenishing vital combat power to the Warfighter with another 10 WRA deliveries.



MG Kevin Mangum christens the first OH-58F Kiowa Warrior at the Redstone Test Center, Apr. 30, 2013.

OH-58F – The Next Generation of the KW

When the OH-58F/KW Cockpit and Sensor Upgrade Program (CASUP) began in 2009, the 58F configuration was designed to address 58D safety issues, obsolescence, and capability gaps to meet the KW service life requirement of 2025 under the assumption that Armed Aerial Scout (AAS) fielding would begin in 2022. The OH-58F is the first designation change since 1990. CASUP's depot-level modification leverages non-developmental items and systems fielded on other aviation platforms to update the OH-58D KW's 1980s equipment with current technology.

Digitizing the cockpit and modernizing the sensor, weapons, interoperability, performance and reliability, sustainability, survivability, Aircraft Survivability Equipment (ASE), navigation guidance, and communication / identification reduces obsolescence and improves safety. The 58F also weighs significantly less than the 58D, allowing commanders more flexibility in managing fuel and weapons.

Since CASUP's inception, two emerging factors have affected scope: delays in the AAS decision and KW structural repair. While the Army con-

tinues to evaluate the best path to a KW replacement in the current fiscal environment, it is now estimated that if the Army decides to move forward with AAS, it will not complete fielding before the mid-2030s.

Consequently, the KW may be needed a full decade longer than expected. In August 2013, the CASUP Milestone Decision Authority (MDA) recognized that the KW may remain in service until the mid-late 2030s and approved the strategy to expand the OH-58F/KW CASUP baseline configuration to incorporate key structural sustainment – an investment to sustain the KW airframe into the 2030s.

OH-58F 1st Flight

On 30 April 2013, Army officials commemorated the OH-58F first flight milestone as OH-58F KW #93-00960, the first CASUP Engineering Manufacturing Development Demonstrator (EMDD) aircraft, flew to Redstone Test Center (RTC) hangar #4815 and landed before a cheering audience of over 400. MG William T. Crosby, Program Executive Officer, Aviation (PEO AVN) and CASUP MDA, co-hosted the ceremony with the ASH Project Office and the KW Product Office.

MG Kevin W. Mangum, Army Aviation Branch Chief and commander of the U.S. Army Aviation Center of Excellence (USAACE), Ft. Rucker, provided the keynote address and christened 960 with the first bottle of the commemorative OH-58F Warrior Witte brew.

Turning JP8 Into Knowledge

In early 2013, a primary focus of the RTC team was taking CASUP test aircraft #158 and EMDD-1 (E1) through the incremental test events required for first flight. The first CASUP test aircraft, #158, began Flight Load Survey (FLS) to evaluate airworthiness of the OH-58F structures; over the late winter and spring, #158 completed wedge & Dynamic Stability Demo (DSD) and established the flight envelope for the next two CASUP test aircraft: E1 and E2. E1 was the first OH-58F to fly; E2 is scheduled to take to the air in early 2014.

After the 30 April ceremony, both E1 and E2 continued Preliminary Airworthiness Evaluation (PAE), while E2 finished Safety of Flight Electronic Environmental Effects (E³) evaluation.

In 2014, the CASUP test program will verify the ability of the OH-58F

KW to fly for the January 2015 Limited User Test (LUT) by completing FLS, PAE, lightning qualification, and assessment of User-qualified software.

Charting New Territory

The Army has assumed the system integrator role of the OH-58F program – a first in Army Aviation acquisitions. In this unique approach, the ASH Project Office and government partners such as the AMRDEC Prototype Integration Facility (PIF) are performing the development and integration effort traditionally performed by the original equipment manufacturer.

Production stays in house as well; CCAD is managing the transition-to-production effort, and establishing the workforce and lines for initial low rate and full rate production.

CASUP's approach to modernizing the mission critical OH-58 KW has fostered tremendous growth in skills, abilities and knowledge across the Government workforce and will result in huge dividends for Army Aviation well into the future.

ASH Change of Charter

On 18 December 2013, LTC (P) James R. Kennedy assumed charter responsibilities for the Armed Scout Helicopter Project Office from COL Robert E. Grigsby, who then retired from the Army after over 25 years of distinguished service.

Looking Ahead to 2014

As the Army faces hard decisions in examining the current and future needs of the Aviation Portfolio, it is clear that certain courses of action may impact the future of the Kiowa Warrior fleet.

Regardless, the Armed Scout Helicopter charter remains unchanged: to actively manage all lifecycle aspects of our programs; as deliberations continue, the Kiowa Warrior will be properly sustained and maintain availability to deploy whenever and wherever needed.

ASH is postured to support and sustain current operations in Operation Enduring Freedom and the Asian region, and will maintain Scout combat capabilities for emerging and future contingencies. Scouts Out! ▼

Mr. Jimmy E. Downs is the Armed Scout Helicopter Deputy Project Manager and Ms. Christian Sumner is the Kiowa Warrior Helicopter Senior Technical Editor; both are assigned to Redstone Arsenal, AL.



Georgia Army National Guard's Detachment 1, Company B, 1st Battalion, 169th Aviation Regiment conducts multi-ship flight training Dec. 11, 2013 near Savannah, GA. These crewmembers are preparing to deploy to Afghanistan in the spring of 2014.



Cargo Helicopter Project Office Update

By COL Robert L. Barrie

The Cargo Helicopter Project Office (CHPO) continues to support the Army and Army Aviation with new CH-47F aircraft and New Equipment Training (NET), fleet support for 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 tactics, techniques, and procedures (TTPs) and opportunities for all of us to improve.

We look forward to a dynamic and challenging 2014 as we continue support of overseas contingency operations (OCO), field four combat aviation brigades (CABs) with CH-47Fs, continue with our modernization efforts, and respond to the many foreign military sales (FMS) opportunities that have been directed to the CHPO. We remain committed to our tradition of responsive support to the world-wide Chinook community. We are honored to serve our talented, committed, well-trained and well-led Soldiers, civilians and contractors serving all over the world.

CH-47F

LTC Reese Hauenstein - Product Manager

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 transporting troops, supplies, and providing various combat support, and combat service support operations. Secondary missions include MEDEVAC, aircraft recovery, parachute drops, disaster relief, and search and rescue.

The CH-47F and Boeing team delivered the 260th CH-47F in December 2013. The CH-47F aircraft incorporates key reliability and maintainability improvement modifications 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.

During this past year the aircraft has achieved a few firsts in technical achievement. It became the first U.S. Army rotorcraft to achieve airworthiness qualification for Required Navigation Performance (RNP) and Area Navigation (RNAV) capability. It also became the first aircraft to achieve AIMS (Air Traffic Control Radar Beacon System, Identification Friend or Foe, Mark XII/Mark XIIA, Systems) certification with the APX-123.

The CH-47F Product Office continued to provide NET to all Active Component (AC) CABs, and to assist National Guard (NG) and Reserve Component (RC) NET operations.

Two CH-47F Chinook teams provide NET for aviators and maintainers at their home station. This provides Soldiers comprehensive training at the unit's duty location to maximize the Soldier's time at home between deploy-

ments. Soldiers are able to experience a normal duty week and duty day allowing them to maximize the amount of time spent with their families.

To date, the CH-47F is fielded to 6 NG and 11 AC Heavy Helicopter Companies which have deployed to theater. The remaining two AC CABs, one additional NG CAB, one Reserve CAB and Honduras are scheduled for fielding and NET in FY14. Production of the remaining CH-47F aircraft is proceeding ahead of schedule. This will allow the CH-47F to remain the U.S. Army's premier heavy lift helicopter through 2030.

CH-47 Modernization

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 current CH-47F production aircraft.

The Modernization PM also leads all Chinook FMS cases and has delivered the first FMS CH-47F aircraft to the United Arab Emirates in Oct 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 allows the H-47 cabin and ramp floor to be easily and quickly converted from troop mode (flat floor) to cargo mode (rollers). The current floor system takes up to 4 hours to reconfigure between cargo and troop mode while COOLS will take approximately 15 minutes.

A significantly reduced weight and integrated under floor Ballistic Protection System (BPS) will be provided with COOLS. Fleet retrofit began 2nd quarter FY13 with aircraft belonging to 2-1st General Support Aviation Battalion (GSAB). Those aircraft are now deployed and operating in theater.

U.S. Forces Korea has taken delivery of twelve (12) COOLS equipped aircraft. 16th CAB (Alaska) is currently having their unit retrofitted with COOLS with a completion date of 2nd Quarter FY14. 82nd CAB (Ft. Bragg) COOLS retrofit is scheduled to start Q2, FY14. COOLS is incorporated

into CH-47F MYII Production baseline configuration.

Cargo Platform Health Environment (CPHE)

The Modernization PM has partnered with Boeing and continues the development of the Cargo Platform Health Environment (CPHE) for the CH-47F. Beginning in 2015, the system will be included on all production aircraft and retrofit to the field.

CPHE is an integrated system that will provide a timely and reliable source of high quality vibration and parametric data. CPHE provides the CH-47F maintenance community with the aircraft-specific tools and technology needed to evolve the CPHE system into the condition-based maintenance (CBM) solution for the CH-47F fleet.

Benefits to the soldier include: light weight refreshed maintenance management system (MMS) with greater storage capabilities; logbook interface with automated data transfers; collection and storage of AC parametric data; collection and storage of AC vibration data; enhanced vibration troubleshooting functionality for the AC drive-train; and active processing of collected data to provide accurate and timely information on the condition and health of the aircraft's systems and components.

Advanced Chinook Rotor Blade (ACRB)

The Modernization PM continues to develop the ACRB to improve the lift capability of the CH-47 and is currently estimated to deliver up to 1,800 lbs. of additional payload 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 incorporates the same form, fit and function of the current blade to permit the use of the current rotor head. The ACRB remains on schedule with fielding planned to begin in FY17. ▽

COL Robert L. Barrie is the project manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

Cargo On/Offload System (COOLS)



Cargo Platform Health Environment Components (CPHEC)



Mass Memory Server



Accelerometer



Remote Serial Interface Module

Advanced Chinook Rotor Blade (ACRB)





NSRWA Phenomenal Success

By COL James B. Brashear and LTC (Ret.) Scott Hoffmann



A Costa Rican Fuerza Pública (Public Force) MD600N.



An El Salvador MD 500E.



M-17



M-17

ALL NSRWA PMO COURTESY PHOTOS

Over the past three years, a small, understaffed Army program office accomplished what many said was impossible: deliver critical non-standard rotary wing capabilities to the Soldier and our Partner Nations. In just 3.5 years of existence, the Non-Standard Rotary Wing Aircraft Project Management Office (NSRWA PMO) has delivered 99 helicopters to Afghanistan and other Partner Nations on schedule and within cost. Additionally, the PMO made substantial improvements in mitigating the safety risks to an acceptable level on aircraft not normally associated with U.S. Army Aviation.

In the Beginning

In January 2010, the Under Secretary of Defense (Acquisition, Technology and Logistics (USD(AT&L))) signed an Acquisition Decision Memorandum (ADM) to eliminate the fragmented approach of executing non-standard rotary aircraft procurement and sustainment programs across each of the Services. This decentralized method was costly, inefficient, confusing, and ultimately impacted the warfighters' ability to provide support to the non-standard rotary aircraft fleets in Iraq, Afghanistan, and Pakistan. As a result of the ADM, the Army Acquisition Executive (AAE) established

the NSRWA PMO under the Army Program Executive Office for Aviation (PEO AVN). The NSRWA PMO would now be responsible for consolidating and standardizing dissimilar non-standard rotary wing aircraft to ensure partner nation capability while realizing savings.

Scope of the NSRWA Effort

The NSRWA PMO is responsible for the full life-cycle management of all assigned non-standard rotary wing aircraft while emphasizing safety, airworthiness, and sustainment. Working in concert with the Redstone Arsenal Aviation Enterprise (U.S. Army Aviation and Missile Command (AMCOM), Army Contracting Command – Redstone (ACC-R), and the AMCOM Security Assistance Management Division(SAMD)), the PMO is currently managing 9 non-standard rotary wing platforms, 63 foreign military sales cases, and 26 customer countries with a total value of \$2.73B.

New Procurement

Although many people identify the NSRWA PMO with foreign manufactured helicopters, the project office has or is in the process of procuring rotary wing assets from multiple U.S. original equipment manufacturers (OEMs), including

MD Helicopters Inc., Bell, and Boeing. In many instances, the U.S. OEMs have responded to extremely aggressive production and delivery timelines to meet the customer country's requirement. For example, in December 2012, a contract was awarded to MD Helicopters Inc., for two MD-600N helicopters for Costa Rica. The case was valued at \$6.6M and included the aircraft, spare parts, and pilot training. The first aircraft was delivered nine days after contract award and a second aircraft is scheduled for delivery in March 2014.

In January 2011, the Scout/Attack Product Office and ACC-R team signed a production contract with MD Helicopters to procure 12 new MD-530F aircraft for the Saudi Arabian National Guard (SANG). SANG will use the aircraft as their primary rotary-wing trainer due to its small size, its long service history, ease of maintenance, and overall simplicity of operations.

The 12 aircraft, spare parts, and support equipment were delivered nine months from contract award and are currently in operation. This case also includes an initial requirement for 24 AH-6i light attack helicopters with a future option for up to 12 more. The SANG direct-sourced the platform from Boeing to capitalize on the same airframe used for the MD-530F using advanced avionics, upgraded rotor and flight control systems, and of course, weaponization.

In December 2012, the NSRWA PMO/SAMD Team assumed responsibility for the Huey II program for the Lebanese Air Force. The FMS case is for six (6) Huey II helicopters, pilot/maintainer training, and initial spare parts valued at \$56M. The aircraft were delivered to Beirut, Lebanon with NSRWA PMO and SAMD personnel participating in the delivery and acceptance ceremony with members from U.S. Central Command and the U.S. Country Team, Lebanon. Since January 2010, the Army has placed 63 Russian-manufactured helicopters on contract and has delivered 33. The newest 30 aircraft are scheduled for delivery 14 months from contract award.

Sustainment & Modification

Since its inception, the NSRWA PMO has awarded contracts for the modification/overhaul and sustainment of non-standard rotary wing aircraft to United States prime contracts in excess of \$3B. The sustainment of non-standard rotary wing aircraft involves multiple contractors and locations, with all the sustainment efforts accomplished by U.S. prime contractors. For example, in Afghanistan, day-to-day field maintenance of medium lift helicopters is performed by Northrop Grumman (NG) and their sub-contractor DynCorp.

Spare parts are procured through Lockheed Martin (LM) and sourced through European vendors. Overhauls are conducted via multiple contracts with U.S. primes who subcontract to certified overhaul facilities in Europe and the Middle East. Heavy repair is performed through a U.S. prime contractor who subcontracts to one of the overhaul facilities. Cockpit modifications have been accomplished in Huntsville, AL, as well as in Europe and the Middle East, all through U.S. companies.

Additionally, after a competitive selection, MD Helicopter Inc. was awarded the effort to procure the training aircraft as well as a sustainment/contractor logistics support (CLS) contract to maintain the Afghan Air Force's (AAF) MD-530F training aircraft. The contract which was for 1 base year and 2 option years provides for CLS sustainment, Level I & III maintenance training and maintains the AAF flight and maintenance training devices (FTD/MTD).

Airworthiness & Safety

To establish positive control, oversight, and cognizance of airworthiness, the NSRWA PMO works closely with the Army's Aviation Engineering Directorate (AED) to decrease the assessed flight risk for all non-standard rotary aircraft. All non-standard rotary wing aircraft, new or post-overhaul are delivered to the customer in accordance with U.S. Army Airworthiness standards. The Army has obtained reach back through engineering services which secures aircraft airworthiness confidence through inspections, resolving design issues during production and initial fielding, providing service bulletins, updating publications, supporting warranty determinations, determining failure root cause, authenticating parts, and supporting technology influences.

The Army has also obtained unique OEM test equipment, specifically cited in the OEM maintenance publications and required to maintain the aircraft during the warranty period which secures OEM aircraft certification. One critical accomplishment was the U.S. Army's formal recognition of the Russian Federation's Military Airworthiness Authority (MAA). Recognition of the Russian Federation's MAA serves as the basis for airworthiness for the Afghan legacy medium lift fleet. Other advantages of recognizing the MAA included the elimination of the flight critical component service life reduction program and resulted in significant cost savings over the life of the program for aircraft operating in Afghanistan.

Looking Forward

The NSRWA Team is fully committed to their assigned mission of providing rotary wing capability to our partner nations so that American forces do not have to deploy. The team is also committed to helping build the American aviation industry in the areas of aircraft manufacturing, subsystem manufacturing, parts supply, depot level services, and contractor logistical support. The NSRWA PMO desires to develop partnerships with members of the aviation industry. Partnerships between the PMO and the aviation industry will increase in importance due to the reduction in military end-strength despite the ongoing presence of regional conflicts that have the potential to negatively impact the U.S. A key to this effort will be the Worldwide Logistic Services and Support contract that will be a multiple award indefinite delivery/indefinite quantity (IDIQ) contract consisting of three suites: training, depot level services, and CLS. All three will be competitively awarded during the next 30 months.

Conclusion

Despite the challenges, the NSRWA PMO has continued to deliver critically-needed rotary wing capability. The PMO remains committed to resolving safety, maintenance, airworthiness, and training issues facing Soldiers operating non-standard rotary wing aircraft. As U.S. Forces plan and execute the eventual withdrawal from countries in the Middle East and Southern Asia, the need for rotary wing capability is essential to ensure our partner nations have the resources available to meet their internal defense and security requirements. ▽

COL James B. "Jim" Brashear is the project manager for Non-Standard Rotary Wing Aircraft, Program Executive Office for Aviation, Redstone Arsenal, AL; LTC (Ret.) Scott Hoffmann works for Intuitive Research and Technology Corporation and supports the NSRWA PMO within the Strategic Plans Cell.



MEDEVAC at work.

US ARMY PHOTO BY PFC JOSHUA HANFELT



Utility Helicopters Relevant Today and Tomorrow

By COL Thomas H. Todd

We have been tasked by our leadership to move our focus from an “Army at War” to an “Army preparing for War.” In this vein, our UH/HH-60 Black Hawks have achieved our authorized acquisition objective of 2,135 aircraft. This means that we are divesting our high-time non-hard pointed and Kapton® wired aircraft at a rate that matches the fielding of new UH/HH-60M aircraft. Concurrently, we are moving ahead with the Improved Turbine Engine Program (ITEP) and our UH-60L digitization efforts.

We continue to field foreign military sales aircraft world-wide as well as provide aircraft and services to other

government agencies. For the UH-72A Lakota we have been tasked to work a transition of aircraft to the training base. This will bring this modern twin-engine, digital cockpit airframe to Ft. Rucker, AL. What follows is a more detailed view of these and other important efforts we are taking at the Utility Helicopters Project Office (UHPO).

UH/HH-60M

The H-60M Black Hawk production line produced 119 Army aircraft this year. We provided New Equipment Training (NET) to more than two combat aviation brigades. During this process, aircraft were updated

with Multi-Function Displays, Flight Management Systems (FMS), the Integrated Vehicle Health Monitoring Systems (IVHMS), the AN/APX-123 Transponder, and the Integrated Data Modem (IDM 304B).

Currently, the Transportable Black Hawk Operations Simulator (TBOS) is in the final stages of a 2.0 software upgrade. Specific new features in the 2.0 TBOS include the color Flight Management System computers that offer upgraded performance planning and increased flight plan and waypoint storage. Additional subsystem improvements include the current version of the AN/ARC-231 multi-band

radio, additional JVMF functions, and improved IVHMS features.

Additionally, the Heads-Up Display and Aircraft survivability systems are upgraded to accurately represent the UH-60M 2.0 production aircraft. A global air traffic management/area navigation (GATM/RNAV) upgrade to TBOS will also be fielded in the near future.

UH/HH-60L Digital

The UH-60L Digital Product Office received a Materiel Development Decision on June 24, 2013, and an Acquisition Decision Memorandum on September 16, 2013, to proceed with cockpit digitalization. At culmination, this effort will give our UH/HH-60Ls a cockpit/avionics suite capability similar to the H-60M. A Milestone B decision brief is scheduled to take place in Q2, FY2014 which will allow for initial fielding to begin in 2018.

The UH-60L Digital Product Office has also established a new Assistant Product Director for the UH-60A/L existing fleet. This office will serve as the configuration manager for the UH-60A/L analog fleet and will be responsible for developing sustainment strategies for UH-60A/L existing, enduring solutions sets for development and qualifying new material solutions to meet user requirements for the UH-60A/L fleet.

MEDEVAC

The MEDEVAC Product Directorate (PD) has incorporated unit after action review (AAR) comments into MEDEVAC Mission Equipment Package (MEP) design. Our focus has been the improvement of our medical interior in order to provide a platform that maximizes the skills of the Critical Care Emergency Medical Technician – Paramedic (CCEMT-P) and the Enroute Critical Care Nurse (ECCN).

Unit AARs have captured common complaints about our medical interiors that include: “It weighs too much” (at nearly 1,000 lbs); “I prefer to sit up front;” “The time spent loading patients into the system is too long” (7-10 minutes for six litters); “I can only access one side of the patient when they are secured;” and “I have no room (vertical clearance) to treat patients when fully loaded.”

Accordingly, we have developed the Interim MEDEVAC Mission Support System (IMMSS), a 4-patient (litter or



Mockup of an L Digital Cockpit

ambulatory seat), easily reconfigurable MEDEVAC patient handling system designed to replace the obsolete carousel and is about half the weight of the HH-60 Basic Medical Interior (BMI). The IMMS has the challenges inherent in a design that places patients against the bulkhead, but when the top litter pans and seats are stowed it provides maximum space to treat the one to two very seriously injured patients.

We still need a “paradigm shift” in medical evacuation and we plan to design, develop and deliver a system tailored to the “90% solution” (1-2 litters; “snatch-and-go”), while maintaining flexibility for the 10% (mass casualty 4 to 6 litter). In the end, we will divest the myriad MEDEVAC configurations we have today, leaving two MEDEVAC configurations: the new HH-60L Digital and the HH-60M.

T700 and ITEP Engines

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 with common controls. All new production -701D engines are now being delivered from General Electric (GE) with common controls and can be installed



Artist's conception of an ITEP engine

on Black Hawks or Apaches correctly identifying the aircraft where installed.

The Improved Turbine Engine Program (ITEP), which is being developed as the next generation engine, was initiated with a successful Materiel 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 FY14 leading to a Milestone A decision in Q3, FY2014.

A positive MS A decision will allow ITEP to enter into the technology development phase of the acquisition life cycle. The ITEP provides significantly increased operational capability, fuel efficiency, range and payload to meet Army 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.



Utah Army National Guard conducts home defense training.



Sweden accepts delivery of a UH-60M

PHOTO BY KEITH GURLO

Modifications

In 2013, Product Directorate (PD) Modifications group completed the nonrecurring engineering for component upgrades on the servos, stability augmentation system (SAS) actuators, main/tail landing gear shock struts and 250 amp converter for the UH/HH-60. In addition, they completed the nonrecurring engineering for the UH-60M Maven Heater, and the External Stores Support System (ESSS) mounted hoist for UH-60A/L MEDEVAC aircraft.

The Modifications group configured aircraft for theater deployments as well and provided over 500 gyro kits which allowed UH/HH-60A/L aircraft to be returned to Fully Mission Capable status.

In August 2013, PD Modifications assumed oversight of all nonstandard Black Hawk modifications and fielding of all maintenance work orders (MWOs) for the UH/HH-60A/L/M aircraft. In addition, PD Modifications assumed management oversight of the Other Government Agencies (OGA) Office which provides programmatic, technical and logistical expertise for Black Hawks/Lakotas owned by other Federal Activities such as: CBP, DOS, FBI, USAF and USN.

FMS

This year, our Foreign Military Sales (FMS), International Programs Office delivered aircraft to the Royal Jordanian Air Force in March 2013. These aircraft contain the most current equip-

ment available for FMS customers. This action cultivated a cross-section of knowledgeable personnel to provide intellectual input for a path forward on design, integration, installation, and testing/certification.

The delivery of these aircraft included a spares package to support aircraft maintenance as well as a package to support the very, very important parts (VVIP) modification. The production of these aircraft incorporated a very sophisticated communications package and sensor capability.

FMS continued to provide technical assistance as well as repair and return support to 12 countries and sustainment support to 10 countries for their UH-60L/M aircraft. Also completed were UH-60L deliveries to Colombia, Thailand, and Brazil, and UH-60M deliveries to Sweden in support of their Afghanistan mission which began in April 2013.

UH-72A

The UH-72A Product Office has had another busy year with Lakota helicopter fieldings, as the fleet has grown to 276 aircraft. Once again all aircraft deliveries have been early or on time.

The UH-72's highest profile mission has been supporting border enforcement operations in Texas. Lakota's interdicted more than 11,000 pounds of marijuana and 138 pounds of cocaine this year. Personnel apprehensions have also increased, coming in at 15,574. The Security and Support (S&S) Mission

Equipment Package (MEP) continues to prove its worth to National Guard service members who are refining tactics, techniques and procedures with other governmental agencies.

This year, the Product Office worked on various material improvements to evolve the UH-72A into a more robust and maintainable aircraft to improve war fighter skills and enhance training capability. The top of the list of engineering achievements has been the Cockpit Procedural Trainer (CPT) upgrades which now account for a host of additional training opportunities.

The improvements to the original CPT design include pro-prioceptive inputs to pilots with a seat shaker and motion cuing. These improvements resulted in the Directorate of Simulations (DOS) qualifying the simulation device with additional tasks, bringing the final total to 40 of 40 compared to 27 critical tasks as approved in the previous CPT's baseline.

Clearly our Utility Fleets are undergoing rapid change. Expect to see not only evolutionary but revolutionary changes ahead. For example, expect the fuel savings and power generated by the ITEP to make its way to other airframes.

Expect to see improved flight handling, better digital systems, more robust simulation and better sustainment efforts. These new material solutions will help our Soldiers prepare for war while enabling their improved execution across the range of military and peacetime operations. ▽

COL Thomas H. Todd is the project manager for the Utility Helicopter Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

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Aviation Training and CTC Transformation

By COL Michael J. Barbee



Romanian Soldiers conduct an air assault, demonstrating the multi-national nature of the Joint Multi-national Readiness Center (JMRC), Hohenfels, Germany.



U.S. ARMY PHOTO BY CORY DAVIS/ARMY. JACOB TEASDALE/AFIP

Army in Transition

With the conclusion of combat operations in Iraq, and the ongoing draw-down in Afghanistan, the Army is now focusing on preparing our formations and Soldiers for future operations. To support this transition, the combined training centers (CTCs) are transforming from training on counterinsurgency to decisive action against hybrid threats as part of unified land operations.

There are five critical lines of effort in this transformation: leader development, expeditionary mindset, training force structure, operational environment (OE), and special operations force – conventional force (SOF-CF) interdependence. The purpose of this article is to describe the CTC program's efforts to enable this transformation, and to inform Aviation Soldiers and leaders on what they can expect and how they can be better prepared when they train at the CTCs.

Leader Development

Over the last decade the CTCs focused more on unit readiness than leader development due to operational requirements. The CTC program is now rebalancing leader development with unit readiness, and renewing the focus on commander-driven training per training doctrine (ADP/ADRP 7-0). To enable this, the Army Chief of Staff directed the CTCs to design scenarios which “require units to conduct decisive action as the predominant training theme, with leaders at all levels challenged to integrate and synchronize all warfighting functions...with the Commander challenged to determine the most effective application of the elements of combat power.” These scenarios will drive corps, division, and brigade combat team (BCT) commanders to rely heavily on the combat-proven agility, speed, and firepower that only Army Aviation can deliver.

Expeditionary Mindset

Prior to Operation Enduring Freedom (OEF) and Operation Iraqi Freedom/Operation New Dawn (OIF/OND), the U.S. Army trained to deploy and operate as an expeditionary force. ADRP 3-0 *Unified Land Operations* states that “Expeditionary capabilities ...begin with a mindset that pervades the force.” Expeditionary operations for Aviation units include use of strategic airlift (STRATAIR), environmental flight training, and

sustainment operations in tactical assembly areas. Most Aviation units are a “T” at STRATAIR and environmental flight training due to OEF and OIF/OND. However, maintenance, arming, and fueling operations away from secure forward operating bases (FOBs) with hard-stands will be a new experience for many young Aviation Soldiers. Landing as a team of two at night into a FOB refuel point pales in comparison to the stress associated with turning an attack company through forward area rearm/refuel points (FARPs) established only an hour earlier “in the dirt,” with time critical to prevent enemy penetration of the BCT's defense.

Training Force Structure

The addition of a 3rd combined arms battalion makes the BCT a much more formidable force on the battlefield. It also requires a different echelons-above-brigade (EAB) force package at maneuver CTCs (MCTC) to adequately train mission essential tasks to standard. The current approved EAB troop list includes an aviation task force (ATF) with the following capabilities:

- 1 x attack company/reconnaissance troop (8 x AH-64s or 10 x OH-58Ds)
- 1 x assault company (10 x UH-60s)
- 1 x heavy lift platoon (3 x CH-47s)
- 1 x MEDEVAC platoon (3 x UH-60s)
- 1 x AVUM company (-) (78 x personnel)
- 1 x forward support company (-) (78 x personnel)

A CAB HQ will still be able to conduct an MCTC rotation, but will need to be approved by Forces Command (FORSCOM) as an exception to the troop list.

OE

The more formidable BCT will require a more robust and challenging operational environment (OE) that is tailorable and scalable based on training objectives. To meet these requirements, the CTCs are utilizing the Decisive Action Training Environment (DATE). The DATE is a complex OE with a hybrid threat and the political, military, economic, social, infrastructure, information, physical environment, and time (PMESII-PT) variables to create scenarios to enable commanders to meet their training objectives. The hybrid threat OPFOR at the CTCs is capable of challenging the BCT both symmetrically and asym-



An AH-64D occupies an attack-by-fire position overlooking the engagement area at the National Training Center (NTC), Fort Irwin, CA.

NTC COMBAT CAMERA

metrically. For aviators, this means an increased threat due to both air defense and direct fire weapon systems, requiring detailed composite risk management throughout all missions.

SOF-CF Interdependence

In OEF and OIF/OND, SOF and land-owning BCTs routinely operated together or in mutual support. When operating separately, they worked to ensure complementary effects. The CTC program will maintain SOF-CF interdependence in the transition to decisive action training. This translates to ATFs potentially being tasked to support SOF operations in the “box” during reception, staging, onward movement, and integration (RSOI). While the BCT builds combat power, the ATF could already be in the fight. Special Operations Aviation (SOA) will participate when available, driving additional airspace command and control (AC2) requirements.

Mission Command Training Program (MCTP)

Like the MCTCs, the MCTP is undergoing its own transformation. The first change is implementation of the “bigger-fewer” concept. Rather than conducting separate exercises to support training of individual HQs, the MCTP will conduct five to six large, multi-echelon warfighter exercises (WFXs) annually. For CABs, the Army Training Strategy includes participation as an embedded unit in either a corps or division WFX. This will provide the CAB commander and staff

a superb opportunity to train and standardize procedures with higher HQs, supported BCTs, and other functional/multifunctional HQs. The CAB will also be able to integrate subordinate battalion staffs (though without MCTP observer-coach-trainer support) to take advantage of the robust exercise architecture. This could include mirroring the Aviation Training Exercise (ATX) using the Aviation Combined Arms Tactical Trainer (AVCATT).

Recommendations

Based on these changes in the CTC program, and Operations Group observations of Aviation units in the first few decisive action rotations, here are some recommendations associated with air-ground integration for Aviation leaders to consider as they train for CTC rotations.

Decision Support Matrix (DSM) – We’ve all heard the old axiom, “Fight the enemy, not the plan.” The way we do that is through development of a DSM which links priority intelligence requirements (PIR) and friendly force information requirements (FFIR) to decisions, and ultimately, tactical actions. The DSM, as opposed to an idealized timeline, should drive mission execution. This means the ATF staff as well as individual aircrews must be able to recognize conditions and reports that trigger a PIR or FFIR, and potentially lead to a decision. DSM-driven execution is the best way to fight the enemy and maintain the initiative once in the box at a CTC.

Graphics and Control Measures – A common observation is aircrews fly-

ing in the BCT area of operations with only aviation graphics on their maps (hard copy and digital). A recommended fix is to standardize the graphics required for aircrews/aircraft during mission execution. Units should identify the minimum required graphics for operations (boundaries, phase lines, objectives, battle positions, engagement areas, etc.), and enforce the standard through pre-combat checks. This enables agility during the fight, and prevents fratricide.

EA Development – This 8 step process described in FM 3-04.126, “Attack Reconnaissance Helicopter Operations” must be mastered prior to a CTC rotation. The most challenging step is step 3, Integration of the Engagement Area. Integration requires collaborative planning across the BCT to ensure the effects of artillery, mortar, and close air support (CAS) fires, as well as the engineer effort and maneuver plan enable the combined arms team to mass fires and destroy the enemy at the decisive point in the fight. This is critical to attack Aviation optimizing its lethality.

Air Assault Planning – Army Aviation units do well at small-scale air assaults and air movements. However, we have minimal recent experience in company, battalion, and brigade-level air assaults, especially in hybrid threat environments where there are significant threats both enroute and in the objective area. To be successful, units must be proficient at deliberate air assault planning as prescribed in FM 3-04.113, “Utility and Cargo Helicopter Operations.” A good litmus test for commanders is to check whether the mission planners produce the six briefing products associated with air assault to standard for the air mission brief. Examples of what right looks like are found in the 101st Airborne Division Gold Book.

Rehearsals – Units that rehearse well, execute well. Aviation units must learn to conduct rehearsals in accordance with ATTP 5-0.1, “Commander and Staff Officer Guide.” This means using the DSM to drive the rehearsal, with all warfighting functions integrated. Second, we must include the ground scheme of maneuver. This improves visualization of what we’ll actually see during execution, and decreases the risk of fratricide. Finally, we have to inject what I call “wild cards” into the rehearsal. These wild cards lead to branches and sequels. To successfully utilize wild

NEWS SPOTLIGHT

Turkey Bowl Builds Esprit for Division West's 166th Aviation Brigade

By CPT Jayson L. Hughes

cards, we need an uncooperative enemy. A good S-2 will portray a thinking, reactive enemy which helps leaders see the flaws in the plan, such as lack of EA integration. The rehearsal should include other contingencies, such as loss of FARPs. These contingencies tend to be the "norm" at a CTC, and are much easier to synchronize in the rehearsal than during mission execution.

Airspace Management – The airspace on a CTC battlefield is much more congested than in Afghanistan or Iraq. Therefore the ATF S-3 must plan collaboratively with the BCT Battlefield Aviation Element and BCT staff to ensure the airspace control measures and clearance of fires procedures support Aviation maneuver and reduce the potential for fratricide. This includes planning on-call airspace control measures for contingencies.

Basic Warrior Skills – Aviation units must arrive at the CTCs fully trained in occupying a tactical assembly area and executing a base defense plan. This includes building individual and crew-served fighting positions, patrolling, and employing a quick reaction force (QRF). This balancing of force protection requirements with maintenance of combat power is necessary for success in an expeditionary force, and is an art that must be mastered prior to operating at a CTC.

Leading Change

In summary, the CTC program is leading the Army's transition to provide ready units capable of conducting decisive action against hybrid threats. Aviation is integrated throughout this transition, to include redesign of the Aviation Task Force in the CTC troop list. By executing doctrinally-based training, to include the recommendations above, Aviation leaders can ensure U.S. Army Aviation remains "Above the Best!" ▼

COL Michael J. Barbee was the director of the Combat Training Center (CTC) Directorate at Fort Leavenworth, KS at the time this article was written. He has extensive experience in the CTC Program, having served as the Aviation operations trainer at the National Training Center, as the senior aviation trainer at the Joint Multinational Readiness Center, and as the commander of Operations Group in the Mission Command Training Program.



A group of officers with the 166th Aviation Brigade, Division West, pose with a trophy, won from the second Annual Turkey Bowl held at Smith Middle School stadium, recently. The officers have won the Turkey Bowl two years in a row.

More than 150 spectators braved freezing temperatures and 15 mph winds to watch 166th Aviation Brigade's second Annual Turkey Bowl at the Smith Middle School stadium the day before Thanksgiving, 2013.

The Turkey Bowl is a tournament consisting of a three-game round robin between the noncommissioned officers, warrant officers, and officers and is part of a fun-filled day for unit Soldiers, civilians and families. To gear up for the game, each team practiced seven on seven plays weeks in advance. As with last year's football game, the brigade encouraged family members to play along with their soldiers.

The tournament started with the warrant officers challenging the officers. The officers took an early lead and coasted to a 20-0 final. In the second game, the warrant officers took a 14-0 lead, until NCOs battled back to win the game 15-14. The undefeated NCOs and officers fought hard in a game that turned into a defensive stalemate with the officers going on to win 7-0 for the second consecutive year.

Football wasn't the only event. The brigade set up a bouncy house and face-painting station for the children to enjoy.

CPT Jayson L. Hughes is assigned to the 166th Aviation Brigade, Division West, Fort Hood, TX.

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MEPD Update

By COL Vincent C. Carnazza

The challenges of Fiscal Year 2014, personnel resourcing, cost benefit analysis, and emerging changes to our force structure have been added to the Medical Evacuation Proponency Directorate (MEPD) priority list this year.

Much progress has been made, yet much work remains. Last year's update on the efforts of the MEPD team explained our work to develop and document Future Vertical Lift (FVL) requirements and capabilities in coordination with the aviation modernization plan. My update this year details our progress in addressing medical evacuation current operations, future operations, and plans for future vertical lift.

Current Operations

Much of the feedback from the field, and lessons learned over the past decade of combat operations, have provided keen insight into many areas of improvement for the enroute care of our Soldiers, both air and ground.

Despite having the very best Health Service Support system in the world, we are looking closely at such variables as medical training, medical technology, flight crews, treatment space,

SPC Thomas Appelhanz, Company C, 6th Battalion, 101st Combat Aviation Brigade flight medic, checks to ensure IV fluid is flowing properly to a wounded Afghan National Army soldier during a patient transfer mission at Kapisa province, Afghanistan.

oxygen delivery systems, ventilation systems, and equipment storage in order to help shape modifications to our current fleet, and provide preliminary specifications for our future fleet.

We are also using lessons learned to experiment with a mixed crew of flight paramedics and critical care nurses. By using our 3D modeling team, we are able to quickly and efficiently simulate various cabin designs and configurations to help define areas for improvement to the current and future air ambulance.

Future Operations

One of the responsibilities of MEPD is to estimate aeromedical evacuation requirements in context of the larger Army and Department of Defense scenarios. We evaluate current capabilities to address the intra-theatre evacuation requirements, and to assess risk associated with the gap between capabilities and requirements. This responsibility has become increasingly important given the Army seeks to reduce force

structure in this resource constrained environment. This year, that responsibility has become one of my most important priorities.

Recently, our MEPD team conducted a force structure analysis drill in sup-



U.S. ARMY PHOTO BY SGT RAND HUGGINS

U.S. Soldiers assigned to the 201st Brigade Support Battalion, 3rd Infantry Brigade Combat Team, load a casualty onto a UH-60 Black Hawk helicopter during a simulated medical evacuation training at Forward Operating Base Apache in Zabul province, Afghanistan, July 30, 2013.

port of an Army Capabilities Integration Center directive to estimate Aeromedical Evacuation requirements for major combat operations (Phase III) as well as stability operations (Phase IV). Our team integrated its analysis directly with the Aviation Branch and provided the results of the study to its Capability Development Integration Directorate (CDID). The results were well documented and received by key aviation leaders.

During Phase III operations, our team estimated that the current fleet of 38 air ambulance companies would not be sufficient for the 95th percentile requirement. For Phase IV, only an Army Force Generation cycle that was 1-year deployed and 1-year not deployed for *both* the active and reserve components allowed us to meet the demand for this scenario with the current force structure.

To achieve even a 1:1 active component and 1:3 reserve component rotational policies set would require more air ambulance companies than currently resourced in the existing fleet.

The analysis provided to the CDID was based on requirements, not *funded* requirements. In the current operating environment, we must recognize that some requirements will not be resourced. That said, by using our pro model analysis and carefully documenting our requirements for this scenario, we were able to provide a good baseline and starting point for future resourcing discussions free of emotion.

Future Vertical Lift (FVL)

The FVL program continues to be the strategic vision for Army aviation and the Army Medical Department as well. Our analysis of the FVL this year sought to answer two research questions: What is the effect of instituting a more capable aircraft on satisfying hourly flight requirements for a Total Army Analysis (TAA), moderate-intensity scenario? And, what litter and ambulatory requirements will be necessary to support a future, moderate-intensity scenario?

Currently, the Army has one-third of the utility fleet dedicated to the Aeromedical Evacuation mission capable of flying at approximately 150 knots. Using a Middle East Phase III scenario and data from a previous TAA, our team estimated if we had the capability to fly 250-knot aircraft, capable



A U.S. Army UH-60 Black Hawk helicopter prepares to land during medical evacuation training with Soldiers assigned to Hotel Troop, 6th Squadron, 4th Cavalry Regiment, 3rd Brigade Combat Team, at Kunduz province, Afghanistan, July 8, 2013.

U.S. ARMY PHOTO BY ISTILL CHARLES MOFFATT

of handling 4-litter and 4-ambulatory patients each, we would be able to handle the U.S. casualty workload requirements with almost a 16 percent reduction in the number of aircraft required. (An ambulatory patient is someone who is capable of walking as opposed to a patient requiring litter accommodations while enroute). By increasing airframe capability, the Army could achieve some economies of scale and reduce the logistics footprint.

This same analysis of the 4-litter and 4-ambulatory configuration scenario showed that increasing the capability to any combination of a total of 10 patients did not reduce the number of companies required. We believe it is critical to include MEPD in all discussions regarding the FVL design and capabilities development process.

By taking a systems approach, we can help shape the initial capabilities development documents to include those medically unique requirements early in the design process to avoid costly retrofits later.

Over the past 12 months, MEPD has made great strides to synchronize medical requirements with aviation requirements. Our representatives are working today closely with the Army aviation and Joint community to help define our systems integration requirements and the corresponding benefits these systems will bring to our wounded Soldiers.

Documentation

Another responsibility of MEPD is to clearly define our analytical ef-

forts, so that we can learn from them. We want to provide future generations an understanding of how decisions regarding the Army's medical evacuation fleet were made.

To this end, we published an article in *Military Medicine* entitled "Analyzing the Future of Army Aeromedical Evacuation Units," and we currently have an article in preparation discussing our most recent analysis of requirements. I also will continue to provide yearly updates from the Proponency via this publication.

Conclusions

Our Aeromedical Evacuation community clearly has some challenging years ahead with regard to the modernization of our equipment and the manning of our force. We are prepared to address those challenges and we will continue to address equipment lessons learned regarding our current fleet in close coordination with the Program Manager for Utility Helicopter and the Program Directorate for Medical Evacuation.

In addition, we are in the process of analyzing possible changes to our force structure and the risk to our mission capabilities. At MEPD we continue to honor the DUSTOFF legacy of MAJ Charles L. Kelly, by remaining vigilant and responsive to the needs of those we support. ▽

COL Vincent C. Carnazza is the director of the Medical Evacuation Proponency Directorate, at Ft. Rucker, AL.

50 Years Ago: Army Aviation in Vietnam



Spotlight on Aircraft

Boeing-Vertol CH-21 Shawnee

("Flying Banana")

By Mark Albertson

The CH-21 Shawnee is rooted in the Piasecki HRP-1, an ungainly contraption featuring a tandem rotor configuration. The pedigree was the XHRP-X, an experimental platform devoid of an outer skin . . . a rotary wing skeleton which first took to the air in 1945. AKA the "Dogship," it attained a speed of 95 mph. The following year it hoisted a log weighing 1,800 pounds.¹ The XHRP-1 prototype followed. The Navy and Coast Guard accepted twenty production copies of the HRP-1. Due to the rear upward slope of the fuselage, the HRP soon earned the nickname "Flying Banana." Early applications were search and rescue, anti-submarine duties, heavy transport, mine sweeping and amphibious assault.

Twelve HRP-1s joined the Marine Corps, put to work in developing the Vertical Assault Concept, flying off the light carrier *Saipan* (CVL-48)² and the escort carrier *Palau* (CVE-122).³ The HRP-1 remained in Navy service till 1953.

The HRP-2 was an improvement over the HRP-1. More streamlined with an all-metal fuselage and a cockpit positioned just forward of the front rotor for improved visibility, featuring a side-by-side arrangement for the pilot and copilot. Upwards of ten passengers could be accommodated in the helicopter which was slated for transport duties, such as in the development of the Vertical Assault Concept of the Marine Corps and rescue operations.

The H-21 "Work Horse" is a product of the HRP lineage. Improvements engendered into the H-21 saw a rotor of 44 feet in lieu of the earlier 41 foot blades. The Pratt & Whitney

R-1340 power plant of 600 hp was replaced by the Wright R-1820 of 1,425 hp.⁴ Maximum speed went from 109 to 125 mph; while cruising went from 92 to 101 mph. Gross weight increased from 7,225 to 14,700 pounds.

The H-21A earned top honors in an Air Force design competition, fashioned as a high altitude rescue helicopter, carrying capacity of 14 troops or 12 litter patients. B and C versions of the H-21 accommodated 20 troops. Landing gear was of the tricycle type with the tail assembly adorned with twin vertical fins.

In 1953, Air Force H-21s set two world records: Speed record of 146.7 mph and an altitude mark of 22,110 feet. On August 24, 1956, a U.S. Army H-21 made the first non-stop cross-country flight in a helicopter, traversing the United States via in-flight refueling in 37 hours.

French counterinsurgency forces used the H-21 in its war against guerrillas seeking to evict the French from Algeria. The Work Horse hauled troops and stores. Others were turned into gunships, mounting .50 caliber machine guns; a door-mounted 20 mm cannon was fashioned in a few models in an effort to boost firepower. However the Sikorsky H-34 was found to be a better gunship. The H-21 was used primarily as a troop transport and rotary wing supply wagon.

In 1956, Piasecki became the Vertol Aircraft Company.⁵ Model number 42 was assigned to the A and B models of the H-21. H-21Bs were used in a variety of functions along the DEW Line.⁶ The SH-21B filled an important

role for MATS⁷ as a rescue helicopter.⁸

The major production Model 43 or H-21C (later the CH-21C) first took to the air in 1956. To the Army it was the Shawnee, built as a troop transport and cargo carrier. The CH-21C carried much of the load in the Army's opening phase of involvement in South Vietnam. Army aviators were laying the groundwork for later Army use of airmobility by hauling ARVN⁹ troops to and from battle zones.

In Vietnam, Vertol's tandem rotor trucks were equipped with wheels, floats or skis, so as to accommodate a multi-role mission; however, the Shawnee was sluggish and therefore made a presentable target for Viet Cong gunners. Attempts to arm the Shawnee saw .50 caliber machine guns mounted in the nose and doorways. A pair of .50 caliber machine guns was fashioned on skis beneath the fuselage. Another attempt at armament featured a ball turret from a B-29 mounted into the ventral side of the fuselage. The blast effect was reputed to have damaged the undersides of the Shawnee and the idea was dropped. To limit potential losses, UH-1 Huey gunships were assigned as escorts.

Total production amounted to 707 copies, of which 334 were C models. Some 150 copies of the production run were sold to foreign interests: Canada, France, West Germany, Sweden and Japan. In 1963, the Shawnee was phased out of service, replaced by the UH-1, Huey and CH-47, Chinook. ▽

Notes

1. See page 5, "Model XHRP-X," *The Piasecki Story of Vertical Lift*.
2. USS *Saipan* (CVL-48) was the lead vessel of a two-ship class of light carriers. Sister ship was USS *Wright* (CVL-49). Built upon a *Baltimore*-class-type heavy cruiser hull, *Saipan* was commissioned into the fleet after World War II, July 14, 1946. On March 30, 1963, she entered the Alabama Drydock and Shipbuilding Company for conversion to a communications ship. And on April 8, 1965, she became the USS *Arlington* (AGMR-2). *Arlington* was decommissioned on January 14, 1970 and consigned to the inactive fleet at San Diego.
3. USS *Palau* (CVE-122) was a *Commencement Bay*-class escort carrier. She was commissioned into the fleet on January 15, 1946. She was decommissioned at the Philadelphia Navy Yard on June 16, 1954. She remained as a unit of the Atlantic Reserve Fleet until April 1, 1960. She was sold for scrapping to Jacques, Jr. and Sons, New York.
4. Power plant was later down rated to 1,150 hp.
5. Vertol in turn was gobbled up by Boeing in 1960.
6. DEW or Distant Early Warning Line was a chain of radar and communication centers that stretched from the Aleutian Islands, across the Canadian Arctic to Greenland. Construction began in December 1954 in response to the growing strategic threat posed by the Soviet Union. The Soviets exploded their first atomic bomb in 1949 followed by an H-bomb in 1953. As a rival to the USAF Strategic Air Command, Soviet Long-Range Aviation was viewed as a potential strategic threat as a delivery system for Soviet nuclear weaponry.
7. Military Air Transport Service of the United States Air Force.
8. In 1962, designations for the Shawnee were changed: H-21A/H-21B/SH-21 became the CH-21A/CH-21B/HH-21B.
9. Army of the Republic of Vietnam. ▽

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

H-21 C Shawnee

Cargo, Personnel



Data

Manufacturer:	Boeing-Vertol, Morton, PA
Power plant:	One Curtiss-Wright R-1820-103, 1,425 hp
Rotor system:	Tandem three-bladed
Rotor diameter:	44 feet
Length:	52 feet 7 inches
Height:	15 feet 9 inches
Gross weight:	15,200 pounds
Weight empty:	8,950 pounds
Complement:	Crew of three plus 20 troops or 12 litters
Max speed – sea level:	127 mph
Cruising speed – sea level:	98 mph
Service ceiling:	18,600 feet
Max range:	281 nautical miles
Endurance:	2 hours 41 minutes



Appreciate the support from LTC Joseph Brocato, the Voodoo Chapter President and LTC Dallas Jones, the Chapter Senior VP for providing and sharing this information to our membership.

Voodoo Chapter

The Voodoo Chapter of Louisiana was chartered May 18, 2002. The founding fathers of the chapter are BG Barry Keeling and CSM Don Everett. The Voodoo chapter has remained strong and resilient with outstanding leadership directing the chapter through challenging federal and state emergencies such as Hurricanes Ivan, Katrina, Rita, Gustav, Ike and Isaac, the Mississippi River Flooding, and the BP Oil Spill in the Gulf of Mexico.

Since 2003, the Voodoo Chapter has endured and supported over 14 aviation deployments in support of OIF, OEF, OND, Kosovo, including Haiti and numerous Southwest Border rotations. The chapter also hosts the Emergency EMAC/All Hazards conference every year which helps maintain this strong response to emergency situations within the state of Louisiana and the rest of CONUS.

Membership and Supported Units

The Voodoo Chapter has 240 members consisting of soldiers, officers, alumni, friends and family of the State Aviation Command (SAC) of the Louisiana Army National Guard and is strong and growing. SAC consists of the 204th Theater Airfield Operations Group (TAOG), 1-244th Aviation Assault Battalion (UH-60), 2-244th Airfield Operations Battalion, DET 38 OSA (C-12), 114th Security and Support Detachment (UH-72), 1-151th MEDEVAC (UH-72), 248th Maintenance Detachment, Co. F, 1-135th GSAB (UH-60), AASF #1 in Hammond, and AASF #2 located in Pineville, LA.

Awards and Scholarships

The chapter has a robust awards program. It supports the State's prestigious Paul D. Alford award annually recognizing an officer and NCO who have demonstrated superior leadership

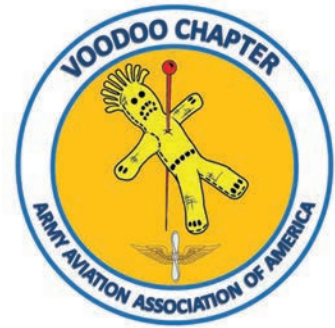
and served in the LA National Guard. The chapter also recognizes and awards annually the Aviation Soldier of the Year and NCO of the Year. To date, the chapter has inducted 29 individuals into the Order of St. Michael and several into Our Lady of Loreto. In addition they also award two annual scholarships to highly successful students which has had a positive impact on the awardees and parents alike that compete each year.

Golf and Fishing

Golf tournaments are hosted by Voodoo Chapter every spring with great turnouts creating rivalries between Louisiana National Guard units ranging from engineers, infantry, military intelligence, and aviation. Prizes are exceptional as everyone wins something; and the trophies for 1st thru 3rd are UH-72 and UH-60 aircraft models on a wooden pedestal. In addition to golf, the Voodoo Chapter supports the yearly Tarpon Rodeo in Grand Isle during the summer as anglers within the ranks flock to the Gulf of Mexico to win prizes at the fishing rodeo.

Chapter Logo

Louisiana is a state that is steeped in tradition and folklore, famous for parties, humidity, and the best food you could ever eat in the U.S. It made perfect sense to name the AAAA chapter "Voodoo" based on strong religious



communities including Catholic, Baptist, Pentecost, and African and Haitian Voodoo. Voodoo dolls were introduced by Louisiana Voodoo, which is the mixed incarnation of African and Haitian voodoo religions, and are immersed in that culture. The Louisiana heritage mix of French, Spanish, Creole, English, Caribbean, and most notably Nova Scotia (where Cajuns came from) and many more add to the unique mixture of Soldiers within the Louisiana National Guard. Thus, it seemed fitting to have a Voodoo doll with a pin in it for a logo as everyone knows that New Orleans and Louisiana are synonymous with Voodoo. With last names that end in a Boudreaux, Thibodeaux, and Landreneau, you know you are amongst family and friends, and it's guaranteed that they can cook Cajun.

Summary

The Voodoo Chapter has been at the tip of the spear supporting airborne assault, aircraft maintenance, MEDEVAC, security and support, and theater airfield operations in the state of Louisiana. The families within the Voodoo Chapter are proud members of such a versatile and resilient group. As we roll into 2014, the Voodoo Chapter says, "les a bon ton roule" or "let the good times roll."

Feel free to contact me if you need help for your chapter, executive board support, would like your chapter featured in the AAAA magazine or to obtain clarification of National procedures. I can be reached at jan.drabczuk@quad-a.org. I look forward to working with you and supporting AAAA. ▽

*LTC (Ret.) Jan S. Drabczuk
AAAA Vice President for Chapter Affairs*



Narragansett Bay Chapter



CHAPTER COURTESY PHOTOS

CW4 Frank Thoman (center), a full time UH-60 maintenance test pilot and instructor pilot, and **CW4 Michael Snow** (right), full time UH-60 standardization pilot, instrument flight examiner and safety officer, both with the Rhode Island National Guard, were recognized by RING J3 and AAAA chapter president, COL Christopher P. Callahan, for being the key aviation leaders who participated in the design and construction of Rhode Island's new Army Aviation Support Facility. The project cost approximately \$35,000,000 and took over five years to move from the drawing board to a 160,000 square foot state of the art aviation training and maintenance facility. The plaque they are holding in the photo was mounted in the main entrance of the facility commemorating their extraordinary effort. It is inscribed: "The Narragansett Bay chapter of the Army Aviation Association of America recognizes CW4 Michael Snow and CW4 Frank Thoman whose extraordinary contributions helped create an Army Aviation Support Facility at Quonset State Airport that will sustain the Rhode Island National Guard for decades to come."

Volunteer Chapter



CHAPTER COURTESY PHOTOS

Winners of the **Tennessee Army National Guard's Volunteer Chapter** of AAAA 5th annual chili cook-off/silent auction held on Dec. 14, 2013 at Army Aviation Support Facility #3 in Jackson, TN pose with their trophies. The purpose of this annual event is to raise funds for the Volunteer Chapter's AAAA scholarships, named in honor of TNARNG fallen aviators. This event brings together both civilian participants from within the community and Soldiers from the TN National Guard. This year, the Volunteer Chapter exceeded all expectations and raised a total of \$11,575, a clear record for any fundraising event within the organization.

Order of St. Michael and Our Lady of Loreto Awards

Aviation Center Chapter



U.S. ARMY COMBAT READINESS/SAFETY CENTER COURTESY PHOTO

Outgoing U.S. Army Combat Readiness/Safety Center **CSM Richard D. Stidley** (center) was inducted into the Army Aviation Association of America Gold Honorable Order of St. Michael at a retirement/change of responsibility ceremony Jan. 17, 2013, by former AAAA national president, BG (Ret.) Rod Wolfe, left. Stidley was recognized for his significant and outstanding contributions to Army Aviation over more than 35 years of service. Pictured also is Stidley's wife, Janine. CSM Stidley was succeeded by CSM Leeford C. Cain (see page 56 in this issue).

Air Assault Chapter



U.S. ARMY PHOTO BY SGT DUNCAN P. BERNARDI

CPT Brandon S. Davis (right), outgoing commander of Hqs. and Hqs. Co., 1st Bn., 101st Cbt. Avn. Bde., is inducted into the Bronze Honorable Order of St. Michael by COL Thomas R. Drew, 101st CAB commander and president of the Air Assault Chapter at Fort Campbell, KY on Nov. 27, 2013. Davis was recognized on the occasion of his change of station for his outstanding support of Army Aviation as a pilot in command and air mission commander in Operations Iraqi Freedom and Enduring Freedom. He will be attending the Defense Language Institute in Monterey, CA.

ShowMe Chapter



MISSOURI ARMY NATIONAL GUARD PHOTO BY MAJDEROP, JENNIS

CPT Anthony M. James (center), the commander of Det. 3, Co. F, 1st Bn., 169th Avn. Regt., a Missouri Army National Guard MEDEVAC unit located in Springfield, MO, was inducted into the Bronze Honorable Order of St. Michael by LTC Andrew Dodson (left), commander of 3rd Bn., 135th Avn. Regt., during the unit's 60-day Post Deployment Yellow Ribbon event. James was recognized for standing up the new MEDEVAC Detachment, hiring a full time unit support staff, recruiting and training new unit members, and safely deploying the unit to Afghanistan only nine months after its official activation. He serves the Missouri National Guard as the full-time Bn. S-1 at 3-135th Avn. in Lebanon, MO. Pictured also is Dodson's wife, Roxanne.

See page 57 for more Chapter OSMs

New AAAA Chapter Officers

Aloha Chapter

Secretary, MAJ Brian Angell
Treasurer, CPT Jorge Deltoro
VP Membership, LTC Joshua Higgins
VP Scholarship, LTC Hunter Marshall
VP Activities, LTC John Doeller

Bavarian Chapter

Treasurer

Stonewall Jackson Chapter

President, LTC James Caruso



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@Army_Aviation



The Membership Corner

You'll recall last month in this column, we met a motor maintenance NCO from Oklahoma who was newly assigned to an aviation unit and joined AAAA to find out more about the branch. This month I want to introduce to you another new AAAA member.



1SG (Ret.) Ed Kalakauskis preparing to dive with the Central Conservation Association of Florida as part of an underwater survey in an effort to place a reef in the St John's River early this year.

While having proudly served Aviation Branch, 1SG (Ret.) Ed Kalakauskis' Army career started in 1968 as an infantryman. At a time when many young men were sent personalized invitations from the U.S. Government to enlist, Ed volunteered. It came natural for him as his father was one of the original Green Berets.

Once he completed basic training he shipped out to Vietnam and was assigned to a unit in the Central Highlands. His brother was already there serving as a door gunner and he wanted to do the same. As Ed relates, "At the time door gunning was all OJT (on the job training)."

His commander made a deal with him; he had to square away the ammo dump and pass the ordnance inspection in 90 days. If he passed he could go to door gunner training. He passed and began a long and distinguished career in Army Aviation.

Ed trained, flew and fought UH-1C model slicks and gunships in Vietnam. He and his brother were both assigned to the 134th Assault Helicopter Com-

pany (AHC) and flew on numerous missions together.

Ironically, Ed's Bronze Star with V device was not for actions as an air crewman. Late one night, while doing the daily inspection on his aircraft, the airbase came under attack. One of the sector's observation posts was being overrun. When I asked Ed what happened next, he simply said, "Me and a couple other guys took it back." Check out the May 1970 entry at www.134thahc.com for more of Ed's story.

I asked him about his Purple Heart and if it came from that action. He said he'd caught shrapnel from ground fire but it wasn't a disabling wound and they were able to continue the mission. Ever the humble warrior, Ed said, "Most all the door gunners I knew had some shrapnel in them."

He returned to the States, completed his service and was discharged. While driving down the road in Jacksonville, FL he saw UH-1s on the flight line and stopped in to say hello. He immediately knew he wanted back into

Army Aviation and after a six month break, joined the Florida Army National Guard.

At the time the unit was assigned UH-1 B and M models. Ed said, "We had so many aircraft they didn't all fit on the flight line, so we parked some in the motor pool." The unit made the progression from UH-1s to AH-1s (E, Prod, & ECAS) to AH-64s. Ed and the Florida Guard served overseas in Bosnia as well as combat deployments to Afghanistan.

By the time the unit went to Iraq in 2004 it was re-designated as a 1-211th General Support Aviation Battalion flying Chinooks and Blackhawks, and performed so outstandingly that it was selected as the AAAA Army National Guard Aviation Unit of the Year.

I asked Ed why he waited so long to join AAAA. He said while serving he didn't think he had enough time to devote to being a member; however once he retired, he began working with the Enlisted Association of the National Guard of the United States

Continued on page 60



New Lifetime Members

LTC John J. Adams Jr., Ret.
MAJ Rebecca A. DeForest
MAJ Robert J. Holcombe
CPT Adam Lulay
MAJ Donald T. Rodgers, Ret.
CW3 Clyde E. Scott

New Members 12/13

Air Assault Chapter

CPT Luke Bryan
CW4 Pate Butler
CW4 Carl V. D'Alessandro
CW4 Andy Glen Fisher
SSG Rahkeem T. Francis
1LT John E. Gordon
CW2 Sylvia C. Grandstaff
CSM Rodney Harris
CW3 Matt S. Hicklin
CW4 Steven Hunter
CW2 Jeremy Larkin
CW4 Stanley Masnica
CW4 James E. Morrow
CW3 Thomas Mueller
1SG Pieter Nosworthy
SSG Faisal Rahman
SSG Jesse F. Salter
CPT Russell E. Scott
MAJ Derek Smith
1LT Scott I. Stark
SFC Thomas S. Valdez
1LT Michael W. Volkert
CW4 Pete Hilary Ward, Ret.
CW3 Joshua Williams
MAJ Matthew S. Wolfe
CPT Christopher L. Woodcock
CPT Megan Young

Aloha Chapter

CW3 Ammon Leung
CW2 Julian Price

Aviation Center Chapter

SFC Omar Arteaga
2LT Jamie K. Beaver
2LT Peter J. Bendorf
W01 Brian J. Bentley
CW3 Robert Bergeron
SFC Joseph S. Blackman
1LT Robert W. Borger
LTC Harry David Brooks
W01 Jason Clark
LTC Bernd Claus
1SG Alex Collins
2LT Karl A. Crist
SFC Ryan A. Danielsen
2LT Ian M. Diede
W01 Timothy M. Durant
LTC Daniel Farley
2LT Brian C. Gerardi
W01 Matthew C. Goins
2LT Steven M. Gundlach
2LT Christopher R. Hammel
W01 Kevin M. Hayden
CW4 Nigel P. Huebscher
W01 Michael D. Huffstetler
MAJ Steven J. Jackson
W01 Corey R. Jacobson
2LT Daniel Kennedy

2LT Michael A. Knott
2LT Timothy S. Ko
CPT Benjamin R. Leonard
W01 Timothy C. Locklear
W01 Fernando Madrigal
SSG Devin D. McNamara
CW3 Leonard S. Momeny
2LT Adam J. Morey
SFC Chrisetta M. Olson
2LT Adam E. Onderdonk
2LT Ryan D. Partridge
2LT Dustin J. Pawloski
W01 Kimberly D. Richardson
2LT John C. Shashy
W01 Neal Skees
W01 Devin G. Slack
W01 James G. Stratton
W01 Steven G. Swisher
2LT Matthew D. Terrigno
2LT Michael A. Tobin
SFC Alexander J. Tressler
2LT Curtis J. Vana
CPT Jonathan R. Welsh
W01 Richard L. Wentling
Black Knights Chapter
MAJ Richard Anderson
CDT Collin D'Antonio
CDT Elizabeth Ann Posey
CPT Lorilyn Woods

Bluegrass Chapter

Hector Alvarez

Central Florida Chapter

Timothy M. FitzGerald
CW3 Joseph Woodard, Ret.

Colonial Virginia Chapter

CW3 Jennifer L. Stubbs

Flint Hills Chapter

CW2 Jared Annexstad
SFC Damir Hodzic
1LT Tyler Smith

Greater Atlanta Chapter

SGT George H. Meeker, Ret.

Idaho Snake River Chapter

MAJ Jeremy Frix

Iron Mike Chapter

MAJ Derek Story

Keystone Chapter

MSG Richard West

Michigan Great Lakes Chapter

LTC Rick Zampelli

Mid-Atlantic Chapter

LTC Rick Zampelli

Minnesota Chapter

LTC Rick Zampelli

North Country Chapter

LTC Rick Zampelli

North Texas Chapter

LTC Rick Zampelli

Northwest Chapter

LTC Rick Zampelli

Ohio Chapter

LTC Rick Zampelli

Rocky Mountain Chapter

LTC Rick Zampelli

Southwest Chapter

LTC Rick Zampelli

Tennessee Valley Chapter

LTC Rick Zampelli

SSG Mick E. McCormick
Mid-Atlantic Chapter
CW4 Vincent Ventorino, Ret.
Minuteman Chapter
SFC Rafael E. Ortega
SPC Michael C. Robinson
Mount Rainier Chapter
John Dibbs
LtCol Charles Martin, Ret.
CW3 Adam McCullough
Reuben G. Motley

North Country Chapter

SSG Andrew Latz

North Texas Chapter

CPT Nicholas Pelletier

Northwest Chapter

North Star Chapter

SSG Dustin B. Wutschke

Ohio Chapter

Gregory Davis

Ragin' Cajun Chapter

CPT John Dean

Rio Grande Chapter

CPT Taylor Shaw Watson

Tennessee Valley Chapter

W01 James B. Anderson

James M. Baswell

Walt Buie

Julia Holler

LTC George D. Kunkel, Ret.

Roger Messick

CW2 Waldemar Ramirez III

COL James Romero

Rhonda Smith

COL Kenneth Watts, Ret.

Thunder Mountain Chapter

SFC Joseph Hale Riddle

Thunderbird Chapter

SSG Country Lee Beard

W01 Cyrus V. Haines

CW3 Stoney W. Hobbs

PFC Carrie M. Mull

SGT Eric K. Rowley

Volunteer Chapter

SPC Eric L. Avery

SPC Daniel Backus

SPC Ativa D. Story

MAJ Ryan Sullivan

Voodoo Chapter

PFC Amy A. Bares

SPC Shelby Case

SSG Gregory A. Clouse

SGT Amanda L. Hartwig

MSG Christopher Strahan

1LT Bobby K. Woods

SGT Donnie L. Woodson

Washington-Potomac Chpt.

LTC Steven Beltson, Ret.

Mahesh Guda

MAJ William Craig Hummer

W01 Franklin M. Schrote

Mr. Dyke D. Weatherington

Wright Brothers Chapter

MSG William J. Brannon Jr.

No Chapter Affiliation

CPT Craig D. Brewer

CW4 Edwin Chapman

CDT Joshua Clark

SPC Stephanie Cowart

MAJ Steve Darden, Ret.

Ms. Kendyll Dhans
CPT Ronald R. Galuppo
Christopher Haag
COL John B. Huffman, Ret.
1SG Kory Kipferl
SGT Jonathan Laborde
SPC Thomas Lange, Ret.
SSG Joseph Lloyd, Ret.
MSG Kenneth Luckadoo
SFC Patrick Mctheny
SFC Javier Mejia
CW4 J. Scott Nalley
SSG David Niesen
SGT Adam Ritch
Jay Romanek
CAPT Herschel Ryan, Ret.
CPT Mitchell Sanik
2LT Olivia Skerry
SFC Mark Urquhart
MAJ Geoffrey Glenn Vallee
CPL Christine Vu

New Members 1/14

Air Assault Chapter

SGT Cleveland D. Banks

CW4 Gerold Dean Brown, Ret.

MAJ Chris Chung

CW5 George Cook

1LT Tatum M. Donnelly

CW4 Eric Englund

CW4 Jim Feugate

SSG Steven T. Henry

CW5 Karl Maier

Arizona Chapter

Leona Anderson

Matthew Sheedy

Aviation Center Chapter

W01 Craig A. Adams

LtCol Eamon Barton

W01 Joshua J. Cohoe

W01 Kyle Connelly

W01 Niall P. Cooper

W01 Francisco J. Costa

2LT Jonathan S. Davis

W01 Joshua J. Deuel

Arthur Estrada

2LT Kenneth N. Fischer

W01 Adam D. Garrison

W01 Christopher J. Gates

Stacy Dwaine Hawthorne

CW4 Daniel Hiestand

Michael D. Johnson

2LT Cody M. Jones

Morris R. Lattimore

Carol A. Lee

2LT Jeremy H. Madany

W01 Samuel Moncada

CW4 David Ritchie

CW4 Rafael Rodriguez

SFC Troy L. Rudolph

W01 Thomas R. Seagrove

2LT Stephen J. Sollenberger

2LT Jacob S. Tappe

2LT Nicholas T. Tubbs

CW2 Christopher P. Warrick

2LT Justin E. Wasno

Jozanna Watson

2LT Brennan P. Wilde

Robert J. Wynkoop

Central Florida Chapter

Lynn B. Abascal

Thomul Beever

Laura C. Burk

COL Michael P. Flanagan, Ret.

Valerie A. Garretson

Robert C. Hammond

David E. Horrygan, III

Rosellen S. Kraus

Paul McNiff

LTC Mike Parmelee, Ret.

Peggy J. Petersen-Asturi

Carol A. Richards

Brandon D. Robertson

John W. Shelton

Colonial Virginia Chapter

Chris Burgess

SFC Kelly Coleman

SFC Milton Cordoba

SFC Matthew H. Dine

Jose J. Garcia

William Richard Jones Jr.

LTC Robert S. Saunders, Ret.

John Strong

CW4 Michael Walker

Corpus Christi Chapter

Mark A. Bulot

Robert Ray Espinoza

Ty R. Harris

Ilonka J. Hernandez

Stephanie R. Leal

Eric Linc Olivares

James R. Patterson Jr.

Israel Talamantez

Embry Riddle Eagle Chapt.

CPT Thea Iacomino

Empire Chapter

1LT Raymond Salvatore Plante

Flint Hills Chapter

CPT Christopher Todd Lamar

CPT Matthew Litvinas

1SG Frederick John Sample

MAJ Charles Turner III

CPT James Watson

Flying Gate Chapter

CW2 Adam Denny

CPT Thea Iacomino

Frontier Army Chapter

CPT Brandon Heimericks

MAJ Christian O'Leary

Greater Atlanta Chapter

Scarlett Conner

SFC Steven K. Hebblethwaite

Roger Maldonado

CW2 Robert D. Witt

Griffin Chapter

CW4 Eric Anderson

CW2 John Geraci

High Desert Chapter

CW3 Timothy Otteson

Idaho Snake River Chapter

Peter J. Gerstenberger

LTC Ralph Ray Myers Jr.

MAJ Christian O'Leary

CW4 George W. Tomlinson Jr.

Iron Mike Chapter

1SG Robben Kadish

Jimmy Doolittle Chapter



2LT Kelly M. Ingram
 CW5 Alfred Marshall III
 WOC Mark A. Melikant
 WOC Robert A. Parrish
 WOC Charles B. Viohl
Land of Lincoln Chapter
 CW2 Jeremy Turner
 MacArthur Chapter
 W01 Joseph Medina
Magnolia Chapter
 SSG Clay Channell
Mid-Atlantic Chapter
 SPC Gregory W. Hobbs
 SSG Curtis Landsberger
Minuteman Chapter
 CW2 Eric Smith
Morning Calm Chapter
 SSG Vincent Abril
 Tony A Brace
 SGM Christopher Hawkins
 1LT Amy Lou Hawthorne
 CPT Bryan Paul Pierce
 W01 Samuel J. Rodriguez Jr.
 SSG Jason Wood
Mount Rainier Chapter
 SSG David Hoeveler
North Country Chapter
 SFC Jerry Ellis Barley
North Star Chapter
 SSG Ronald T. Colvard
 SPC David S. Lang
North Texas Chapter
 Lloyd Reaves
 Steven J Riley
Old Tucson Chapter
 SFC Jerry Ellis Barley
Oregon Trail Chapter
 CW2 Rayna Green
 CPT Sarah Wickenhagen
Phantom Corps Chapter
 Kevin B Smith
 SPC Selyana Teng-Soeyono
Pikes Peak Chapter
 Jeffrey Alan Dean
Ragin' Cajun Chapter
 SFC Luis A Marty
Rio Grande Chapter
 CW4 Shaun Breth
 MAJ Christopher Clyde
 CW3 Christian A. Ramirez
 1SG Jason Stenbak
Savannah Chapter
 CPT Jared Klajnbar
 LTC Richard Melnyk
 Southern California Chapter
 SGT Raul Edward Aguilar Sr.
 MSGT Russell Giroux
 CW2 Dennis Hayes, Ret.
 Philip Venturelli
Stonewall Jackson Chpt.
 LTC James Anthony Caruso
 CPT David Loy
Tennessee Valley Chapter
 CDR John Ashe, Ret.
 1SG Mike A. Baughman, Ret.
 Celia K. Beck
 COL Courtney Cote
 Michael Guest
 George Rodney Hall III

Gregory Todd Jinks
 Joshua Jones
 SFC Wesley K. Kum, Ret.
 Lisa Marion
 Kathryn Mellema
 Donald G. Rives
 DeWayne N. Rudolph II
 MAJ John Schmitt
 Gary Tuttle
Thunderbird Chapter
 SSG Shane Akins
 Matthew Dock
 CW2 Nicholas Garmon
 SSG Ronald N. Hartleroad
 SSG Nathan Honeycutt
 CW2 John Gregory Linn
 MAJ Everett Edward
 Schierenbeck, Ret.
 SGT Cindy Valdez
Volunteer Chapter
 SSG Timothy J. Brown
 SGT Chasity Carlbon
 Richard N. McIntyre
 CW5 William L. Thurmond
 SSG Joseph S. Webb
Washington-Potomac Chpt.
 LTC Michael Bentley
 Ryan Brindley
 1LT Julie Mae Bruder
 SSG Ronald T. Colvard
 Jane Engel
 SFC Michael Franklin
 Scott Hasken
 LCol Vladimir N Kolchanov
 Shelton Metcalf
 SFC Thomas Restuccio
 Eileen Xu
 MAJ Christopher Zotter
No Chapter Affiliation
 Joshua Caleb Abbott
 SSG Marc Belo
 CW4 Michael J. Brown, Ret.
 SGT Teri Burris
 SSG Jason Burris
 MSG Anthony Burton
 CW2 Ralph Butcher
 SFC Robert Calvert
 LTC David Caporicci
 SPC Amy Dalton
 Mark Eginton
 SSG Richard J Fowler
 Doug Frederking
 CW2 Clyde French, Ret.
 Marvin Goldberg
 Michael Gulli
 Richard Harer
 CPT Henri Harris
 SPC Harley Jelis
 CW4 Jay L. Jones
 CAPT Herbert L. Lawton, Ret.
 SSG Jeffrey Lightfoot
 CPT Jonathan Naber
 CW4 Mark D. Nielsen
 CW2 Robert Norton
 1SG Nicholas Ochoa
 LTC Steven Osterholzer
 CPT James R. Paulette Jr.
 CW5 Timothy Peterson
 MAJ Richard Hall Rogers

SFC Rowena Simshaw
 SGT Philip J. Stalewski
 CPT Cecil Ellis Vaughn, Ret.
 Amy Lynne Vinson
 MSG Paul Wade

Lost Members

Help AAAA locate a lost member on this list, and receive a free one month extension to your AAAA membership!
 SGT Eduardo Aguilar
 SSG Senica Ahlers
 Jane L. Ahouse
 SGT Ryan P. Allen
 CW3 Edward V. Almberg
 SGT Jaime Navarrete Anaya
 SGT Valerie Arreguin
 SSG Victor Avalosgonzalez
 CW2 Craig A. Bakies
 PFC Michael Bales
 SGT Jarrett Beckett
 SPC Bryce E. Behymer
 Roderick Benson
 CW2 Jason Bewley
 CPT Kristen D. Beyer
 2LT Matthew J. Birk
 PVT Dion Bivens
 Patrick M. Blackburn
 SGT Corey Bloom
 SPC Tyrone Boone
 SPC Roger Boyer
 SGT Gregory L. Branstool, Ret.
 SGT Justin Brown
 SSG Joseph Buatti
 PFC Aurelio Buendia
 SGT Sully Adaly Burgos
 PV2 Nicholas Cain
 SPC Joycelyn Call
 SPC Charles Cameron
 PFC Justin Allen Carter
 SPC Brandon Casey
 PFC Justin Cathey
 SPC Ian Cato
 SPC Collin Chambers
 PFC Richard Chesson
 CW2 Dawn Christenson
 SPC Danyelle Cills
 SPC Brandon C. Clark
 CW3 Matthew E. Cole
 SPC William L. Cole
 SPC Joseph Conkle
 PFC Mathew Conyers
 SPC Charlie Corderomercado
 PFC Steven Crispin
 CPT Danny Cruz
 SPC Jose A. Cruz
 SGT David Dahl
 CPT Christopher M. Daily
 SPC Brendan Daly
 PV2 Michael Danforth
 SPC Nicholas Daniells
 SPC Michael Daunais
 Mrs. Jack H. Dibrell
 1LT Joseph Dokken
 SPC Bradley Dorroh
 SPC Niayma Dunn
 SPC Cyjay Echon
 PFC Martavius Ellis

PFC Nicholas Engels
 SGT Ryan Esterly
 CW4 Timothy Lee Evers
 PFC Chelsea Feagin
 SPC Adam Feldtkeller
 CW3 David Ronald Ferguson
 SPC Fernando Fernandez
 CW4 Brian S. Filibeck
 SPC Caleb Frank
 SPC Cody Fries
 PFC Michael Garcia
 CPT Bryant Garner
 SGT Natasha R. Gilmore
 SPC Dwight Giovanna
 PV2 Jeffrey Givens
 SFC Omar Gonzalez
 PFC Adam Gore
 SGT Jeremy J. Gossen
 PFC Terry Gottschalk
 PFC Tyler Gragg
 PFC Elias Gray
 SPC Jeffrey W. Gray
 SPC Tristan J. Greene
 PV2 Anthony Halbert
 PFC Darius Hamler
 SPC Gregory Harden
 SGT Adam S Hawley
 SSG William J. Hembree II
 W01 Nathan H. Henshey
 PFC John Hensley
 SSG Jason Hernandez
 CW3 Matt S. Hicklin
 CPT Daniel Hockstedler
 PFC Curtis Hodges
 PFC Matthew T. Hurley
 SFC Barker Jasha
 SPC Andrew Jermeay
 CW3 Jeremiah Johnson
 LTC Perry E. Jones
 SPC Braden Manfredi Jump
 SSG Pamela Kay
 SSG Kurt Keisel
 SPC Robert Kelley
 CPT Eric Kelly
 SPC Ashley Kenisha
 PFC Kenneth Kinzly
 SPC Nathan A. Koivisto
 PFC Andrew Kong
 SPC Laquincia Lawson
 PFC Christopher E. Lemoine
 SPC David A. Lopez
 SPC Amber Lucia
 PFC Chris Lutz
 SGT Mustafa M. Maadi
 SPC David Maneses
 W01 Thomas A Martin
 SPC William A. Martin
 SPC Kenardria McCord
 COL Peter W. McGurl, Ret.
 SPC Hugh McMahon
 SPC Pedro A Mermea
 SPC Trenton D. Meryhew
 PV2 Charles Miller
 SGT Eric Miller
 2LT Robyn A. Miller
 PFC Justin Mitchell
 SPC Davyon Moore
 SPC Justin Mosiello
 SPC James Murray

CW2 Robert S. Newman
 PFC Devan Michael Nordlund
 SGT Jeremy J. Nugent
 SPC Trayvon Nunnally
 SPC Elijah Offei
 PFC Josh Ohlfest
 SPC Mayra Orozco
 CPL Tadd Orzalli
 SPC Oleksiy Panashchenko
 LTC Roger K. Paquette
 CW2 Allen Parker
 SPC Airica Lashay Parks
 SPC Jacob Perez
 SPC Nathan Q. Perry
 CW2 Joseph Peterson
 PFC Samuel Peterson
 SPC Robert Pittard
 CW2 Andrew D. Potts
 SPC Christopher M. Prang
 PFC Brandon D. Pyne
 SGT Brandon L. Randolph
 PFC Rickie Rauch
 SSG Justin Wayne Reese
 SPC Amos Rice
 SPC Tyler A. Rice
 SPC Samuel Rinonos
 PFC Aaron Robinson
 SGT Travis G. Robinson
 SSG Kenneth Rohr
 SGT Neil E. Roy
 1LT Taylor Roynon
 SPC Jordan M. Scheiderich
 SPC Joshua Schoppa
 PV2 Eastaline Scotland
 SGT Paul Shaw
 PFC Dylan Shepherd
 SPC Nathan Allen Shields
 SFC Michael A. Shifflett
 SPC Amanda M. Sickler
 SFC Scott A. Skellenger
 PV2 Dominique Smarr
 SPC Dylan B. Sonnenberg
 PV2 Bradley Spencer
 SPC Alexander L. Steele
 W01 Tim W. Storey
 SPC Richard W. Stratman
 1LT Dante C. Sutera
 MAJ William B. SutherlandIII
 SGT Steven T. Sweet
 SPC Joshua Taylor
 SPC Steffan Taylor
 SPC Dalton Stephen Thavisay
 PV2 Timothy Thompson
 SGT Trevor David Thompson
 PFC Tyree Tillman
 CPT Jeff Timmons
 PV2 Chris A. Torres
 SGT Kimberly Anne Troy
 SGT Andrea Shannon Tryon
 SPC Jeremy Unger
 SGT Jose Valdes
 PFC Eric Vanaselja
 SPC Joe Vera
 SPC Nathaniel T. Villegas
 SPC Leonard B. Weedman
 SPC Joseph Wellborn
 SGT Dontrell Welch
 SSG Jon Wentlandt

Continued on page 60



Blue Star Families Supports Military Families' Financial Security

At this juncture of continuous deployments and budget cuts, a positive by-product is that many policy-makers are coming to understand military families' needs and concerns much better. The Military Services initiated many good programs, yet many of these now face change, and servicemembers and their families anxiously wait to see how they will be personally affected, especially financially, by fiscal constraints.

One of our Nation's largest chapter-based military families' organizations, Blue Star Families, has conducted yearly surveys with key financial findings and concerns representing millions of service members, veterans, and their families, including guard and reserve, and presented them to the Congressional Military Compensation and Retirement Modernization Commission this past fall. The 2013 Blue Star Families Military Families Lifetime Survey was designed by advocates, subject matter experts, and policymakers who work with military families, and in conjunction with other national organizations, it was distributed to their own constituents and communities.

It was intended to facilitate a more complete understanding of the experiences of military families so that communities and policymakers can



Dr. Vivian Greentree, Director of Research and Policy, Blue Star Families, addresses participants at a Military Spouse Hiring Fair & Career Forum held in Norfolk, VA on Dec. 3, 2013.

better serve their unique needs, thereby making voluntary military service sustainable.

Key Concerns Identified by Service Families Presented to Congress

Key concerns identified by more than 5,100 military family members were pay/benefits, with specific emphasis on changes to retirement benefits, military spouse employment, the effects of deployment on children, and issues surrounding military child education. Dr. Vivian Greentree, Director of Research and Policy for Blue Star Families, told Commission members that the "compensation packages being offered to service members is extremely important to making military service attractive and sustainable for a force that depends completely on volunteers." The survey found that only one-third

of military families are confident that major compensation packages would be available to them; only 34% believed their pay and benefits would remain the same; only 33% were confident about their education benefits; and merely 31% were confident about their health care benefits. The respondents' statistics are worrisome!

Spousal Employment Has its Challenges

In addition to these, data confirms that spousal employment is an essential source of income for most military families and is correlated with satisfaction with a military lifestyle and DoD achieving its readiness and retention goals. About 26% had their own business, but employment challenges caused 61% to indicate that being a military spouse had a negative impact on their ability to pursue a career.

2014 Army Aviation Mission Solutions Summit

Gaylord Opryland Hotel
Nashville, TN, May 4-6, 2014

Sponsored by The Army Aviation Association of America (AAAA)



AAAA Air Assault Chapter Golf Tournament

- Saturday, May 3, 2014
- Gaylord Springs Golf Links
- Two flights: 0800 and 1330
- 144 golfers each flight

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For all sponsorship inquiries, contact:

COL (R) Hawk Ruth
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hawk@hawkruthgroup.com

1LT Eric Sapyta
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eric.r.sapyta@gmail.com

Even though they were educated and motivated, more than half of those unemployed reported not being able to have a job outside their home. This was due to being either over or under qualified for employment in a field that is not relevant to the economy at their current duty station, license portability issues, or suitable childcare that is either too expensive or unsuitable. (This area should be improved with DoD's expansion of options for off base childcare by funding subsidies to use licensed childcare providers through the Military Child Care in Your Neighborhood program, and through NACCRRRA (National Association

of Child Care Resource & Referral Agencies) and partnerships with both SitterCity and KinderCare.)

Spouses in overseas locations are also often prohibited from formal employment as a result of Status of Forces Agreements between the U.S. military and foreign governments. Many also have lower wages and work fewer hours than their comparable civilian peers. This becomes a serious consideration for families especially with the Department of Veterans Affairs estimating that more than one million service members will be transitioning to civilian life during the next five years. Service members,

veterans, and their families who have long-term physical or mental health needs will be impacted.

The transition from active duty status and the possible loss of access to military healthcare and installation services could uniquely impact those who are dependent upon regular interventions or therapy.

Military Life is Both Positive and Negative for Children

When asked how children had been affected by the military parent's deployment, anxiety was a predominant response. But respondents also reported positive aspects of their children's experiences in military life: 73% noted the adaptability of their children, 68% saw an increase in independence, 67% reported an increase in resilience, and 59% reported an increased sense of pride.

Unfortunately 50% were unaware of the Interstate Compact on Educational opportunity for Military Children with many saying that their school did not adhere to that compact. Most felt that the general public does not have an understanding of the problems facing the military, but 87% believe in some type national service, 98% think it is our responsibility to pay taxes, 72% has given \$25 or more in the past year in charitable donations, and 92% are registered to vote. Along with the general U.S. population, however, they have a lack of confidence in elected officials and the media.

Blue Star Families works directly with the Department of Defense and senior members of local, State, and Federal government to bring military family issues to light and make life more sustainable.

It challenges us to include our military family as a partner in identifying their challenges and strengths, and improve support structures across the public and private spheres and at the community level. I think we are very fortunate to have organizations such as this represent our military and it is important for us to participate in their network. To learn more about them visit <http://www.bluestarfam.org> or join them on Facebook, Twitter, and Pinterest. ▼

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

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

Breeze-Eastern Gets Advanced Rescue Hoist Contract

Breeze-Eastern Corporation has been awarded a \$37M contract by the U.S. Army to supply high performance rescue hoists, as it upgrades its fleet of medical evacuation and search and rescue Black Hawk helicopters. Deliveries are expected to begin this year, concluding by October 2018. This 5-year, indefinite delivery, indefinite quantity (ID/IQ) contract is part of the U.S. Army's efforts to upgrade UH-60A BLACK HAWK helicopters to the latest technologies. The hoist has a unique Reactive Overload Clutch (ROC) feature, a next-generation improvement over standard slip-clutch technology which offers superior protection if the cable has high steady state loads and high shock loads.



BREEZE-EASTERN COURTESY PHOTO

Hunter UAS Surpasses 100,000 Combat Hours

Northrop Grumman Corporation's Hunter unmanned aircraft system (UAS), in use with the U.S. Army since 1996, recently surpassed 100,000 combat flight hours in service. The MQ-5B Hunter, which is currently deployed supporting contingency operations across the globe, provides warfighters with state-of-the-art reconnaissance, surveillance, target acquisition (RSTA), communications relay and weapons delivery. The RQ-5A Hunter was the Army's first fielded UAS. The MQ-5B is the next-generation Hunter, continuing a legacy of service to Army corps, division and brigade warfighters. Flying over the battlefield with its multimission optronic payload, the MQ-5B gathers RSTA information in real time and relays it via video link to commanders and soldiers on the ground.



NORTHROP GRUMMAN COURTESY PHOTO

BAE CMWS Contract

The U.S. Army has awarded BAE a \$39 million contract for more than 300 third-generation (Gen3) Common Missile Warning System (CMWS) units. This order coincides with the fielding of the Gen3 system that includes hostile fire indication to detect and evade small arms fire and new data recording capabilities for detailed post-mission analysis. The \$39 million order is the first under a proposed \$496 million indefinite delivery, indefinite quantity contract and increases the total U.S. Army Gen3 procurement to more than 1,300 units. The current contract includes unit spares and engineering and technical services. The Gen3 systems will be fielded to more than 1,000 U.S. Army platforms over the next two years, and has already begun with in-theater installations on the Apache, Kiowa, and Black Hawk aircraft in Afghanistan.



BAE COURTESY PHOTO

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

Airbus Group (formerly EADS North America), Herndon, VA, was awarded a \$9,454,370 contract modification for Lakota helicopter logistics support; work will be performed in Herndon with an estimated completion date of Dec. 31, 2014.

Bell Helicopter Textron, Inc., Hurst, TX, was awarded an \$18,556,810 contract modification to procure six additional months of contractor logistics support for Bell 407, Huey, Jet Ranger, and OH-58A&C helicopters; work will be performed in Al Taji, Iraq and Piney Flats, TN with an estimated completion date of Aug. 8, 2014.

CV International, Inc.*, Bend, OR, was awarded a \$15,916,531 firm-fixed-price contract for a modernized maintenance platform for AH-64, CH-47, OH-58, and UH-60 helicopters and for unmanned aircraft systems; funding and work location will be determined with each order; the estimated completion date is Jan. 27, 2019.

Five Stones Research Corp.*, Huntsville, AL was awarded a \$43,653,541 cost-plus-fixed-fee, indefinite-delivery/indefinite-quantity contract for headquarters and directorate support services for the Army Test and Evaluation Command, Redstone Test Center; funding and work location will be determined with each order; the estimated completion date is Jan. 31, 2019.

Northrop Grumman Technical Services, Sierra Vista, AZ was awarded a \$36,294,099 contract modification for contractor logistics services and engineering support for the Hunter unmanned aircraft system; work will be performed in Afghanistan and Sierra Vista with an estimated completion date of Jan. 14, 2015.

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Aviation General Officer Assignments

The Chief of Staff, Army announced the following Aviation general officer assignments:



MG James M. Richardson, commander, U.S. National Support Element Command-Afghanistan, U.S. Forces-Afghanistan, Operation Enduring Freedom, Afghanistan, to commanding general, U.S. Army Aviation and Missile Command, Redstone Arsenal, AL;



BG William K. Gayler, deputy commanding general, 7th Infantry Division, Joint Base Lewis-McChord, Wash., to director, Officer Personnel Management Directorate, U.S. Army Human Resources

Command, Fort Knox, KY; and

Change of Charter

Marion Assumes PEO AVN Charter



The Program Executive Office for Aviation changed leadership at a Jan. 24 change of charter ceremony in the Bob Jones Auditorium, Redstone Arsenal, AL. MG William "Tim" Crosby (right) relinquished the charter to **BG Robert "Bob" L. Marion** (left), who was promoted in a ceremony earlier that morning. Crosby, who served as PEO for Aviation since 2008, retired during

the same ceremony after almost 35 years of military service. The Honorable Heidi Shyu (center, back to camera), Assistant Secretary of the Army for Acquisition, Logistics, and Technology, presided over both ceremonies.

Changes of Command

Marne Air Welcomes Kline



MG John M. "Mike" Murray, Third Infantry Division commander, hands the brigade colors to the new 3rd Combat Aviation Brigade commander, **COL John D. Kline** (center), at Hunter Army Airfield, GA, Nov. 5, 2013. Kline assumed command from COL Allan Pepin (right).

Change of Responsibility

USACR/SC Welcomes New CSM



CSM Leeford C. Cain and his wife, Jutta, receive guests after the change of responsibility ceremony Jan. 17th at the Army Aviation Museum, Fort Rucker, AL. Cain assumed the duties of the Army's top enlisted adviser on safety issues and the U.S. Army Combat Readiness/Safety Center from CSM Richard D. Stidley, who had been with the USACR/Safety Center since August 2011 and will retire this summer with more than 35 years of service. Cain most recently served as command sergeant major for U.S. Army Garrison, Ansbach, Germany.

Retirements

Last Serving SCARNG Vietnam Vet Retires



U.S. Army **CW5 Eric Seymore**, the last serving Vietnam War veteran in the South Carolina Army National Guard, celebrates his retirement after 43 years of service, at a retirement ceremony in Columbia, S.C., Jan. 5, 2014. Pictured with Seymore are his sons, 1LT Andrew Seymore (left) and CPT W. Eric Seymore (right), who also serve in the S.C. Army National Guard. A Master Army Aviator, Seymore flew UH-1 Huey helicopters with the 114th Assault Helicopter Company in Vietnam and joined the SCARNG in 1972 accumulating more than 5,300 hours in 7 different aircraft and culminated his career as the state's Command Chief Warrant Officer.

Flight School Graduates

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

49 Officers, January 23

IERW AH-64D
WO1 Trevor Rourke

IERW CH-47D Track
WO1 Justin C. Ellison
LT Timothy W. Frey *
LT Eric R. Poser

IERW OH-58D(R) Track
LT James C. King III – DG
WO1 Shane M. Sager – DG
WO1 Garrett R. Baker
WO1 Joey D. Edwards
WO1 Sean T. Flynn

People On the Move

NETWORK | RECOGNITION | VOICE | SUPPORT

LT Philip M. Kocher *
 WO1 Harold J. Martin
 LT Daniel K. Nix
 LT Tyler M. Pigg
 LT Joshua D. Post *
 WO1 Stephen Wilkens *

IERW UH-60 Track

WO1 Eric J. Schabell * – DG
 WO1 Brennon G. Links – HG
 LT Casey R. Noble HG
 WO1 Joshua L. Bradford *

LT Charles D. Byrd
 WO1 Landon J. Carpenter
 LT Bryce M. Geiman
 WO1 Eugene T. Greek III
 LT Drew J. Headings
 LT Templer S. Horry
 WO1 Steven A. Maloney
 WO1 Derek E. Mowry *

IERW UH-60A/M Track

WO1 James E. Dickey – DG
 LT Flavio L. Mosci – DG

WO1 Chad E. Counsell – HG
 LT Clayton C. Gorton * – HG
 LT Zachariah E. Bingaman
 LT Fallon L. Blattner
 WO1 John M. Blessing *
 LT Kenneth W. Danos Jr.
 LT Christopher A. Fleig
 WO1 Sean P. Hansen *
 WO1 Mason M. McBride
 WO1 Brandon J. Miller
 LT Cody J. Rhoden
 CW2 Mark R. Smith *

WO1 Lindsey N. Taylor *
 LT Jacob A. Veness
 LT Nathaniel D. Warner
 WO1 Eric M. Wilkins *
 WO1 Gregory A. Wilson
 LT Caitlin M. Withenbury *
 WO1 Elliot J. Worel *
 LT Jennifer L. Zanghi

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

AAAA Chapter News

NETWORK | RECOGNITION | VOICE | SUPPORT



Order of St. Michael and Our Lady of Loreto Awards

Continued from page 49

Tennessee Valley Chapter



MG William "Tim" Crosby (center), is inducted into the Gold Honorable Order of St. Michael during a Jan. 24 change of charter and retirement ceremony at the Bob Jones Auditorium, Redstone Arsenal, AL by U.S. Army Aviation Branch chief and commanding general of the U.S. Army Aviation Center of Excellence, MG Kevin W. Mangum (left), and the national president of the Army Aviation Association of America, BG (Ret.) Howard W. Yellen. Crosby was recognized on the occasion

of his retirement for his significant and far reaching contributions to Army Aviation over almost 35 years of service culminating with his assignment as the Program Executive Officer for Aviation since 2008. Crosby's wife, **Janice** pictured below left (center), with her husband and the Honorable Heidi Shyu, Assistant Secretary of the Army for Acquisition, Logistics, and Technology, was inducted into the Honorable Order of Our Lady of Loreto at the same ceremony for her unflinching support of the Army Aviation community during that same time.



Mr. David Arterburn (right), technical division chief for the Armed Scout Helicopter Project Office, is inducted into the Silver Honorable Order of St. Michael by chapter president, Mr. Gary Nenninger, Nov. 6, 2013 at The Fire House Pub, Redstone Arsenal, AL. Arterburn was recognized on the occasion of his change of duty for his contributions to Army Aviation in his current position, to include accomplishments as chief engineer for the OH-58F Cockpit and Sensor Upgrade Program (CASUP). He is departing to become the director of the Rotorcraft Systems Engineering and Simulation Center at the University of Alabama-Huntsville.



During a Jan. 21st chapter social at The Summit on Redstone Arsenal, AL, **COL (Ret.) Dennis A. Williamson**, was inducted into the Gold Honorable Order of St. Michael by then Program Executive Officer-Aviation, MG William "Tim" Crosby, and Tennessee Valley chapter president, Gary Nenninger (not pictured). Williamson was recognized on the occasion of his retirement after serving a distinguished military and Department of the Army Civilian career for a life-time of significant achievement and service to Army Aviation. His service included a tour in the office of the "Father of Army Aviation Logistics," Mr. Joseph P. Cribbins; command of Corpus Christi Army Depot, TX; and culminated as a DAC in the position of Chief of Staff, PEO Aviation.



During an Aug. 23, 2013 ceremony at Redstone Arsenal, AL, **Mr. Mark Caskey** (second from right), deputy product manager for Armed Reconnaissance Helicopter, was inducted into the Bronze Honorable Order of St. Michael by Mr. Jason Galindo (right), then chapter VP, awards, assisted by (from the left) COL Robert Grigsby, PM Armed Scout Helicopter, and LTC Chris Mills, PM Armed Reconnaissance Helicopter. Caskey was recognized for his outstanding work as the Armed Aerial Scout Study Effort lead.



By COL (Ret.) William H. Morris

AAAA Representative to The Military Coalition (TMC)

bill.morris@quad-a.org

Aviation Force Structure

With the recent announcement of proposed Army Aviation force structure reductions there has certainly been a flurry of activity on both sides of the Potomac River concerning these tough choices amidst the current fiscal reality. At play is the Army's plan, as part of the Army's force structure reductions, to terminate the OH-58D Kiowa Warrior program as well as the consolidation of AH-64 battalions into the active component. This consolidation would be necessary to ensure the active component armed reconnaissance squadrons could be manned with a mix of AH-64s and Shadow unmanned aircraft systems (UAS) to perform the requisite scout/recon mission. The resources to outfit this proposed structure change would come from the 8 reserve components' AH-64 battalions as part of the overarching plan and in turn provide the Army National Guard 111 UH-60L Black Hawks.

The Army overall will lose 898 aircraft as part of the reduction, 215 of which will come from the National Guard. Additionally the plan takes on the long overdue task of refreshing the training fleet at Fort Rucker by retiring the TH-67 fleet and fielding the LUH-72 Lakota. The Lakotas would largely come from the active component; however, a portion would still come from the Army National Guard.

Needless to say there was much discussion on this topic during the month. At the Association of the United States Army breakfast on January 23rd, Chief of Staff General Raymond Odierno defended the force structure reductions based on the ability of the Army to maintain these fleets at the current levels. He strongly urged this was not a Guard-Active Army debate but rather a prudent business case to best preserve readiness for the future fleet. The Chief also noted that the bulk of the cuts would come from the active component aviation fleet (down from a requirement of 13 to 10 combat aviation brigades).

Other key Army Aviation leaders this past month have specifically addressed the ability to rapidly draw AH-64 battalions

for contingency operations from the reserve component. On the other side of the discussion, many point to the vast experience of attack helicopter pilots within the National Guard and the Army Reserve whom have served so magnificently over the past thirteen years of combat operations worldwide.

On the Congressional front, Army Aviation Congressional Caucus member, Representative Joe Wilson (R-SC) has proposed legislation that would prevent the reductions and stop transfers of the Army Guard's Aviation Fleet from taking place in FY 2015. Mr. Wilson represents one of the eight states that would be affected by the transfer of the AH-64 battalions. His legislation calls for a commission to study the Army's contemplated force structure organization and how the new force would meet current and future contingencies. The commission would consist of 8 members, 4 appointed by the President and 4 appointed by the congressional armed services committees.

The commission would come into effect 90 days after enacting the 2015 National Defense Authorization Act. It will certainly be an interesting New Year for Army Aviation since the Army leadership has suddenly gone quiet on this discussion for the time being and will see what transpires as Congress tackles the 2015 Presidential Budget.

Presidential Budget 2015

The Office of Management and Budget announced on the 23rd of January that the Presidential Budget (PresBud) for 2015 will be delivered to Congress on the 4th of March. By law, the PresBud should be delivered during the first week of February each year following the State of the Union address. Part of the reason why it is delayed is due to prolonged wrap up of 2014 appropriations that swamped the Hill just before the holiday recess. All things taken in context, the PresBud for 2015 will come out a month ahead of the 2014 submission which was submitted in April 2013. Parties on both sides of Congress remain skeptical that there will be great momentum to approve the PresBud

by the end of Fiscal Year 2014. Most believe it will largely be ignored with disagreements between the Republican controlled House and the Democratic controlled Senate, as well as mid-term elections this fall.

Servicemembers Mortgage Protections in 2014

In her article in the Consumer Financial Protection Bureau (CFPB) blog, Holly Petraeus outlined the major changes that will assist servicemembers and their families in dealing with mortgage challenges. More than one third of the complaints to the CFRB concerning mortgages are from military members. Recent rules have been added to streamline the process for those having problems with their mortgages. This includes changes to rules on dual tracking (lenders foreclosing on servicemembers while the same lender is assisting with a modification on the same loan), help for troubled borrowers and efforts to reduce multiple submissions of the same documents to lenders. This excellent article is available at <http://www.consumerfinance.gov/blog/servicemembers-you-have-new-mortgage-protections-in-2014/>.

TRICARE Service Centers

The Department of Defense announced that on April 1, 2014, administrative walk-in services will no longer be available at TRICARE Service Centers (TSC) in the United States. TRICARE service centers do not provide any medical treatment but have been available to assist with administrative forms, billing and filings.

TRICARE centers overseas will continue to operate as normal. TSCs cost over \$50M to operate per year and these savings will be used over the next five years to improve health services overall within DOD. The Defense Health Agency has distributed a variety of educational materials to Military Treatment Facilities, TSCs and DoD ID card centers. An article that elaborates on these changes can be found on the web at <http://www.defense.gov/news/newsarticle.aspx?id=121473>.

In Memoriam

Lieutenant Colonel Daniel O'Hara, Retired



OPHARA/NAVY PHOTO

AAAA is saddened to announce the peaceful passing of Charter member LTC (Ret.) Daniel O'Hara, of St. Petersburg, FL, on December 5, 2013. He was 86.

Enlisting in the Marine Corps as a young teenager he was awarded the Purple Heart for sustaining multiple gunshot and bayonet wounds at Guadalcanal. He returned from the Pacific and reenlisted in the newly formed Army Air corps, retrained as an aviator and ferried some of the first twin engine aircraft across the Atlantic Ocean for the war effort, ultimately transitioning to rotorcraft.

He was selected for the executive flight detachment where he served during the Eisenhower, Kennedy and Johnson Administrations from 1958 to 1964.

Following two tours in Vietnam, he retired in 1968. A life member of AAAA, he was one of the charter members having joined in 1957.

May he rest in peace.

FALLEN HEROES

AAAA is saddened to announce the recent loss of the following Aviation Soldiers.

OPERATION ENDURING FREEDOM

The Department of Defense announced on Jan. 16, the death of two soldiers on Jan. 10 at Bagram Airfield, in Parwan Province, Afghanistan as a result of injuries sustained when their MC-12 aircraft crashed.



CW3 McAdams

Killed were:

CW3 Andrew Langston McAdams, 27, of Cheyenne, Wyoming, assigned to Detachment 53, Operational Support Airlift Command, Joint Force Headquarters, Wyoming Army National Guard, Cheyenne, WY; and,



SGT Scobie

SGT Drew Michael Scobie, 25, of Kailua, Hawaii, assigned to Headquarters and Headquarters Battery, 1st Battalion, 487th Field Artillery, Wahiawa, Hawaii Army National Guard, Oahu, HI.

Both were serving with Task Force ODIN (Observe, Detect, Identify, Neutralize).

The incident is under investigation.

CONUS

The Department of Defense announced on Jan. 16, the death of a Soldier from 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne), as the result of a hard landing of an MH-60 Black Hawk on its final approach to Hunter Army Airfield, GA following a training mission on the evening of Jan. 15.



CPT Carpenter

Killed was:

CPT Clayton Orun Carpenter, 27, of Brooklyn, New York.

The incident is currently under investigation.

May they rest in peace.

(Information from Defense Department news releases and other media sources.)



Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation General Fund from 4th quarter, calendar year 2013 through January, 2014. 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 grantor 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.

James J. Aretz
 Albert W. Buckley Jr.
 Michael Coffey
 LTC (Ret.) Laurence L. Dantzer
 CW4 Jon C. Eidem
 Carol A. Harmon
 Keith R. & Elayne C. Hertenberg
 LTC (Ret.) Leroy V. Hester
 COL (Ret.) James E. & M. Roberta Hyers
 COL (Ret.) Larry M. Jonas
 William A. & Andrea J. Johns
 MG (Ret.) Richard D. Kenyon
 Dr. (COL./Ret.) Hal Kushner

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 Piasecki Foundation
 Edward S. & Nan V. Rebholz
 COL (Ret.) William A. & Roxanne Roehl
 Techno-Aide, Inc.
 Kenneth M. & Linda Slye
 Leo Soucek



Please contribute to the AAAASFI through the Combined Federal Campaign (CFC) program.

The AAAA Scholarship Foundation, Inc. provides a variety of annual scholarships to hundreds of students seeking higher education: Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities.

Contribute to #10516. See your unit CFC representative for details on participating in the 2014 CFC Program.



The AAAA Scholarship Foundation, Inc.
 593 Main Street, Monroe, CT
 06468-2806
 Email: aaaa@quad-a.org
 (203) 268-2450

AAAA Membership



Membership Corner

Continued from page 50

(EANGUS). He serves as a Florida Army National Guard enlisted legislative representative. Ed quickly realized the influence of AAAA and wanted to be part of the team.

He also enjoys thanking former Soldiers who, in his words, rarely get recognized. He seeks out those without a combat patch who taught him what Soldiering was all about. He says that while they didn't have the opportunity to put their training into live action, they still served honorably.

Ed is keenly aware of the nation's fiscal issues and is concerned about impacts to the National Guard's aviation Soldier's readiness and works with his legislative contacts in Washington, DC.

While it took us a while to get Ed into AAAA we're glad he is here. His energy and enthusiasm are both infectious and worth the wait. Ed, thank you for your service, your humility, and your commitment to serve Aviation Soldiers and their Families.

*CW5 (Ret.) Dave Cooper
 AAAA Vice President for Membership*

New Members

Continued from page 52

SGT Nicholas Wesson
 SPC Thomas Weston
 SPC Pierce Wierenga
 PFC Craig Williams
 MAJ Roger Williams
 SPC Caleb Willoughby
 SPC Daniel Wilson
 SGT Michael Winner
 PV2 Tyler Clinton Wood
 SPC Zacharia Wurtz
 1SG Seth Yount
 SPC Xiaoguang Zhang

New Industry Members

CymSTAR LLC
 Holloway Aviation, Inc.
 Telford Aviation, Inc.
 MSSJ
 South - Tek Systems LLC
 Thornhill Research, Inc.
 Universal Solutions International, Inc.



UPCOMING EVENTS

May 2014

May 1 AAAASFI deadline for scholarship applications
 May 4- 6 **2014 Army Aviation Mission Solutions Summit**
 Nashville, TN

July 2014

July 18 AAAA SFI Executive Committee (Conference Call) Meeting
 July 19 AAAASFI Scholarship Selection Meeting, Arlington, VA

September 2014

September 4 OV-1Mohawk Association Reunion

ARMYAVIATION Upcoming Special Focus



March

Guard/Reserve Aviation
 Fixed Wing Update
 Safety



April/May

Army Aviation Mission Solution Summit
 AAAA Chapter Directory
 2013 Photo Contest Winners

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

AAAA Awards



New Order of St. Michael Recipients

Gold

COL Dennis Williamson, Ret.

Silver

Connie Nappier, Jr.
 CW5 Jack Bartol, Ret.
 CW5 Terry L. Brewer
 CW5 Randall G. Gant
 COL Robert E. Grigsby
 CW5 Michael J. Parkinson
 LTC Tom Petrick, Ret.
 CSM Thomas Beyard
 David Arterburn
 CW5 John M. Harris
 CSM Kenneth R. Wagner
 John A. Savelli

Bronze

Frank Kirsch
 SSG Michael P. Smith

New Order of St. Michael Knight Recipients



LTC James T. Wilson
 CPT Lisa L. Murphy
 CPT Henri D. Harris
 LTC Dianne Sherrill
 COL Leopoldo Quintas
 BG Christopher P. Hughes
 COL Christopher Boyle
 CSM Edd Watson
 BG Robert P. White
 SFC Curtis L. Grier

New Our Lady of Loreto Recipients



Janice (Nicole) Nielsen
 Janice Crosby
 Lisa Wood
 Randi Lippy
 Tammy Patrick
 Kathy Kling

ACEs

LTC Michael F. McClellan, Ret.
Tennessee Valley Chapter
 Ann S. Stahl
Central Florida Chapter

Distinguished Instructor of the Quarter

SFC Matthew H. Dine
Colonial Virginia Chapter
 1st Quarter 2014

GS-09 Jose Joaquin Garcia
Colonial Virginia Chapter
 1st Quarter 2014

Soldier of the Month

SPC Michael C. Robinson
Minuteman Chapter
 November 2013
 SGT Cindy Valdez
Thunderbird Chapter
 December 2013

NCO of the Quarter

SGT Philip J. Stalewski
Badger Chapter
 1st Quarter 2014

NCO of the Month

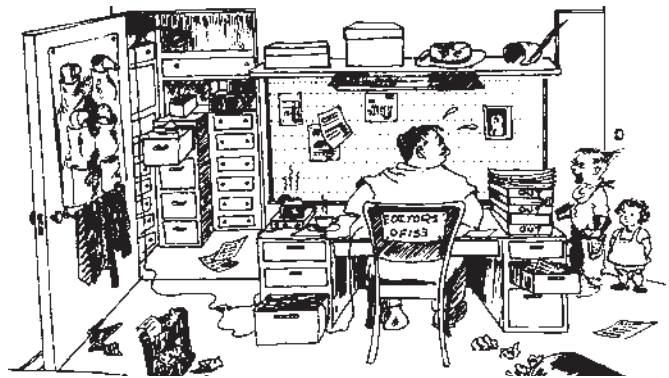
SFC Rafael E. Ortega
Minuteman Chapter
 November 13

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, 1989

Hardware: UH-1 Improvements, by LTC Vaden B. Francisco

The UH-1 Huey is not dead. Under the Army Aviation Modernization Plan (AAMP), some two-thirds of the more than 3,000 Hueys in inventory will be retired. However the plan requires that

1,073 rotary wing aircraft be available to augment the current fleet of UH-60 Black Hawks out to 2007. Determination will be made for FY89 as to whether those 1,073 units in question will be refurbished UH-1s, new UH-60s or a non-developmental (off-the-shelf) aircraft. Regardless of the decision, there will be a large number of UH-1s needing support over the next 15 to 20 years.



Hoisting Helicopters



On December 19, 1988, a giant C-5A delivered five UH-60A Black Hawk helicopters to the Texas Army National Guard. The Black Hawks, off loaded at Bergstrom Air Force Base in Austin, were bound for the 49th Armored Division's 149th Aviation Regiment.

Contract Issued

Annapolis, Maryland based UNC Incorporated announced that its subsidiary, UNC Support Services, has been awarded a helicopter training contract valued over \$70 million. Service was scheduled to begin January 1, 1989. The agreement stipulates that the company will provide initial entry level helicopter pilot training for all U.S. Army candidates at Fort Rucker, the Army's primary flight center. UNC will also provide advanced helicopter and fixed wing training to Army pilots under contract.

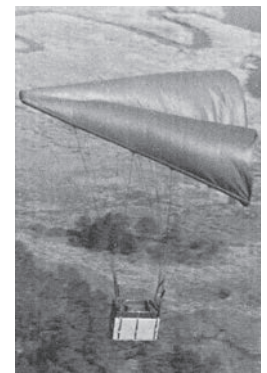
The 1989 AAAA Convention is just five weeks away!



50 Years Ago February 1964

PDG Tests

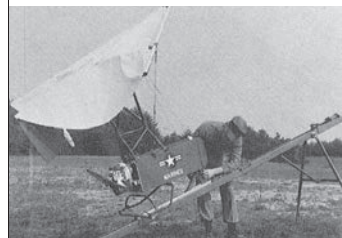
Recent field research tests in Thailand demonstrated the potential of the Precision Drop Glider (PDG). Tests served to showcase the effectiveness of the kite-like re-supply device in a jungle setting for the DOD's



Advanced Research Projects Agency (ARPA) and the U.S. Army Transportation Research Command (USA-TRECOM). In addition, the tests were to train personnel of the Royal Thai Air Force, Navy and the Thai Police Aerial Reconnaissance Unit. Tests were run with bags of sand; however, 100 kilo (220 pounds) bags of rice were delivered into the Thai jungle. The Thailand tests were conducted by technical personnel from Ryan Aeronautical.

Flex Bee

A Marine at the Landing Development Center at Quantico, VA, prepares to launch a Ryan Flex Bee. Ryan conducted a number of evaluation tests with this aerial observation device. The Flex Bee is designed as a battlefield



snooper, tasked with the mission to discern enemy positions several miles beyond the front lines while under combat conditions.

Diehard

When the Wright power plant installed in an H-21 reached the 600 hour replacement mark, the USARAL Aviation Battalion requested an extension due to the engine's superior performance. Pictured (left to right) are the pilots of Shawnee number 62106, CWOs Charles H. Gibson and Don G. Rogers, CWO James McGhee, Maintenance Officer and SP/6 Harold W. Alton with a sign denoting 800 hours. Last word for this engine was: "This one died hard! It was still doing fine!"





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.

The next enshrinement will be held at the Formal Induction Banquet on May 5, 2014 during the Army Aviation Mission Solutions Summit.

See page 39 for Table Sponsor Opportunities.

The deadline for nominations for the 2015 induction is June 1, 2014

Contact the AAAA National Office for details and nomination forms at (203) 268-2450 or visit www.quad-a.org

Army Aviation Hall of Fame

Lieutenant Colonel
Hugh L. Mills, Jr., Retired

Army Aviation Hall of Fame
2011 Induction - Nashville, TN



Hugh L. Mills, Jr. was one of the most decorated pilots during the Vietnam War. During his two tours in Vietnam as an aero scout and one as a cobra pilot, he flew more than 3,300 combat hours and developed many of the U.S. Army's air cavalry aero scout tactics.

He was shot down 16 times and wounded three times, earning numerous decorations for valor, including three Silver Stars, the Legion of Merit, four Distinguished Flying Crosses and three Bronze Stars, one for valor in ground combat. The government of Vietnam awarded him the Cross of Gallantry with Silver Star and Palm, the Vietnamese Honor Medal First Class and the Civic Action Honor Medal First Class.

Mills, who commanded the aero scout platoon of the 4th Cavalry, was described by Major General A.E. Milloy, 1st Infantry Division commanding general, as "the most courageous small unit leader in the First Division with the highest kill ratio of any combat in the Big Red One."

Among his accomplishments, were developing a pilot technique to correct the OH-6 Cayuse "Hughes Tail Spin," which had killed numerous aviators; leading air cavalry raids into Laos, Cambodia and North Vietnam; commanding the Army's first night-attack helicopter unit with crude night vision systems; and he was the first Army pilot to test the XM-8 40mm grenade launcher in combat.

Mills co-authored a book about his experiences in Vietnam, "Low Level Hell: A Scout Pilot in the Big Red One." He retired in 1993 after 26 years of service.

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