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ARMY AVIATION COMMUNITY NEWS

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAPI, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: $30, one year; $58, two years; add $10 per year for foreign addresses other than military APOs. Single copy price: $4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 593 Main Street, Monroe, CT 06468-2806.

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ARMYAVIATION

Publisher / William R. Harris Jr.

Associate Publisher / COL (Ret.) Daniel L. Ball

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

Director of Design & Production
Anne H. Ewing
magazine@quad-a.org

Web Edition / Trudy Hodenfield
trudy@quad-a.org

Contributing Editor / Mark Albertson
mark@quad-a.org

Family Forum Editor / Judy Konitzer
judy@quad-a.org

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

Marketing Director / Jennifer Chittem
jenn@quad-a.org

Circulation Department
Erika Burgess
Deb Cavallaro
Debbie Coley
Elisabeth Mansson
Barbara McCann
Corey Stokes
Sue Stokes

Web Master / Mary Seymour
mary@quad-a.org

Editorial Address
593 Main Street Monroe, CT 06468-2806
Tel: (203) 268-2450 / Fax: (203) 268-5870

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On The Cover

Briefings

Late Breaking News - Announcements - Notes

CSA Visits 4-6 ARS

U.S. ARMY PHOTO BY: SGT NICOLE HALL, 2ND CAB PUBLIC AFFAIRS

CPT Devonne R. Johnson, Bravo Troop commander, 4th Attack Reconnaissance Squadron, 6th Cavalry Regiment, 2nd Combat Aviation Brigade, 2nd Infantry Division, briefs Chief of Staff of the Army ***GEN Raymond T. Odierno*** on OH-58D Kiowa helicopters, Feb. 24, 2014, on Camp Humphreys, South Korea. The CSA received a tour of various aviation equipment and aircraft used by 4-6 ARS soldiers during his visit to Camp Humphreys.

Mangum to DCG TRADOC

U.S. ARMY PHOTO

MG Mangum

The Secretary of Defense announced on Feb. 18 that the President has nominated ***MG Kevin W. Mangum*** for appointment to the rank of lieutenant general and assignment as deputy commanding general/ chief of staff, U.S. Army Training and Doctrine Command, Joint Base Langley-Eustis, VA. Mangum who previously served as the Army Aviation Branch Chief and commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, Fort Rucker, AL, relinquished command to BG Michael D. Lundy on March 20th.

Peterson Tapped for ARSOAC

U.S. ARMY PHOTO

BG Peterson

The chief of staff, Army announced the assignment of ***BG Erik C. Peterson*** as commanding general, U.S. Army Special Operations Aviation Command, Fort Bragg, NC. He is currently serving as deputy commanding general (Support), 2nd Infantry Division, Eighth U.S. Army, Republic of Korea. He takes over from ***BG Clayton M. Hutmacher,*** who has been in the position since June, 2012 and has also been announced as replacing Peterson as DCG, 2nd ID in Korea.

U.S. ARMY PHOTO

BG Hutmacher

UFC Takes Flight with C-27Js

U.S. ARMY PHOTO BY MAJ. EMILY POTTER, U.S. ARMY SOAC

The USASOC Flight Company began airborne operations with their new C-27Js this month. The C-27Js are being utilized as the lifecycle replacement for the aging Medium Short Take-off and Landing (MSTOL) fleet of CASA... 212-200s.

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Providing a **VOICE** for Aviation Soldiers and Families

Army Aviation is in the cross-hairs of budgeteers and those who believe a smaller Army is better; those who believe airpower and seapower can provide strategic leverage and dominate future conflicts at the expense of ground forces. Now, more than ever, it is vitally important for our constituency to have a **Voice** that can be heard by key decision-makers at all levels of government.

The AAAA will not advocate on behalf of one component over the other, but rather, strongly advocate on behalf of Army Aviation as the most sought after maneuver force by ground force commanders. It will be those issues that are in the best interests of Aviation Soldiers and their families that the AAAA can provide a Voice for each of you; Active, National Guard, Reserve, DA Civilian, Industry, and Retirees. Several tools are at our disposal.

First, the Army Aviation Caucus is the forum of 52 members of Congress and their staff. It provides a conduit to inform and provide awareness of critical issues facing Army Aviation and our industrial base and garner their support for Army Aviation. Second is our Senior Executive Associates, which is a group of retired 3-and 4-star non-aviator general officers, who inform Army Aviation leaders on the strategic landscape affecting current and future Army aviation initiatives as well as advocating on behalf of the Branch within DoD, HQDA, and throughout industry. Third, our membership in The Military Coalition (TMC) links us together with 5.5 million members to make a big impact in Washington on your behalf. In fact, over the last 32 years as a member of the TMC, AAAA has played a decisive role in winning enactment of virtually every significant legislative initiative affecting compensation and benefits for Active, Reserve, Guard and retired members.

You too have a tool to get your Voice heard; *ARMY AVIATION* magazine in both print and digital versions. The magazine is distributed at all senior leadership level both in DoD and in Congress. I would encourage your thoughtful, introspective and experiential articles that articulate how decisions in Washington are affecting Aviation Soldiers and families in the field.

This is not the first time your Association has advocated on behalf of our members. Simultaneously with AAAA's birth in the Spring of 1957, an issue was raised by AAAA concerning the Army Guard and Reserve aviators being denied 36 paid drills per year that had been granted to the Air Force Reserve. In 1959 the AAAA President, Bryce Wilson, wrote the Secretary of the Army directly addressing inequities in flight status and training. In the 1970s we pressed for equalization of Flight Pay between commissioned and warrant officers, again culminating in a direct letter from AAAA President MG George Beatty this time to the Secretary of Defense in 1980. In the 1980s it was also the fixing of the "gates" in Aviation Career Incentive Pay (ACIP). In the 1990s it was branch insignia for our warrants, and in the 2000s we fought for full ACIP for the Reserve Components.

AAPI PHOTO BY BILL HARRIS

Incoming Army Aviation Branch Chief and commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL, BG Michael D. Lundy, and AAAA National President, BG (Ret.) Howard W. Yellen, meet for an initial one-on-one session during the Aviation Senior Leaders Conference at Fort Rucker in January.

I want to give a shout-out to two of our chapters, the Thunderbird Chapter and Southern California Chapter. This past month I had the opportunity to visit them in Oklahoma City and Anaheim, respectively. Both are making great strides to increase membership in the National Guard, have infused excitement into their chapters, recognized key contributors, and provided excellent venues for **N**etworking amongst their Soldiers and families.

Finally, be sure to catch the latest news on the upcoming Army Aviation Summit in Nashville on the website and download the convention App! Hope to see you there May 4-6, 2014.

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

2014 Army Aviation Mission Solutions Summit

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

Sponsored by The Army Aviation Association of America (AAAA)

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SHORTER

In the 2013 post convention e-survey you said, "Too long, kill last day." We did.

2014 Summit will start Sunday afternoon, May 4, and end Tuesday night, May 6.

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- Meet hundreds in the center theater of the Exhibit Hall to engage senior leaders in Q&A.
- Go to Deep Dive open meetings in rooms adjacent to the Exhibits. Topics include Engagement, Maneuver, Sustaining and more.
- Lock in private one-on-one meetings with PMs, TCMs, and HRC managers in their show offices for individual discussions.

"OSCAR NIGHT"

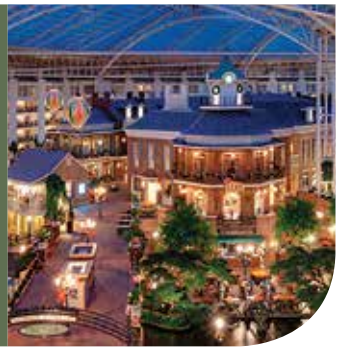
Army Aviation's "Oscar Night," the Monday night Hall of Fame Induction Dinner will now be FORMAL – bow ties, red carpet, reserved tables... the whole deal!

CLOSING CONCERT

The Soldier Appreciation Dinner Concert on May 6th will NOT be Formal. It will be casual, as in...soldier-focused, as in... no tux, no blues... as in ... Trisha Yearwood! It's the last night. Relax, enjoy the show.

HOUSING/EVENT REGISTRATION

Opryland is now a Marriott property. Get reward points. See www.quad-a.org on January 15th at 0900 to get your hotel room and badge.



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Sustaining an Indispensable Capability

By MG Kevin W. Mangum

U.S. ARMY PHOTO

An AH-64D Apache lands as an unmanned aerial vehicle operator prepares to launch a Shadow UAS; manned and unmanned systems routinely operate independently and teamed together.

I am extremely honored to have served with, for and alongside all of you across the Army Aviation Enterprise over the past 19 months. When I had my first nickel-ride in a TH-55 over 30 years ago, I never imagined I would someday serve as the Aviation Branch Chief and command the United States Army Aviation Center of Excellence. Along the way, I've been blessed to have worked with extremely dedicated professionals who had a single-minded focus on winning in tough situations and in the toughest environments.

Having worked with each element and unit across the Enterprise, I can say with confidence that we have never been better as a Branch. We've met each challenge as a team while maintaining our relentless focus and dedication to continue to honor the sacred TRUST built over the years with commanders and Soldiers on the ground.

Over the past 12 years, we've continued to provide a uniquely asymmetric advantage to those commanders and Soldiers on the ground. We are extremely well trained and combat proven, but have some work to do to regain proficiency in some core competencies. Most of our military occupational specialties (MOSs) are filled at over 100% strength. Our maintainers are very proficient in high tempo launch-recover-launch operations but have grown accustomed to heavy contract maintenance support while deployed.

Although well equipped, we have multiple dissimilar configurations that reduce sustainment efficiency. Our future, smaller force must meet the full

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Sustaining the Momentum

As the Army transitions from an Army at war to an Army preparing for war, we must ensure that we sustain the momentum that we worked so hard to gain over the past several years. This is critical to posture ourselves to adapt to future requirements. We worked extremely hard helping our Army's senior leaders understand and assess future requirements. We did so as a team and are ready to posture ourselves to meet those demands.

Just one of the many ways we postured ourselves is with the recent deployment of our first Full Spectrum Combat Aviation Brigade (CAB) organized to leverage the enhanced capability provided by teaming our manned and organic unmanned platforms. This teaming will enable us to extend our reach, improve survivability, enhance our reconnaissance and security operations, and so much more.

We continue to tailor our institutional training to meet specific needs of our Aviation Soldiers of all ranks. We are leveraging technology, simulation and gaming to great effect, improving the quality of instruction and mastery of required skills.

The Army Aviation Enlisted Learning Model 2015 will balance lifelong learning across the institutional, organizational and individual learning domains to provide structure, standards and tracking capabilities while incorporating opportunities for professional civilian licenses and certifications. Our Basic Officer Leader Course and Warrant Officer Basic Course are updated to ensure new Aviation officers arrive at their first duty station with both the flight and leader training to succeed.

Our Aviation Warrant Officer Advanced Course now offers "track specific" modules, providing education and training to enhance their ability to perform their tasks. Additionally, we continue to increase the combined arms focus of the Captains Career Course through collaboration with the Maneuver and Fires Centers of Excellence, executing combined arms air-ground maneuver with their counterparts. All of these changes focus on making our force more agile through emphasis on developing critical thinking skills.

A Team Effort

Synchronizing and sustaining all of these competing requirements requires a team effort. Reflecting on my tenure as Branch Chief, I am amazed at all that our incredible team accomplished. I have been fortunate to serve with the very best leaders and Soldiers in our Army and have witnessed your amazing efforts to ensure Army Aviation remains ready, relevant and capable. I look forward to watching you continue to do so from a different vantage point and stand ready to assist, wherever and whenever I can.

With all the work that has been done, there is so much left to do. BG Mike Lundy is just the right leader at the right time to sustain the energy and effort to maintain Aviation as the indispensable capability our Army relies on. I am so happy to welcome him to Fort Rucker to do just that!

Again, I am humbled to have had the rare privilege to represent the over 30,000 Army Aviation Soldiers serving across the globe. They are, and must continue to be, our focus, enabling them to answer the call of commanders and Soldiers on the ground. We have never asked more of our Aviation Soldiers, flying and fixing aircraft. They never wavered or faltered, despite the sacrifices they and their families have borne. I am extremely proud to have served in their ranks!

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.

Editor's Note: We at ARMY AVIATION take this opportunity to thank MG Mangum for his support and congratulate him on his nomination for promotion to lieutenant general. We wish him and his wife, Angel, all the best in his next assignment as the TRADOC Deputy Commanding General/Chief of Staff.

range of unified land operations while operating in austere environments against more robust threats. Building tailorable, expeditionary, survivable forces to meet these challenges in a budget constrained environment is tough work and requires agile and creative leaders.

The fiscal reality of reduced training resources and flying hour budgets demands we maximize home station training and fully leverage the variety of resources available in both our operational and individual learning domains to close the current knowledge gaps in combined arms operations.

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Over the past couple of years, we incorporated lessons learned from our most recent conflicts into doctrinal manuals currently being published in order to prepare for future first battles. Recently released changes to doctrine include standardizing gunnery tables with ground direct fire tables and moving the focus of annual qualification from crew to team level qualification while adding flexibility for commanders to tailor the requirements based on their assigned mission and tasks. Increasing the use of simulations and gaming will also ensure we get the most from the robust capabilities that are already available at home station.

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Chief Warrant Officer of the Branch

I have asked CW5 Dwight Greenlund, the U.S. Army Aviation Center of Excellence (USAACE) Directorate of Evaluation & Standardization (DES) Fixed Wing Branch Chief, and CW5 Steve Lott and CW4 Brian Barry, both DES Fixed Wing Standardization Instructor Pilots and Instrument Flight Examiners, to provide an overview of U.S. Army fixed wing training. Above the Best!

CW5 Godfrey

U.S. Army Fixed Wing Training

By CW5 Dwight Greenlund, CW5 Steve Lott, and CW4 Brian Barry

The Special Mission Equipment Aircraft (SEMA) hangar at Fort Huachuca, AZ.

U.S. ARMY PHOTO

Army fixed wing flight training differs slightly from institutional Army rotary wing flight training. As Fort Rucker, AL is the hub for rotary wing flight training, only initial fixed wing training is conducted at the post.

Fixed wing qualification begins with the Fixed Wing Multi Engine Qualification Course (FWMEQC). Recently the name was changed to the C-12 qualification course but the end result remains qualifying Army Aviators to fly fixed wing aircraft.

Aviators attending initial fixed wing training at Ft. Rucker leave as qualified C-12V Huron pilots. As the C-12 is by far the most prevalent fixed wing aircraft in the Army inventory, no other training is required for most aviators heading out to a C-12 assignment. However, aviators with follow on assignments to Military Intelligence units attend RC-12 Guardrail qualification training at Ft. Huachuca, AZ. National Guard aviators assigned to units flying C-26 Metroliner aircraft attend qualification training at the Fixed Wing Army Aviation Training Site (FWAATS) in Bridgeport, WV.

Aviators assigned to UC-35 units attend training at the Army Reserve Jet Training Detachment at Dobbins Air Force Base (AFB), GA to fly the Cessna Citation. Still, some aircraft are so few in number, such as the Golden Knights U.S. Army Parachute Team, that units conduct local qualification training.

Developing the Program

In 1985, the Army's Fixed Wing training program was consolidated at Ft. Rucker under a contract awarded to FlightSafety International (FSI), which had been providing fixed wing training for the Army at two other locations since 1978. FSI began by opening its simulator training complex in Daleville, AL. It had two C-12 simulators providing simulator and academic training to Army aviators. In 1986, FSI was awarded a "turnkey" contract to provide all fixed wing flight training to include the Fixed Wing Multi Engine Qualification Course (FWMEQC) at their Dothan, AL facility.

In 1994, FSI also began teaching the Fixed Wing Multi Engine Instructor Pilot Course (FWMEIPC) which includes Upset Recovery Training (URT). Basic spin training has always been provided during the FWMEQC

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in a variety of aircraft including Tomahawks, Decathlons, Cessna 172s and most recently, the Czech Republic manufactured Zlin 242L.

URT, which is a much more comprehensive aerobatic program, was introduced to the Instructor Pilot Course in 1996 and more recently to the FWMEQC in 2007. This training gives our aviators invaluable skills necessary to recover from virtually any aircraft attitude excursion.

A recent upgrade to the simulation fleet and course curriculum enabled the students to graduate the FWMEQC fully qualified in the Army's newest C-12 variant, the C-12V. This aircraft has the latest avionics package that includes the Proline 21 glass cockpit, and dual Collins FMS (Flight Management System).

Training Sites

The U.S. Army Intelligence Center at Ft. Huachuca conducts RC-12 Guardrail qualification. The RC-12 course not only qualifies Army Aviators to fly Guardrail aircraft, but also serves as indoctrination to the Army Military Intelligence (MI) Branch. CW4 Jerry Hollars is the standardization pilot for the RC-12 Qualification Course which consists of two phases, including phase one common core and phase two flight and academic training programs. Students leave the nine-week and four-day course with an average of 46 hours in the aircraft and 15 hours in a cockpit procedural trainer.

During Common Core, student pilots are exposed to a variety of MI subjects including National Intelligence Structure, collection management, Operations Other Than War (OOTW), Army Airspace Command and Control (A2C2) and both concept and structure of the Corps Military Intelligence brigade. In addition, students are exposed to the capabilities and organization of other Special Electronic Mission Aircraft (SEMA), including the RC-7 "Airborne Reconnaissance Low," the Liberty and Medium Altitude Reconnaissance and Surveillance System/ Enhanced Medium Altitude Reconnaissance and Surveillance System (MARSS/EMARSS) programs and various unmanned aircraft systems.

Phase one of training focuses on aircraft qualification and phase two incorporates the use of the aircraft mission equipment and advanced mission tasks. Since most MI unit aerial exploitation battalions (AEB) have been continuously deployed for the last decade, providing aviators to the units that require minimum progression training allows the unit to focus on the wartime sustainment mission.

The Army National Guard operates the Fixed Wing Army Aviation Training Site (FWAATS) in Bridgeport, WV. Established in 1996 as a site focused on meeting the fixed wing training requirements for Guard and Reserve aviators, the site has grown to support much more. The 12 assigned instructor pilots taught a total of 35 classes to train 170 aviators last year. A two phase C-26 qualification course is also taught.

Phase one consists of two weeks of simulator training followed by three weeks of C-26 aircraft instruction in phase two. FWAATS also conducts the BE300 King Air 300/350 course which qualifies Army aviators in the MARSS aircraft to support Task Force Observe, Detect, Identify, Neutralize (TF ODIN). "For the last five years the National Guard has supported TF ODIN to provide sought after intelligence for the troops on the ground," commented CPT Mike Howard, the FWAATS Operations Officer.

As the only course in the Army to qualify King Air 300/350 pilots, FWAATS has recently conducted training for Active Component pilots as units prepare to transition the MARSS platforms from government owned/ contractor operated to government owned/government operated. In addition to aircraft qualification courses, FWAATS teaches the Fixed Wing Instrument Examiners Course. Taught with the same intensity as the Ft. Rucker course, the FWIFEC allows students to focus on fixed wing specific procedures and subjects.

UC-35 jet aircraft qualification is a two-phase course. Flight Safety International in Wichita, KS conducts the two-week phase one Cessna Citation 560. Following the intense two-week simulator training, students then travel to Dobbins AFB in Atlanta for phase two. Made up of a small group of UC-35 standardization instructor pilots, a commanding officer and XO, the U.S. Army Reserve Jet Training Detachment has provided UC-35 qualification training since 2007.

The course syllabus consists of roughly 15 hours of simulator training in Wichita, then 15 hours of flight training at Dobbins in the UC-35B. With a course prerequisite of 500 fixed wing hours or 50 hours of fixed wing pilot in command time, aviators seldom have a difficult time making it through the challenging course.

"Our goal is to provide the quality level of training here so pilots can get to their units and immediately get to work," reflected CW5 Julie Ward, one of the UC-35 instructors. "On any given mission, pilots can depart from their base and pick up passengers at a busy international airport in between two 747s. Under those conditions, our pilots really need to know what they're doing."

As with Army rotary wing aviators, the career path for fixed wing pilots begins at Ft. Rucker. However, based on units of assignment and additional training requirements, fixed wing pilots find themselves attending training at satellite locations around the United States.

However, one common thread links all the training sites – professional and standardized training. With a high level of experienced instructor pilots throughout the community, it is certain that fixed wing pilots will be prepared to complete the Army's mission into the distant future.

CW5 Allen R. "Randy" Godfrey is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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Aviation Enlisted Training and Development

By CSM James H. Thomson Jr.

Change is the law of life. And those who look only to the past or present are certain to miss the future.

– John F. Kennedy

As Soldiers, Department of the Army Civilians, and families, we are all too familiar with change and we certainly recognize today that our Army and Army Aviation faces many significant changes as we transition from a force at war to one of preparation. Add the fiscal challenges currently facing our nation and many of our coming changes will unquestionably seem daunting. Add the fiscal challenges currently facing our nation and many of our coming changes will unquestionably seem daunting.

U.S. ARMY PHOTO COURTESY OF 128TH AVN. BDE.

SSG Brian Jones, 128th Aviation Brigade cadre, shows GEN Robert W. Cone, U.S. Army Training and Doctrine Command commanding general, safety equipment used by the brigade's students at Fort Eustis, VA, Aug. 20. All aviation maintenance Soldiers are trained by the 128th Avn. Bde.

Truth be told, this is not really something new for our Army. Just as we have for 238 years, our current leaders, and those of tomorrow, will embrace change and dominate the transition ensuring our serving men and women are prepared to answer the nation's call to prevent, shape and win in the future.

With change comes opportunity and over the past several months the team here at the United States Army Aviation Center of Excellence (USAACE) has seized several opportunities to shape change for the better. Most significant is the holistic transformation of our aviation enlisted training and development model.

Based on feedback from commanders and senior noncommissioned Officers (NCO) from the field, both active and reserve components, coupled with lessons learned from 12 years of deploying multi-functional aviation task forces, we've restructured the enlisted training and development model to produce more flexible and capable Career Management Field (CMF) 15 Soldiers and NCOs that are competent, adaptive, leaders and critical thinkers able to solve complex problems under the most arduous conditions.

Through a collaborative effort including senior leaders from across several combat aviation brigades (CAB), instructors and training developers from the schoolhouse along with professionals from the aviation proponent office, we are redesigning our Advanced Individual Training (AIT) courses, moving to a skills based program of instruction that focuses on mastery of those skills and knowledge required to support tasks associated with each Military Occupational Specialty (MOS).

As part of this endeavor, we're grouping like MOSs to develop a common core during AIT that ensures said mastery of skills and knowledge is standardized across the group and a more predictable apprentice arrives to their first unit of assignment. Additionally, we're developing tools to synchronize and standardize our Soldiers' experiential learning during the period between AIT and returning to the institution for the Advanced Leaders Course.

[1] Rate/bonus lock time periods and premium bonus are subject to change. Bonus match percentage is fixed and will not change after the contract is issued. Premium bonus is locked for the 45 days after it is issued. If contract is not funded within the 45 days, bonus rate could change. [2] The fixed annuity guarantee is against principal loss and depends on the claims-paying ability of the issuer.

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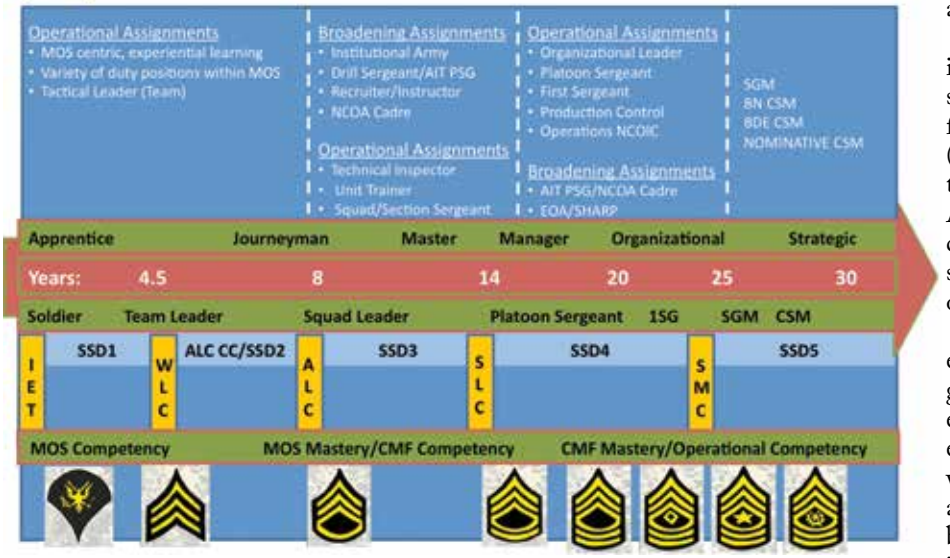
Flexible Retirement Annuity: ARA33846ST 03-99 (varies by state); in NY, NRA36171NY 05-00. Call for details on specific costs, benefits, limitations and availability in your state.

Annuities provided by USAA Life Insurance Company, San Antonio, TX, and in New York by USAA Life Insurance Company of New York, Highland Falls, NY. Each company has sole financial responsibility for its own products. Financial advice provided by USAA Financial Planning Services Insurance Agency, Inc. (known as USAA Financial Insurance Agency in California, License # 0E36312), and USAA Financial Advisors, Inc., a registered broker dealer.

CMF 15 Enlisted Career Development Model



Career Development

Department of the Army Pamphlet (DAPAM) 600-25 has been completely rewritten to clearly and concisely depict a career development model for Soldiers to follow from private to sergeant major. As part of that effort, the team at USAACE has re-written Chapter Eight, *Aviation (CMF 15) Career Progression Plan*, to provide our leaders with a guide to counsel their subordinates and manage their experiences throughout each level of their development. Additionally, DA PAM 600-25 will be linked to the Army Career Tracker (ACT) so that Soldiers and leaders can track and assign duty positions accordingly.

Another tool under development aimed at allowing NCOs to standardize, synchronize and document their Soldiers' experiential learning from unit to unit is a *Digital Job Book*. Our team has been working closely with the Combined Arms Center to develop an online software program that enables NCOs to document their Soldiers' experiences, keeping track of them throughout their career. Such a tool will be invaluable in managing when and where Soldiers are assigned as they progress along their careers. This job book will also allow our Soldiers to document their technical experiences for use toward obtaining civilian professional certifications and licenses associated with specific MOSs.

An integral component of this holistic reshaping of the aviation enlisted training and development model is how we develop our aviation NCOs. We are currently re-esigning our Advanced (ALC) and Senior (SLC) Leaders Courses to ensure we're teaching the right skills and knowledge at the right time in our NCOs' careers. Through collaborative efforts with the Institute for Noncommissioned Officer Development (INCOPD), we are changing our course design to ensure they are nested with Training and Doctrine Command's (TRADOC) NCO 2020 initiatives.

The redesign of ALC focuses on providing the right courseware aimed at producing staff sergeants (SSG) that are expected to serve as leaders of small units such as squads or sections; subject matter experts in their MOS; and primary unit trainers within their assigned organization. In an effort to provide our sergeants first class (SFC) with the skills and knowledge needed for serving in positions of greater responsibility, the courseware will be geared toward producing leaders of platoon sized elements, and managers of aviation maintenance and operations.

Assignments

Assignments play a key role in our aviation NCO development model and with the cooperation of Human Resources Command (HRC), our SSGs and SFCs will be assigned accordingly between operational and institutional units during their career progression. For example, it is imperative that a SSG serve successfully as a leader and trainer in an operational assignment within a CAB, then take an assignment in the institutional force serving as a drill sergeant, recruiter or instructor for two or three years before returning to an operational assignment.

Likewise, SFCs that have been identified to potentially continue to serve our branch in the future at the first sergeant (1SG) and sergeant major (SGM) levels can expect to be assigned to serve in our institutional Army as AIT platoon sergeants, NCOA cadre, drill sergeants and recruiters following successful platoon sergeant time in the operational force.

A lot of hard work by a lot of talented and dedicated professionals has gone into reshaping the aviation enlisted training and development model to ensure we continue to man our CABs with the best and most capable Soldiers and NCOs possible. Bridging the gap between the operational force and the institutional Army is a key component to the success of our aviation leader development strategy and will require a commitment to change from leaders across the aviation branch.

Sincere Thanks

My tour of duty as your Aviation Branch Command Sergeant Major is coming to an end later this month when I will pass the mantle of responsibility to CSM Eric Thom who will serve as our 14th Aviation Branch CSM. It has truly been an honor and a privilege representing the Aviation enlisted and NCO cohort these past 24 months. I have thoroughly enjoyed working alongside a tremendously talented team of Soldiers and civilians absolutely committed to the training and development of our force. Jen and I sincerely thank all who made this assignment such a pleasure and wish the Thoms nothing but the best as they embark on their tour of duty. Thank you all for what you have done, and continue to do for our Nation, the Army and Army Aviation.

Above the Best!

CSM Thomson

james.h.thomson4.mil@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.

Editor's Note: We at ARMY AVIATION thank CSM Jim Thompson for his support while serving as the Aviation Branch Command Sergeant Major and wish him and his wife, Jen, all the best in his next assignment.

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Degraded Visual Environments: A Leading Factor in Aviation Accidents

By BG Timothy J. Edens and LTC Michael D. Higgenbotham

Fiscal 2013 was one of the safest years on record for Army Aviation, an achievement directly attributed to the incredible safety culture established by our leaders and outstanding performance during mission execution by our aircrew members. Congratulations to you all on a job well done!

U.S. NAVY PHOTO BY MASS COMM SPECIALIST 2ND CL ASS JON RASMUSSEN

A CH-47 Chinook helicopter raises a white out of blowing snow as it lands at a remote landing zone near Walan Rabat in Zabul province, Afghanistan, Feb. 8.

However, despite last year's successes, we as aviation professionals have not reduced the percentage of mishaps attributed to degraded visual environments (DVE). Safety investigations into the 14 Class A and B accidents that occurred during fiscal 2013 determined three mishaps involved loss of spatial orientation due to DVE, verifying the condition's long-running trend as a leading contributor to Army Aviation accidents. A further USACR/Safety Center review of fiscal 2002 through fiscal 2013 accident data shows DVE was responsible for a quarter (89 of 358) of Class A and B accidents during that time frame. Of bigger concern is the disproportionate number of fatalities involved; while only 25 percent of all mishaps, DVE accidents accounted for 46 percent of total fatalities, with 111 personnel killed.

Seeking Solutions

DVE accidents tend to occur in dark and dusty conditions with limited visual cues and aviators operating at the limits of their skill sets. Yet, these are the very mission profiles needed to accomplish the missions requested by our supported ground force commanders. Obviously, reaching a solution is paramount, and we believe the way ahead in reducing related accidents is two-fold. The first component involves material solutions, which the Aviation Enterprise is currently researching to enhance situational awareness with limited visual cues. The second avenue is continued training, specifically aggressive aviation training programs that directly address DVE operations.

Material

The requirement for material solutions originates from a 2009 congressional directive to study and reduce situational awareness (SA)-related helicopter losses. The Office of the Secretary of Defense Joint Study directed the services to immediately address capabilities necessary for controlled flight in DVE. Program Executive Office-Aviation completed a follow-on study and organized working groups that produced the Terrain Awareness Aspects of Rotorcraft Mishaps in Degraded Visual Environments report (known as the ARTAWS Report), released in 2011.

The report focused on three material solutions to enhance pilot SA: integration of active aircraft sensors; inclusion of visual, aural and tactile pilot cueing; and use of modern control laws in flight controls to assist pilots through automation. The UH-60M and CH-47F are equipped with digital flight control systems and already provide aviators with a stabilized platform that reduces workload during low visibility. Efforts are now underway to develop active sensors that penetrate obscurants, as well as visual cueing symbology that intuitively presents terrain and obstacle information to the aircrew.

Under the direction of Program

Manager-Air Warrior, the Air Soldier System is undergoing testing and will provide a head-mounted, synthetic vision capability that overlays virtual visual references over digital terrain elevation data layers, giving users a visual perspective and fusing with a future selected sensor for real-time terrain awareness. The Brownout Rotorcraft Enhancement System (BORES) was approved in December 2013 to proceed into the analysis of alternatives phase, scheduled for completion in the fourth quarter of fiscal 2014. This next phase will be used to identify affordable, acceptable and achievable sensor technology alternatives to enhance pilot SA in brownout conditions.

A tertiary line of effort under development by the U.S. Army Aviation Research Laboratory (USAARL) would provide pilots, through tactile feedback, supplementary cueing information for both aircraft attitude and drift. The Tactile Situational Awareness System (TSAS) uses a series of vibrating actuators arranged on a pilot's body to provide cues for drift, airspeed changes and altitude thresholds. TSAS is not intended as a full pilotage system but could serve as a low-cost cueing system to augment the long-term solutions developed via BORES. PM-Utility, in coordination with USAARL, is conducting a series of initial flight tests beginning this March to validate the concept.

Training & Discipline

Training is just as important as any material solution. Accident data clearly show human error is a contributing factor in DVE mishaps. However, when placed in context, this statistic illustrates the incredibly challenging environments our aviators operate in daily. Of all DVE accidents, 71 percent occurred in combat, 53 percent happened during the landing sequence, and more than 70 percent had either brownout or low-contrast terrain as the contributing factor.

Validating accident data, the ARTAWS report also clearly identified training deficiencies in losses due to DVE. An analysis conducted by the Aviation Safety Investment Strategy Team to develop controls for hazards identified in USACR/Safety Center data identified 40 primary hazards, with 26 clearly containing a required training component.

From the loss prevention and aviation safety culture perspective – and regardless of material solutions implemented in the future – a well trained and disciplined aviation force is the best strategy to mitigate the risks inherent in operating at the margins of pilot capabilities. As commanders, we must continue to ruthlessly implement our risk assessment, crew selection and mission approval processes to both identify the hazards associated with every mission, and also assign the best trained and most proficient aircrews to the task.

The mission briefing officer and final mission approval process should clearly identify phases of flight that operate in low-contrast terrain, reduced visibility or brownout conditions. Commanders should assess the methods instructor pilots train for dust landings and implement zero ground run techniques. Younger pilots should be trained in scanning techniques for low-contrast terrain or reduced visibility that includes the attitude indicator, radar altimeter, vertical speed indicator and external visual cues to maintain proper aircraft orientation.

Lastly, existing situational awareness tools such as terrain banding activated on multifunction displays (MFD) or electronic data managers (EDM), along with use of Aviation Night Vision Imaging System (ANVIS) Heads Up Display (HUD), should be mandated to build proficiency in these systems.

Operations in DVE will continue to challenge commanders as they manage mission benefits versus accepted risk, while testing crews as they operate in extremely difficult environments. We must maintain the low accident rates set in fiscal 2013, but reducing DVE-related human error should be our area of focus. Between emerging technologies and tough, realistic training, we should be able to make a difference.

Army Safe is Army Strong!

BG Timothy J. Edens is the Director of Army Safety and the commanding general of the U.S. Army Combat Readiness/Safety Center; and LTC Michael D. Higginbotham is the director of the USACRSC Aviation Directorate at Fort Rucker, AL.

For this issue, I've tasked CPT Justin Koenig from B/2-210th to breakdown the training conducted at the three locations where Aviation Soldiers are educated in the fundamental skills required to become the premier maintainers Army Aviation demands for successful mission accomplishment.
COL Rigole, Commander

3 Different Components, 3 Different Training Sites, Same Training Objectives

By CPT Justin J. Koenig

The Army's Training and Doctrine Command (TRADOC) is responsible for the institutional development of every Army Soldier. TRADOC ensures Army Aviation maintainers, whether Active Duty, Reserve, or National Guard component, are prepared to swiftly adapt to complex situations across full spectrum operations, to fight when necessary, and to win decisively through realistic and effective training provided at one of three separate training sites: The 128th Aviation Brigade, the Eastern Army Aviation Training Site (EAATS), and the Western Army Aviation Training Site (WAATS).

Although the training sites are situated at three different locations with specific training courses, the training sites utilize the same or very similar Army learning products, which are developed within the 128th Avn. Bde. whose higher headquarters is the United States Army Aviation Center of Excellence (USAACE).

U.S. ARMY PHOTO 128TH AVN. BDE.

Students in the 15G Aircraft Structural Repairer course at 2-210th Avn., Joint Base Langley-Eustis, VA.

Developing Replicable Training

To develop and maintain effective Army learning products for Soldiers and Army civilians at each training site, the 128th Avn. Bde. utilizes an iterative course development and management process. The Brigade identifies dedicated, multidisciplinary training development teams working together through the ADDIE (analyze, design, develop, implement, and evaluate) process to streamline an individual course development or course revision timeline.

Once the course and its products are developed, the course management team conducts individual course and product maintenance as a critical component to prevent unnecessary training degradation while sustaining the most current and realistic training possible. When a course revision is necessary, course management teams can reuse and update existing products to produce required outputs in a much shorter time period than new development.

Additionally, in support of the Army Quality Assurance Program, designated Army evaluators ensure that the course and its instructors are meeting the minimum essential requirements. With this somewhat simple explanation of a complex process, the Army Aviation Maintainer receives the best training regardless of his or her assigned training site.

128th Aviation Brigade

The 128th Avn. Bde., located at Joint Base Langley Eustis, VA, is comprised of three battalions. The 1st Battalion, 222nd Aviation Regiment serves as

the student battalion, conducting Soldierization training by focusing on Army values, physical conditioning, Warrior Tasks and Battle Drills, and the Warrior Ethos of Army Aviation.

The 1st Bn., 210th Avn. Regt. focuses on attack and reconnaissance helicopter airframe and armament systems training, electrical/electronic systems, and avionics training encompassing Military Occupational Specialties (MOS) 15F, J, N, R, S, Y, the Warrant Officer Technician (151A) Basic and Advanced Courses, and the Armament Officer Courses (SQI-E) for the AH-64 Apache and OH-58D Kiowa Warrior weapons systems.

The 2nd Bn., 210th Avn. Regt. focuses on utility and cargo helicopter systems and subsystems; powerplant and powertrain structures; pneudraulics subsystems; and Latin American training including MOSs 15B, D, G, K, T and U.

EAATS

The Eastern Army Aviation Training Site, located adjacent to Muir Army Airfield on Fort Indiantown Gap, Pennsylvania, is organized with two subordinate training battalions and support staff. The Aviation Training Battalion (ATB) is responsible for MOS qualification/transition and Basic and Advanced NCO training for 15 M/T/U along with aircraft qualification and instructor pilot training in the CH-47D and UH-60A/L.

The Aviation Support Battalion (ASB) is organized with two helicopter simulation companies (cargo/attack and utility) and a medical support company. The ASB operates the largest flight simulation complex in the Reserve Component providing virtual simulation and procedure training in the CH-47, UH-60, and UH-72 devices.

WAATS

The Western Army Aviation Training Site, located at Silverbell Army Heliport in Marana, Arizona, provides attack and reconnaissance helicopter airframe and armament systems training to include aviator, instructor pilot, and maintenance test pilot qualifications in the AH-64 Apache and OH-58D Kiowa Warrior. In addition, the WAATS provides a variety of courses for enlisted Soldiers including: aviation operations specialist, basic and advanced noncommissioned officer courses, and helicopter repairer's training in the 15R/S/J MOSs.

Conclusion

In the end, all the Army Aviation maintainer courses taught at the three separate training sites are approved by TRADOC and USAACE with the 128th Avn. Bde. providing certification, quality control, and standardization for these courses.

Each training site provides world class training for Army Aviation maintainers ensuring that all Army Aviation Soldiers are trained and adequately prepared to adapt to any operational environment when answering our Nation's call.

CPT Justin J. Koenig, is the commander of Company B, 2nd Bn., 210th Avn. Regt., 128th Avn. Bde., Joint Base Langley-Eustis, VA.

Metabolic Syndrome

By Dr. (LTC) Joseph Puskar

Q: I was told during my last annual health check up that I might be in the early stages of metabolic syndrome. What is it, and what can I do about it?

FS: Although it is still sometimes debated in some circles whether metabolic syndrome is really a proper diagnosis, it is generally accepted to be an easily identifiable, measurable, and treatable condition. Risk factors for metabolic syndrome (formerly called syndrome X) are central or truncal obesity measured as a waist circumference of 40 inches or more in men, and 30 inches or more in women, plasma triglycerides over 150 mg/dL, low levels of high-density lipoprotein (HDL; often called "good" cholesterol) defined as 40 mg/dL or less for men, and 50 or less for women, hypertension indicated by blood pressures greater than 130/85 mm Hg, and a fasting blood glucose of greater than 100 mg/dL. Central or apple-shaped obesity, where most of the body fat is deposited above the waist is far more dangerous than the pear-shaped body type with most of the fat below the waistline. The waist is measured at the iliac crest on end-expiration with the patient wearing light clothing. It correlates fairly well with abdominal imaging studies that can distinguish fat from lean body tissues. Obesity is indicated by a body mass index (BMI) greater than 30, and BMI is fairly sensitive, but not specific for obesity since it can vary based upon ethnicity, and does not distinguish between fat and muscle mass. Metabolic syndrome has been defined as three or more of these risk factors present in an individual (NCEP guidelines).

The Risks

Metabolic syndrome triples cardiovascular disease and resulting stroke mortality, doubles the risk of cardiovascular disease that leads to heart attacks, and there appears to be an incremental increase in these types of adverse cardiovascular events as the number of risk factors increases. A high risk metabolic state develops as fat cells store fat and release more of the insulin resistance-causing resistin than its reciprocal adiponectin, a cell messenger that causes vasodilation, satiety, insulin sensitivity, and weight reduction. Other cytokines from fat cells that are associated with inflammation include tumor necrosis factor alpha (a marker of inflammation), IL-1, IL-6, and plasminogen activator inhibitor-1 that leads to decreased plasminogen, a potent "clot-buster", and this results in poor clot clearance from the bloodstream. A systemic inflammatory state leads to an increased risk of deep venous clots, pulmonary embolisms, heart attacks and strokes, and likely contributes to or accelerates diabetes, depression, dementia, and rheumatologic conditions such as arthritis.

Mitigation

Exercise is your first line of defense against metabolic syndrome, and should include a well-rounded regimen based on aerobics like running and swimming thirty minutes to one hour most days of the week. Include adequate resistance training at least twice a week to maintain and improve lean muscle mass and density. The main thing is to pick a program you can stick with easily over the long run, and vary it frequently to keep it fun and appealing, avoid boredom, and shock the body with constantly changing exercises to overcome the tendency to adapt and plateau with any single routine.

Next should be to select a healthy, but still appealing diet that you can continue as part of your lifestyle over the years such as the Mediterranean diet. High in legumes, whole grains, fruits and vegetables, roughly 35% of its calories are derived from highly mono-unsaturated olive oils, fish high in the poly-unsaturated fats EPA and DHA at least three times a week, and one to two glasses of red wine most days of the week. Fifteen to thirty grams (moderate intake) of alcohol three to four times per week has been shown to reduce rates of stroke, cerebrovascular hemorrhage, and dementia, but as with many other good things there is a J-shaped curve where the risks associated with higher amounts rapidly overtake the potential benefits, so care must be taken not to over-indulge, and if there is a tendency toward excessive drinking then this should probably be avoided in susceptible people. Spirits or beer can occasionally be substituted for the wine, but not taken in addition to it! Intense lifestyle modifications have been shown to be more effective than medications like metformin, but metformin also improves insulin resistance and metabolic syndrome. It can be used if lifestyle changes are not sufficient, and flying duty waivers are occasionally granted.

The good news is that you can take simple, positive steps to reverse metabolic syndrome through regular exercise and simple dietary modifications like the Mediterranean diet that can lead to increased fitness, moderate weight loss and a dramatic reduction in inflammatory mediator levels throughout your body that will significantly reduce the long-term risk of negative outcomes such as premature aging, type II diabetes, heart disease, and stroke.

Questions?

Email your questions to *AskFS@quad-a.org;* we'll do our best 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 director of the Army Flight Surgeon Primary Course at the US Army School of Aviation Medicine at Fort Rucker, AL

Fatigue Issues in Army Fixed Wing Aircraft

By Mr. Jeremy Royster and Mr. Martin Rogers

We have all probably bent a paperclip back and forth until it broke. Why did it eventually break with repeated bending? Because of a concept called fatigue. The metal and composite wings, tail, landing gear, fuselage, and other structures on your airplane can likewise break under repeated loading.

COURTESY OF AMRDEC AED

In-flight fixed wing catastrophic structural failures can result from fatigue, similar to the bending back and forth of a paper-clip until it breaks.

The ability to directly detect or measure the onset of fatigue (leading to crack initiation) cannot be done. In other words, a "fatigue-o-meter" does not exist. In order to avoid serious fatigue failures, designers and analysts can give aircraft parts a safe life (in Army terms, a retirement life). A safe life is the period of time, usually given in flight hours or take-off and landing cycles, between a part being built and retirement.

This safe life is intended to be short enough to prevent a detectable crack or other damage like a delamination from occurring. Alternatively, fixed wing aircraft structure also may be designed to tolerate some level of damage. This allows for a crack or damage to start and grow while the remaining structure carries the loads for a period of time. Eventually the structure can no longer carry the loads and structural failure occurs.

To avoid structural failures, retirement intervals, inspections, and maintenance are required. The timing of retirement intervals and inspections are based on factors that affect crack or damage formation, growth, and detection.

Altitude

How high you fly is important – at lower altitudes, wind gusts on average can be stronger and more frequent. Gusts cause increased wing bending and loading. Thus, a fixed wing airworthiness release may require informing the Army Aviation Engineering Directorate (AED) when the majority of flights on a given tail number are at altitudes less than 10,000 feet.

Weight

Loads and stresses on structural components also increase when the aircraft is heavier. Aircraft operating at weights higher than originally intended when designed can require more frequent inspections and shorter retirement intervals (plus maneuvering and speed restrictions). Well placed weight can be beneficial, though. Fuel in wing tip pods will reduce wing bending in flight, for example.

Duration

The duration of each flight also affects how often parts are replaced and inspected on pressurized aircraft. The pressure cycle, transitioning from ground to altitude and back, stresses the fuselage. Flying shorter (e.g. thirty-minute) missions instead of longer (e.g., two or three hours) creates more pressure cycles per flight hour. So, if two identical aircraft are flown differently, each may need its own retirement and inspection intervals in terms of flight hours. This concept applies to landing gear as well. Each landing cycle puts the gear and support structure through a stress cycle. More frequent landings may require more inspections.

Some inspections are not based solely on load cycles. These can be driven by environmental factors such as corrosion, which are based on calendar time. An aircraft operating near salt water may have inspections adjusted because of the increased likelihood of corrosion.

Inspections

There are many ways to inspect for the presence of damage. The appropriate method depends on the type and accessibility of the structure, plus the capability of the facility, equipment, and personnel. Inspections can include visual, enhanced visual (like 10x), liquid penetrant, eddy current, tap, radiography (like x-ray), and ultrasonic.

Each inspection method has its own strengths and weaknesses for detecting damage. The size and type of damage that can be found depends upon the inspection method. The damage size and speed at which it grows will determine how often a part must be inspected by a particular method. Three or four inspection opportunities to find damage before structural failure have given good results in the past.

As a community, we need to keep the risk of losing an aircraft to structural failure very, very small indeed. Ideally there will be zero aircraft lost due to structural failure in the life of an aircraft system fleet. This goal takes vigilance and proper maintenance. The results are mission accomplishment and crews going home safely after their missions.

Mr. Jeremy Royster is an aerospace engineer within the Attack and Fixed Wing Branch of the Aviation Engineering Directorate (AED) Structures and Materials Division; and Mr. Martin Rogers is the AED's Attack and Fixed Wing Branch Chief; both at Redstone Arsenal, AL.

Army National Guard (ARNG)

Aviation on the Home Front – Domestic Operations

By COL Mark Weiss, MAJ Orest Luciw, and COL (Ret.) Kevin Scherrer

An Oregon Army National Guard CH-47 Chinook helicopter flies past the Government Flats Complex fires after dumping a "Bambi" bucket of water on the fire near The Dalles, OR, Aug. 21.

PHOTO BY SPC. MATTHEW BURNETT, 115TH MOBILE PUBLIC AFFAIRS DET.

Over the past dozen years, most of the Army's focus has been on overseas operations in Iraq and Afghanistan; and rightfully so, since these combat zones have demanded the most of our Army Aviation force. However, simultaneously and somewhat under the radar, the ARNG has conducted many civil support operations on the Home Front.

From disaster response to National Special Security Events and counter-drug operations to border surveillance, ARNG Aviation has completed countless non-combat missions that are key to State Governors and their subordinate civil agencies. In war-speak, ARNG Aviation is forward-deployed, community-based, widely-dispersed, immediately-responsive, and able to dominate the human terrain of the civil support fight.

A Few Up-Front Definitions

The ARNG maintains a unique *dual status,* rooted in Section 8, Article 1 of the U.S. Constitution. This results in each Guardsman holding memberships in both the ARNG of their State – for their State role and missions – and also in the Army National Guard of the United States (ARNGUS) – for their federal role and missions.

Homeland Defense (HD) is the protection of United States sovereignty, territory, domestic population, and critical infrastructure against external threats and aggression or other threats as directed by the President. Department of Defense (DoD) serves as the primary federal agency, and military forces are used to conduct operations. An example of Homeland Defense is responding to chemical, biological, radiological, nuclear, and high explosive (CBRNE) incidents.

Defense Support of Civil Authorities (DSCA) is support provided by federal military forces, DoD civilians, DoD contract personnel, DoD component assets, and *federalized* National Guard (NG) forces in response to requests for assistance from civil authorities for domestic emergencies, law enforcement support, and other domestic activities, or from qualifying entities for special events (Joint Publication 3-28). U.S. Northern Command (NORTHCOM) provides command and control.

Similar to DSCA, *National Guard Civil Support (NGCS)* are those activities performed by *non-federalized* Guardsmen under the command and control of the Governor. The focus of these missions is *usually* on providing humanitarian support where no threat or hostility is anticipated. While some generalized deliberate planning and preparation is possible, conditions often dictate an *immediate response,* with minimal preparation or planning time available (NG PAM 95-5, para. 7-5b).

U.S. AIR NATIONAL GUARD PHOTO BY MASTER SGT. JULIE AVEY

A California Army National Guard Soldier from the 1-140th Aviation Battalion supports the U.S. Forest Service and CAL FIRE battling the Rim fire on Aug. 22, 2013.

Dual-Status Commanders (DSC) are specially trained National Guard Officers selected by the Governor and approved by the Secretary of Defense, with the concurrence of the NORTHCOM commander. A DSC has operational control of both state and federal forces responding to a DSCA event, for the purpose of providing a unified response and ensuring the economy of forces used.

A Note on Duty Statuses

While these may seem inconsequential to active component Soldiers, duty statuses provide the legal authority for ARNG to perform civil support missions in varying circumstances.

U.S. AIR NATIONAL GUARD PHOTO BY MASTER SGT. JULIE AMEY

The California Army National Guard's 1st Bn., 140th Avn. Regt. (Air Assault) battles the Rim fire in a UH-60 Black Hawk near Yosemite, Aug. 23, 2013. California Air and Army National Guard continue to support the U.S. Forest Service and CAL FIRE.

U.S. ARMY NATIONAL GUARD PHOTO BY MASTER SGT PAUL WADE

California Army National Guard CW2 Scott Smith and Bryan Bartucci from the 1-140th Aviation Battalion (Air Assault), based out of Los Alamitos, fly their UH-60 Black Hawk, Aug. 29, 2013, from the Mather Flight Facility to the dip site at the Cherry Lake dam just west of Yosemite National Park to 16 various bucket drop sites five minutes away.

***Title 10*:** This is the federalized status used to activate Guardsmen in extremis (during large scale domestic emergencies, e.g., Hurricane Katrina) or when they are mobilized for deployment to a warfight overseas – federal status, federal funding, federal command and control. NORTHCOM Active Component forces are Title 10, and they too may be used in Civil Support.

***State Active Duty (SAD)*:** This is the status used to activate Guardsmen when commanded by the Governor and funded by the State/Governor.

***Title 32*:** This is the training or other duty status during which the Guardsman is commanded by the Governor, but funded by the federal government. This Federally-funded State status poses no obstacle to supporting civil authorities in most situations (NG PAM 95-5).

How the Civil Support Process (Normally) Works

Let's look at how the Guard would respond to an unanticipated natural disaster (an anticipated response would look just the same, but with a pre-event planning and preparation phase in the few days before, for example, a hurricane made landfall).

When it is safe to conduct aviation operations (e.g. the hurricane has passed), in-State ARNG Aviation would respond to mission requests from that State's Joint Force Headquarters, which would be embedded within or connected to the State's Emergency Response Center (each of the 54 has its own method of Crisis Management). Local, in-State ARNG resources would be applied as necessary to the limits of that State's capacity.

If the magnitude of the response requirement exceeds that State's capabilities or capacity, Emergency Management Assistance Compacts or "EMACs" kick in. These are previously-arranged legal agreements between States that pledge specified support, in the event that the required response cannot be generated within the affected State – a Disaster-Relief "Treaty" of sorts.

Aircraft from the supporting State will be launched to the supported State under their parent unit's Mission Ap-

COLORADO NATIONAL GUARD PHOTO BY SGT. JOSEPH K. KONNEDA

Colorado Army National Guardsmen from the 2nd Battalion, 135th Aviation at Buckley Air Force Base in Aurora, CO and civilian rescue personnel unload evacuated residents from Colorado flood zones from a CONG CH-47 Chinook helicopter at the Boulder Municipal Airport in Boulder, CO, Sept. 13, 2013.

PHOTO BY COTTON PLAYCAR, VIRGINIA NATIONAL GUARD PUBLIC AFFAIRS

Virginia Army National Guard UH-72 helicopter air crews based in Sandston conduct live hoist training with Chesterfield Fire & EMS Scuba Rescue Team personnel Aug. 14, 2013, at the Chesterfield County Public Safety Training Center in Chester, VA.

proval Process. Upon arrival, aircrews (and associated support personnel) shall complete the reception, staging, and onward integration process of local area orientations and briefings, as delineated in TC 3-04.11.

While in the area of operations supporting and responding under the provisions of the EMAC itself, operational missions will be briefed and approved by the gaining/supported organization within the affected State.

If existing EMACs still don't address the response requirements, the ARNG calls on its nationwide capacity to assist the supported State. And here's where the National Guard Bureau earns its pay.

The ARNG Aviation and Safety Division as a Coordination and Communications Hub

Make no mistake, the National Guard Bureau at Arlington Hall Station in Virginia is *not* a headquarters, and does not affect command and control over the 54 States, Territories, and District. They do, however, affect coordination and communications among the 54 state entities, and for ARNG Aviation, this is done through the Aviation and Safety Division and its Aviation Coordination Center (AVCC).

In any multi-state, regional or large scale response scenario, the AVCC immediately provides centralized information-gathering, operational analyses, and decision-making capabilities to effectively source, allocate, and apply ARNG aviation resources to the State(s).

The AVCC crisis action team aggressively staffs and accurately responds to all Requests for Assistance (RFAs) and Requests for Information (RFIs) in a timely manner, and helps implement a tiered response, expanding response scope and resources as necessary, in accordance with its OPLAN "Busted Windsock." The Busted Windsock framework applies to All Hazards events (e.g. earthquakes, floods, etc.) with regional implications and employs "Force Pools" that incrementally address anticipated requirements.

Performance in 2013

In FY13, ARNG aviation executed over 29,000 flight hours in support of domestic operations across the country. While no major hurricanes (Category 3 or above) made land fall on the continental United States in 2013, Hurricane Sandy, a Category 1 storm reclassified as a winter storm prior to landfall, provided a direct hit to several Northeastern States, causing significant flooding in parts of New Jersey and New York.

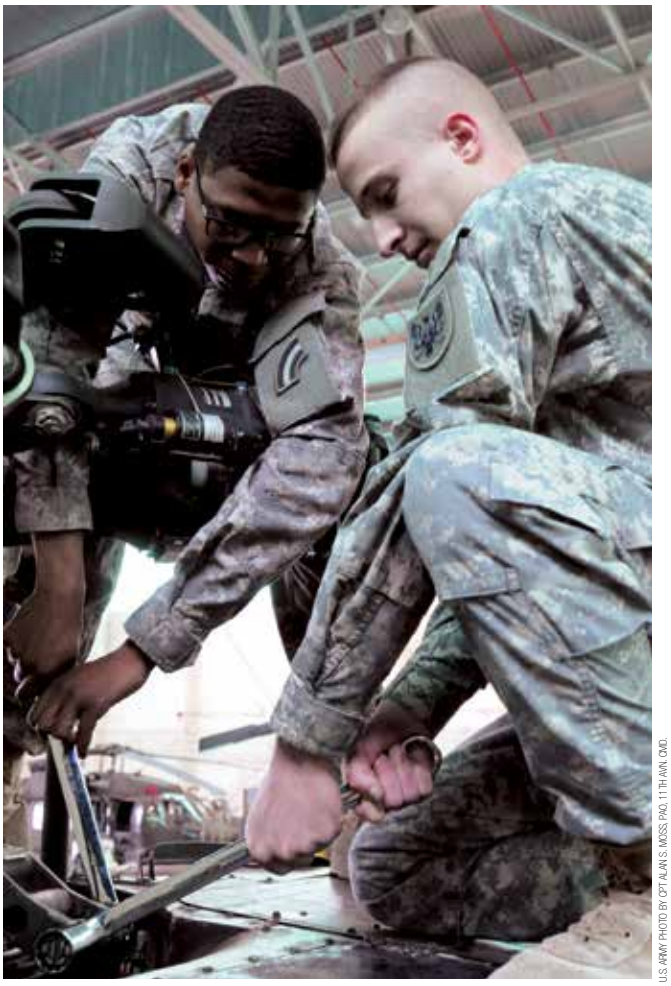
In preparation, ARNG aviation worked with State Army Aviation Officers to build a force pool of 231 rotary wing and 20 fixed-wing aircraft to support the affected states on short notice, once again proving the National Guard's "Always Ready, Always There" motto.

COL Mark Weiss is the chief of the Aviation and Safety Division for the Army National Guard Directorate, in Arlington, VA. MAJ Orest Luciw is the Current Operations Officer within the Aviation and Safety Division, and COL (Ret.) Kevin Scherrer is a support contractor with System Studies and Simulation, Inc.

Reserve Aviation Maintenance

A Teamwork Approach

By COL Thomas P. McLeary and Mr. Wiley Gustafson



U.S. ARMY PHOTO BY CPT ALAN S. MOSS, PAO, 11TH AVN. CMD.

Army National Guardsman SPC Anthony Roberts, from Bravo Company, 642nd Aviation Support Battalion in Ronkonkoma, NY, and Army Reserve SGT Jonathan Vermeulen, from Bravo Company, 90th Aviation Support Battalion in Fort Worth, TX, removing the scissor link on the airframe's main rotor head while atop the UH-60 Blackhawk helicopter at the United States Army Reserve Aviation Support Facility - Fort Hood, TX.

Aviation maintenance and aircraft readiness can be a complex business. This is especially true in the U.S. Army Reserves (USAR) where the rotary wing fleet currently consists of 16 flight companies containing 158 aircraft comprised of UH-60's, CH-47D's, and AH-64D's. These flight companies are geographically dispersed across 10 states and are supported by 13 Aviation Support Facilities (ASF) that provide full time maintenance support day to day.

A 2010 Army Audit Agency (AAA) Report and 2012 follow up report forced the Reserves to think about the structural, operational, and human aspects of aviation maintenance.

The changes instituted since the 2010/2012 Audits have resulted in dramatic year to date improvements in operational readiness (OR) rates for all models of aircraft in the USAR (see exhibit A). This article is written from the leadership perspective with the intent to share an approach that works for the Army Reserve. Unity of command, common standard operating procedures (SOP), and the right people with the right attitude are the essential components of maintenance in the USAR. Additionally, inter-component collaboration and the willingness to conduct internal reviews contribute to the betterment of Army Aviation as a whole.

Aligning Operations and Maintenance Support

Unity of command is an essential component to USAR maintenance. Prior to 2009, the ASF supervisors reported to the Aviation Program Manager (APM) located at the United States Army Reserve Command (USARC) Headquarters even though the senior command for all USAR aviation assets, the 11th Aviation Command (AC), is located at Ft. Knox, KY. In 2009, the Reserves made the strategic decision to move the APM position to Ft. Knox in order to be co-located with the commanding general of the 11th AC. Operational commanders in the field and their associated ASF supervisors now report to the same headquarters. This has resulted in increased communication and coordination between the operational units and the ASFs and has proved mutually beneficial.

The ability to align operational requirements with maintenance support capabilities in one headquarters simplifies the complicated task of integrating the ASF military technicians into the unit's mission requirements. This integration occurs at every level, from the 11th AC Headquarters down to the flight detachment and the supporting ASF.

Standardizing ASF Ops

Recognizing that efficiency is often a matter of best practices, in 2010 all the ASFs began operating under the same SOP. This approach streamlines operations and capitalizes on

the many years of experience of ASF technicians. It also allows the Reserves to send a contact team from one facility to another for surge operations with minimal issues because all facilities conduct common tasks, such as parts requisitions or readiness reporting, the same way. Each ASF has its own addendum to address differences in aircraft, mission or specific geographic requirements.

The ASF SOP is updated annually through a collaborative vetting process culminating in a simple vote by all ASF supervisors. In the event of a tie, the final decision on changes resides with the APM. Approved changes are integrated into the SOP and distributed to the ASF's, all 11th AC units, the USARC Aviation Resource Management Survey (ARMS) Team and the U.S. Army Forces Command ARMS Team.

As a testament to the success of the SOP, many flight and maintenance companies have incorporated applicable portions of the ASF SOP into their unit Garrison SOP. The standard SOP across all ASFs greatly contributes to the success of the USAR aviation maintenance program.

All About the People

One of the most important contributors to the success of the Reserve maintenance program is having the right people with the right attitude giving maximum effort. Although ASFs are directly responsible for the daily readiness of their assigned fleet, both the ASF and the unit view OR rates as a direct reflection of their performance. Timely and effective communication between the unit and ASF is essential; conveying unit operational needs early in the process helps ASF Supervisors manage maintenance.

A shared common goal between the unit commander and ASF supervisor generates an infectious attitude, and often results in the entire team giving maximum effort to make the organization the best it can.

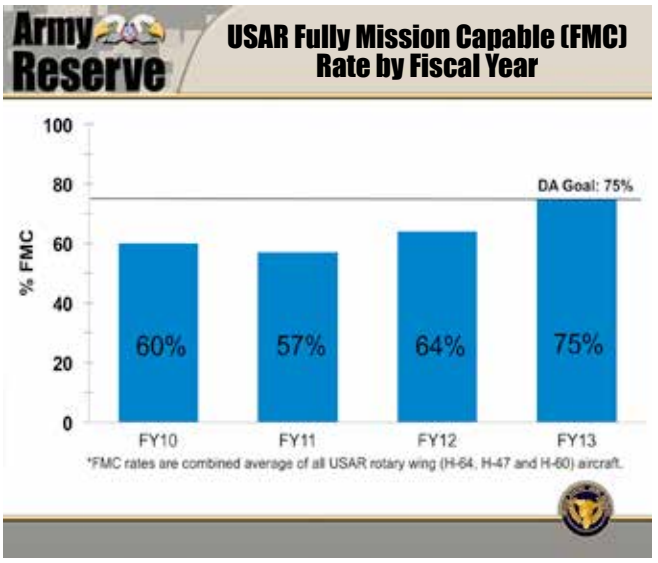
The fact that most ASF civil servants are also Reservists in the same unit they support adds continuity and also increases the incentive to become a high performance organization. A shared common goal with the right attitude and effort directly contributes to the upward trends in USAR aviation maintenance readiness.

In 2011 the ASFs were aligned into three regions with a senior civilian Aircraft Equipment/Logistics Specialist assigned to each region. These highly specialized and experienced individuals not only monitor the status of aircraft within their region, but the other regions as well.

Maintaining enterprise wide visibility encourages collaboration, idea and parts sharing, as well as trend analysis to ensure best practices and efficiencies are realized across all of USAR aviation. This organizational approach often allows for problems to be identified and solved immediately, keeping readiness rates within established Army guidelines.

Total Force Integration

Inter-component collaboration between the Reserves, National Guard and Active Duty can contribute to the success of Army Aviation as a whole and is essential to the Army Total Force Policy. On two separate occasions, Army National Guard (ARNG) aviation support battalions (ASBs) undergoing pre-deployment training at Fort Hood, TX integrated into the Fort Hood ASF resulting in cross level training and learning.



USARC G-3/5/7 CHART BY MSG MICHAEL S. HOSER

This increased the proficiency of the deploying ARNG unit and greatly assisted the USAR ASF in daily maintenance and aircraft work orders. Additionally, joint pre-ARMS visits by the ARNG Aviation Training and Assistance Team and the USARC ARMS team, as well as embedding USAR ARMS team members into the FORSCOM ARMS team, have proven to be effective in promoting cooperation, knowledge sharing and *esprit de corps* amongst the components. These are just a few examples of how Total Force integration can produce favorable results.

Traditionally, external reviews or inspections create a great deal of anxiety and apprehension. However, allowing an outside entity such as the AAA to visit and put a microscope on the facility's activities can pay huge dividends if the facility/unit is willing to open their books, accept the fact that even the best organizations can do things better and view the audit as an opportunity to improve. The USAR benefitted greatly from the two Audits and continues to get feedback and best practice assistance from the AAA team.

Maintaining unity of command, having a common standard operating procedures (SOP), and getting the right people with the right attitude on the team are the essential components of maintenance in the USAR. A willingness to collaborate with other components and be looked at by an outside agency also contributes to the success not only of Reserve Aviation, but Aviation as a whole.

The 11th AC's commanding general and APM have challenged leaders at all levels to leverage every training opportunity and seek efficiencies in day to day operations. In the current fiscal environment it is essential to maximize all the resources given to attain the highest level of readiness possible.

Undoubtedly many challenges lie ahead, but Army Reserve Aviation will continue to provide trained aircrews with ready and reliable aircraft.

COL Thomas P. McLeary is the Director of Aviation, United States Army Reserve Command, G-3/5/7 at Fort Bragg, NC; and Mr. Wiley Gustafson is the Aviation Program Manager, 11th Aviation Command, Ft. Knox, KY.

A U.S. Army Parachute Team (USAPAT) member prepares to take a paratroop jump from a new UV-18C Twin Otter. PM FW delivered three new UV-18Cs to the parachute team in 2013.

Army Fixed Wing Team Bands Together to Support the Soldier

By COL Brian R. Tachias

The end of 2013 marked the second year anniversary of the Fixed Wing Project Office (PM FW). We have continued to take action to implement the direction of the Assistant Secretary of the Army for Acquisition, Logistics and Technology and the Chief of Staff of the Army to consolidate and centrally manage all Army fixed wing aircraft.

Teamwork has been the essential key to successful partnerships between other project management offices, our industry partners, and the dedicated professionals of the Fixed Wing team. We remain focused on providing improvements to safety, airworthiness certification, improved configuration management, and maintenance of the fixed wing fleet. In addition, PM FW has aggressively sought out ways to provide a cost-savings strategy during times of fiscal constraints.

PM FW is organized into three product offices that are led by some of the Army's best acquisition professionals. These leaders have assembled innovative teams and have set high goals to achieve cost saving initiatives while meeting the mission of providing the Soldier with first-class support through the life cycle management of all Army manned fixed wing aircraft.

Transport

The Transport Product Directorate, (PD Transport) led by LTC Johnathan Frasier, continues to pursue cost savings for the Army. This past year, PD Transport focused its energies on the challenging process of divesting the C-23 fleet. This divestment is resulting in a cost savings of $6.5M and cost avoidance of $39.5M for the Army. The Transport team also performed a thorough data collection effort to more accurately define the C-12s service life. With this one endeavor alone, there is a potential savings to the Army of over $3M to redirect to other priorities. Updates to the C-12U and V fleets were also conducted with the goal of achieving commonality. Two C-12R aircraft were successfully transformed into C-12V aircraft. The future configuration

Enhanced Medium Altitude Reconnaissance and Surveillance System (EMARSS) aircraft at Redstone Arsenal for testing in January, 2014.

ALL PM FW COURTESY PHOTOS

PMO Fixed Wing displays its guidon after an uncasing of the colors ceremony held in September, 2013. A P-40 aircraft was flown in for the ceremony in recognition of three of the four remaining American Volunteer Group (AVG) Flying Tigers who attended the ceremony and celebrated their 72nd reunion.

of the Fixed Wing fleet continues to be established with the completed upgrade on one of the six C-12V aircraft. The framework is also currently being laid to convert one C-12U into this same C-12V configuration. During the past year, the Transport team supported more than 8,000 flight hours across more than 11 different locations worldwide. While looking to upgrade and sustain the current fleet, the Transport team also drove the future of the Fixed Wing fleet's Fixed Wing Utility Aircraft (FUA) which is scheduled for a Materiel Development Decision in April 2014. FUA is designed as a retirement and replacement strategy for the aging C-12 and C-26 fleet. PD Transport continues to be the "one stop shop" for anything related to the C-12, C-20, C-23, C-26, C-37, and UC-35 platforms.

SEMA

LTC Brian Forrest is the product manager for the Army's Special Equipment Mission Aircraft (PM SEMA) and manages the sustainment, airworthiness, maintenance, and mission equipment integration on a variety of aircraft, comprised of both Programs of Record (POR) and Quick Reaction Capability (QRC) aircraft. Seeking to discover the optimal mix of assets to meet enduring requirements given projected resource constraints, the Army recently divested a portion of its legacy fleet while simultaneously adding new platforms. In response to theater operational needs, the Army also delivered two new Vehicle and Dismount Exploitation Radar (VaDER) systems. With much of the managed fleet deployed across the world to support ongoing missions, the PM SEMA team has worked tirelessly to ensure that all 105 assigned platforms remain ready for operational employment. The team has simultaneously worked with all involved stakeholders to modernize and shape the fleet in support of the Army's Intelligence, Surveillance, and Reconnaissance (ISR) vision for the future. PM SEMA stands ready to support

PM FW COURTESY PHOTO

The Task Force Observe, Detect, Identify, Neutralize (TF ODIN) special staff in Operation Enduring Freedom which consists of the ground flight representative (GFR), battalion maintenance officer (BMO)(NCO and officer), safety officer (SO), tactical operations officer (TACOPS), and the liaison officer (LNO).

PM FW COURTESY PHOTO

EO-5 aircraft in Alaska.

all aspects life cycle management and looks forward to supporting the field as the Army continues to transform the world's greatest manned ISR fleet.

MSA

The Mission Support Aircraft Product Directorate (PD MSA), led by LTC Calvin Lane, continues to provide unparallelled service and support to the Warfighter both at home and overseas. PD MSA manages different mission aircraft that reflect non-standard configurations of airframes and sensors and are associated with QRC. Some of these QRC assets have been fielded within the last year and continue to be sustained as they provide direct support of ground combat operations. Aircraft mission equipment packages include such capabilities as airborne electronic attack (AEA), change detection, and high resolution 3D imaging. PD MSA has successfully developed and deployed FW aircraft systems to meet urgent Operation Enduring Freedom (OEF) Counter-Improvised Explosive Device (C-IED) operational requirements. These systems are critical battlefield enablers that are credited with protecting valuable assets and saving countless lives in OEF.

During 2013, PD MSA also successfully delivered three UV-18C Twin Otters to the United States Army Parachute Team (USAPT) while transferring the team's UV-18A aircraft to the Communications-Electronics, Research, Development and Engineering Center (CERDEC) and the Naval Post Graduate School. The Army Test and Evaluation Command's (ATEC) future plan is to divest the T-34C. PM FW has teamed with the Joint Primary Aircraft Training System (JPATS) office for the acquisition and sustainment of the T-6 aircraft as its replacement. This teaming arrangement leverages efficiencies and economies of scale to replace the T-34C and allows for provision of an Army variant of the Navy's T-6B. PD MSA continues to concentrate its efforts on the procurement and delivery of the T-6Ds to support the ATEC mission.

The PD MSA's role and mission in Foreign Military Sales (FMS) and QRC are currently evolving. There is growing interest in fixed wing FMS from many countries to include Argentina, Canada, Columbia, Egypt, Greece, and the Netherlands. FMS customer support activities include case development, procurements, and technical support.

Teaming Up

PM FW remains committed to providing worldwide life cycle support to FW aircraft in all areas of responsibility. Teaming within the Army enterprise is a key enabler to the successful accomplishment of the fixed wing mission. PM FW, the U. S. Army Aviation and Missile Research Development and Engineering Center (AMRDEC), the Aviation Engineering Directorate (AED), PM Sensors Arial Intelligence (PM S-AI) and numerous others have teamed up to implement the intent of the Army senior leadership to support the Soldier and centrally manage all manned fixed wing aircraft. In this effort, our partners in the AMRDEC's AED have worked tirelessly to provide system safety assessments for all transitioned aircraft resulting in 542 airworthiness releases in the last 28 months.

Our military endeavors could not be sustainable without the steadfast support of our industry partners. The best quality aviation products and technology are available today and are in high demand around the world because of dedicated industry leaders and the innovative people they employ. These products and technology make a difference in the lives of America's most treasured asset, the brave men and women who answer the nation's call to serve. Our industry professionals are equally engaged and committed to protecting and serving the Soldier.

The PM Fixed Wing community will face some new challenges over the next few years as the Army streamlines programs to fit budget constraints. It will be imperative that the Fixed Wing Project Office, the user community, and our industry partners, band together to proactively and aggressively collaborate, placing the needs of the Army and mission of our Soldiers above all else.

May God bless our efforts!

COL Brian R. Tachias is the project manager for the Army Fixed Wing Project Office, Program Executive Office, Aviation, Redstone Arsenal, AL.

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The Enhanced Medium Altitude Reconnaissance Surveillance System (EMARSS) will provide simultaneous multi-sensor capability (FMV/EO/IR, SIGINT Geolocation, Internals and Aerial Precision Geolocation (APG)). It enables point-to-point (sensor-to-shooter) and beyond-line-of-sight (BLOS) network communications linked to the Distributed Common Ground System (DCGS) enterprise.

SPECIAL FOCUS ▶ Fixed Wing Update

Project Manager Sensors-Aerial Intelligence
Enabling the Aerial Layer

By Mr. Brandon Pollachek and Mr. Frank Hefner

Anyone who has spent time in and around Army organizations is familiar with change; change is driven by new circumstances, new policy or guidance. Such is the case that brings us to the new Project Manager's Office for Sensors-Aerial Intelligence, or PM SAI. Many members of the Army Aviation and Intelligence communities are familiar with the predecessor organization, PM Aerial Reconnaissance and Exploitation Systems (PM ARES). On the surface, one could conclude this is primarily a name change and roles and responsibilities are not impacted. That conclusion would be incorrect as we will explain in the following introduction to PM SAI.

An unmanned aircraft system with the Airborne Tactical Signals Intelligence Payload Pod.

A driver for the change to the new PM SAI organization started with a November, 2011 memorandum from the Assistant Secretary of the Army for Acquisition, Logistics and Technology (ASA(ALT)) that realigned management lead responsibility for Army fixed wing, rotary wing, and non-tethered lighter than air platforms to the Program Executive Officer Aviation. While PEO Aviation was assigned lead responsibility for these platforms, PEO, Intelligence, Electronic Warfare and Sensors (IEW&S) retained management lead for the "sensor" mission equipment packages (MEP) and the processing, exploitation and dissemination (PED) of the data collected from these intelligence, surveillance and reconnaissance (ISR) platforms. Some might assume there would be a major disruption to systems acquisition and support to the Warfighters during the transition, but the PM SAI team has had a long and highly successful history working these programs in partnership with PEO Aviation, specifically PM Fixed Wing. The change in lead responsibilities has been a smoother than expected transition based on relationships developed through years of cooperation. Each member of the respective organizations put the focus on Warfighter needs and understands the strengths each brings to the table.

A second driver of the evolution to the newly formed PM SAI organization was a realignment of the PEO IEW&S organization. In adapting to eleven plus years of high optempo sup-


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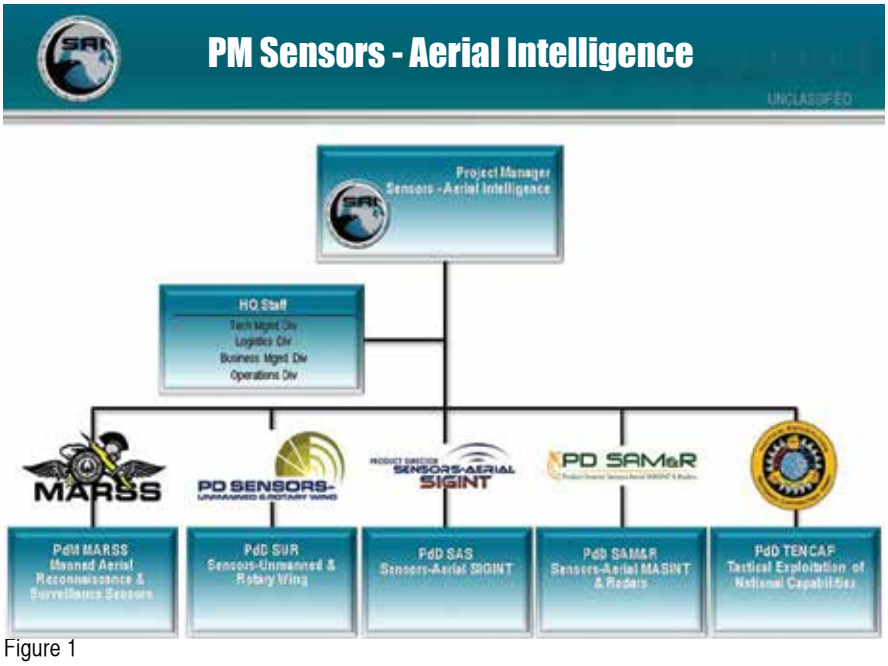


Figure 1

porting Soldiers through the rapid development of Quick Reaction Capabilities (QRC), it was now time to bring these QRCs into sustainable Programs of Record (PoRs) and the right time to refocus the organization for the future.

The New Organization

On October 1, 2013, COL Christopher P. Davis assumed the charter as PM SAI establishing the new organization. There are five product offices within SAI (see Figure 1). A quick review of these titles shows that the focus on "sensors" is paramount within the organization aligning to PEO IEW&S and ASA(ALT) direction. The addition of the Technical Exploitation of National Capabilites (TENCAP) office responsibility expands the PED focus to include national capabilities.

The realignment of responsibilities allows PM SAI to focus more intently on its primary job, providing the tools required to provide timely, relevant, and accurate intelligence support to tactical, operational and strategic-level commanders. Each of the product offices within PM SAI have specific, though in many cases, interrelated responsibilities from development or acquisition of a single-purpose intelligence sensor to development of suites of subsystems that include sensors across multiple intelligence disciplines (signals, imagery, measurement and signature (SIGINT, IMINT, MASINT)) for intelligence collection; on-board and/or ground processing to analyze the information and create timely products; and finally communications packages, to include line-of-sight (LOS), beyond line-of sight (BLOS) capabilities, satellite links, data links, and tactical radios in order to disseminate actionable information to the right place in time to act decisively.

The Product Manager for Manned Aerial Reconnaissance and Surveillance Systems ***(PdM MARSS)*** program responsibilities include development, acquisition and sustainment of sensor suites on board manned, fixed wing aircraft. This means selecting the blend of sensor technologies, processing capability and operator tools, and the communications means to rapidly disseminate intelligence products to influence action. Programs of record supported include the Guardrail Common Sensor system, a C-12 based SIGINT collection and precision targeting location system; the Airborne Reconnaissance Low (ARL) hosted on a DHC-7 aircraft which carries on-board intelligence operators and a suite of sensors across multiple intelligence disciplines and the C-12 based, multi-intelligence, Enhanced Medium Altitude Reconnaissance and Surveillance Systems (EMARSS) currently under development.

In addition to the listed programs of record, PdM MARSS manages sensor MEP for a series of fixed wing QRC systems supporting Task Force Observe, Detect, Identify and Neutralize (TF ODIN) in Afghanistan. These include the C-12 hosted Medium Altitude Reconnaissance and Surveillance System (MARSS) aircraft, outfitted with electro-optical, infrared, and SIGINT sensors along with an array of communications equipment to process and disseminate the information collected.

The Highlighter system consists of two C-12 airborne assets that employ unique software for electro-optical sensor control and analysis of digitally mapped data using a process called "optical change detection" to isolate and identify special targets of interest.

Constant Hawk-Afghanistan (CH-A) is a surveillance capability integrated on a King Air 350 aircraft using an electro-optical payload to collect airborne persistent surveillance and intelligence on identified areas of interest. The Tactical Operations Light Detection and Ranging (TACOP LIDAR) system utilizes a King Air 350ER aircraft to monitor urban and rural environments, and its three-dimensional (3-D) processing allows for observation in areas of varying terrain.

The Vehicle and Dismount Exploitation Radar (VADER) system provides unique radar capabilities that track smaller and slower targets than previously possible. It also includes other imagery sensor capability and is projected to add a SIGINT capability on the next iteration.

The Saturn Arch platform is a multi-sensor ISR capability used to defeat IED emplacement activity. Saturn Arch uses Bombardier DHC-8 200/300 aircraft that allows for long endurance/on station times as well as the ability to host a variety of different sensors along with multiple on-board workstations and LOS and BLOS data links.

The Product Director Sensors-Unmanned & Rotary Wing ***(PdD SUR)*** is currently working with his PEO Aviation counterparts to move the Tactical SIGINT Payload (TSP) through Milestone C of the acquisition phase and into production. This unmanned aircraft system (UAS) based sensor will provide communications intelligence (COMINT) collection, direction finding (DF), and signals geolocation information to support commanders' situational awareness. The TSP system consists of an Airborne TSP Pod for collection and a Ground Workstation (GWS) for control and processing of SIGINT data. The GWS will be integrated into the Distributed Common Ground System-Army (DCGS-A). The Traveler Pod (T-Pod) Quick Reaction Capability is a fielded UAS SIGINT payload man-

aged by this office.

The Product Director for Sensors-Aerial SIGINT ***(PdD SAS)*** is responsible for providing the SIGINT solutions for all unmanned and manned airborne platforms. The organization is also responsible for the synchronization of SIGINT effort across the Science and Technology community and the transition of the technology to the different Army Programs of Record. The development of a single Processing, Exploitation and Dissemination (PED) solution across the enterprise for the different SIGINT sensors within the current and future airborne manned and unmanned platforms is also within its area of responsibility.

The Product Director for Sensors-Aerial MASINT & Radars ***(PdD SAM&R)*** has responsibilities for staying current within their intelligence disciplines with respect to sensor development and challenges in order to provide the expertise required to leverage into other Army systems.

The Product Director for Tactical Exploitation of National Capabilities ***(PdD TENCAP)*** is focused on providing unique classified capabilities as the Army's lead activity to influence, leverage, and integrate the National Intelligence Enterprise to benefit the Army.

The PM SAI Vision is to be the source of integrated aerial ISR sensor payloads while leveraging National capabilities enabling timely dissemination of intelligence products to meet current and future Warfighter needs.

PM SAI COURTESY PHOTO

The Medium Altitude Reconnaissance and Surveillance System (MARSS) aircraft is a Quick Reaction Capability, outfitted with electro-optical, infrared, and SIGINT sensors along with an array of communications equipment to process and disseminate the information collected by the platform's sensors to numerous users.

Mr. Brandon Pollachek is the public affairs officer for the Program Executive Office, Intelligence, Electronic Warfare & Sensors (PEO IEW&S), and Mr. Frank Hefner is a PM Sensors-Aerial Intelligence operations support contractor with Radiance Technologies; both at Aberdeen Proving Ground, MD.

An Army National Guard C-23 Sherpa conducts paradrop training.

OSAA COURTESY PHOTO

The Operational Support Airlift Agency (OSAA)

By COL James W. Ring, LTC James D. Willson, and CPT Ryan L. Rooks

During a decade plus of persistent conflict, the Operational Support Airlift Agency (OSAA) validated the organization's motto, "Wartime Readiness," while conducting fixed wing aviation operations in support of Army and Department of Defense (DoD) requirements. Consistent with Chairman of the Joint Chiefs of Staff GEN Martin Dempsey's Strategic Direction to the Joint Force, OSAA is a flexible organization that provides scalable and scoped fixed wing aviation support to Army and DoD demand. Over the last ten years, OSAA provided the Army and the joint services depth in fixed wing resources. This included operational support airlift, as well as support to emerging combatant commander requirements, such as intelligence, surveillance, and reconnaissance (ISR). This level of expandability for fixed wing requirements is the direct result of well designed force structure focused on wartime and peacetime requirements.

OSAA and its operational arm, the Operational Support Airlift Command (OSACOM), synchronizes and sources capabilities and requirements for 80 fixed wing units and approximately 700 personnel for missions ranging from operational support airlift (OSA), ISR, electronic attack (EA), and direct support to CONUS and OCONUS peacetime forces. Equipped with C-12, C-26, and UC-35 aircraft, OSAA remains a force multiplier in support of full spectrum Army and DoD operations.

To meet HQDA-directed responsibilities, OSAA focuses on the core areas of Readiness, Training, Standardization, Maintenance, and Safety.

Readiness

OSAA's motto, "Wartime Readiness," defines the organization. Since 2002, OSAA fixed wing aircrews flew over 114,000 flight hours in Afghanistan, Iraq, Kuwait, Egypt, Horn of Africa, and South America. Currently, OSAA sources five contingency requirements with approximately 100 personnel deployed at any given time.

OSAA's primary method of sustaining the readiness of the Army fixed wing force is through executing joint OSA missions while in dwell. Satisfying DoD military airlift (MILAIR) requests, OSAA develops and sustains fixed wing pilot proficiency while supporting over 50% of the joint OSA missions. From 2000 to 2013, OSAA flew in excess of 50,000 flight hours annually while transporting more than 1.3 million passengers and over 93 million pounds of cargo at home and abroad. Estimating $200 for each commercial airline ticket and 5 cents per pound of cargo, OSAA aircraft and crews provided cost avoidance for DoD in the amount of $286 million, while sustaining aircrew proficiency and materiel readiness for Army wartime requirements.

Key successes of OSAA and its subordinate units over the last decade include direct support to emerging fixed wing requirements and technologies.

The most recent support to emergent capabilities is OSAA support to Task Force (TF) Communications Electronic Attack Surveillance and Reconnaissance (CEASAR), Afghanistan. This Rapid Equipping Force initiative, launched in September 2010, provides dynamic fixed wing electronic fires support to combatant commanders. OSAA deployed its first CEASAR crews into

Afghanistan in August 2011. Since that rotation, OSAA has become the primary source for aircrew and mission teams in support of CEASAR operations.

TF Observe Detect Identify Neutralize-Afghanistan (ODIN-A) is another theater-specific fixed wing mission made possible by OSAA's ability to rapidly scale to meet demand. The seventh rotation of this company-size element arrived in theater November 2013. ODIN-A is manned primarily by ARNG Soldiers under the command and control of an Active Component (AC) battalion. This unique mixture of ARNG line and AC staff crews is an invaluable conduit to share knowledge and experience across the active and reserve components.

Equipped with King Air 300 (KA300) Medium Altitude Reconnaissance and Surveillance System (EMARSS) aircraft, Company B, 306th Military Intelligence Battalion delivers real-time, on-the-spot information regarding improvised explosive devices to ground forces. ODIN-A crews also have the ability to scout entry and exit routes to areas of interest before a single ground Soldier enters a potentially hostile zone.

Training

Training is the key to OSAA's success in this contemporary operating environment. The ARNG Fixed Wing Army Aviation Training Site (FWAATS) in West Virginia is the Army fixed wing's most valuable tool to provide adaptive instruction on the latest tactics, techniques, and procedures. FWAATS is a key enabler to OSAA's ability to scale and scope quickly to meet emergent mission demands; such as CEASAR and ODIN-A. A pioneer example of FWAATS capabilities was their rapid development, based on theater feedback, of a week-long Aerial Sensor Operator (ASO) Mission Rehearsal Training (MRT) Course. The MRT takes qualified ASOs and provides hands-on and crew integration training in a KA300 mission aircraft before deployment. The MRT also has the added benefit of identifying Soldiers with the potential to become flight instructors after reaching theater.

Maintenance

Fixed wing aviation maintenance is the logistics backbone to OSAA flight operations. In high optempo operations, OSAA's Command Maintenance Office (CMO) efficiently coordinates scheduled and unscheduled aircraft maintenance to ensure the highest levels of operational readiness rates. The contract maintenance support provided by 220-plus civilian maintenance personnel, operating from nearly 80 sites worldwide, is a critical enabler to every OSAA mission.

U.S. ARMY PHOTO BY CPT RYAN ROOKS, OSAA

An OSAA C12-U sits on the ramp at Jackson Hole, WY, during a stop-over on a ferry flight from Joint Base Lewis-McChord, WA to the Fixed Wing Army National Guard Aviation Training Site (FWAATS) in Bridgeport, WV.

Standardization

Over the last 12 months the OSAA Standardization Program conducted 21 Aviation Resource Management Surveys on behalf of U.S. Army Forces Command. OSAA standardization, safety and maintenance teams ensured compliance across the active component and Army National Guard. The OSAA standardization team led the Army on the introduction of electronic flight publications into Army fixed wing aircraft. The OSAA team leveraged spiral technology, pioneering new ways to employ emergent capabilities, to equip the Warfighter.

Safety

OSAA's exemplary safety record during high optempo CONUS and OCONUS operations is the cornerstone of the agency's mission success. The outstanding safety record is the direct result of leader driven focus on aviation standards and the incorporation of composite risk management through all phases of day to day operations. Safety remains a key enabler for every mission.

End of an Era

As OSAA builds upon its organizational and operational successes, the Army closed the final chapter on the utility cargo role for Army fixed wing aviation. The Army C-23 Sherpa performed a key role for the service and joint partners in time sensitive, mission critical, intra-theater airlift.

The C-23's storied career included deployments in South America, Africa, Europe, and Iraq. From 2002 to 2013, ARNG C-23 aircraft also flew over 176,000 hours in support of state and federal requirements; moved over 448,000 passengers; hauled over 84 million pounds of cargo; and provided direct airlift support to joint, interagency, intergovernmental and multinational partners.

In December 2013, the last Army Sherpa departed the Sinai and flew directly into storage, ending a distinguished era of Army utility cargo capabilities – a job well done by the C-23 community for outstanding mission success.

Path Forward

The future of Army aviation is strong. Across the components, Army aviation leadership remains focused on shaping a modern and agile force to meet total Army requirements. Fixed wing aviation is the Army's most cost-effective airlift and extends the operational reach of the commander. As the Army shapes for 2020 and beyond, OSAA remains an essential enabler to the Army and the joint force.

COL James W. Ring is the commander of the Operational Support Airlift Agency, LTC James D. Willson is the OSAA Deputy Commander and CPT Ryan L. Rooks, the unit executive officer; all are located at Fort Belvoir, VA.

The Raptors

Training the Force

By LTC Fernando Guadalupe Jr. and CSM Will G. Elliott

The National Training Center (NTC) at Fort Irwin, California, trains by conducting dynamic force-on-force and live-fire training for transformed brigade combat teams (BCT) and multi-functional aviation task forces (MFATF) in joint and unified action partner scenarios across the spectrum of conflict to prepare them for combat.

As a vital NTC team member, the 2916th Aviation Battalion provides uninterrupted aviation support for decisive action (DA) rotations and mission readiness exercises (MRE) for BCTs deploying in support of Operation Enduring Freedom as well as playing an essential role in supporting unified action partners (UAP) participating in training of numerous joint operations congruent to the rotational training BCTs.

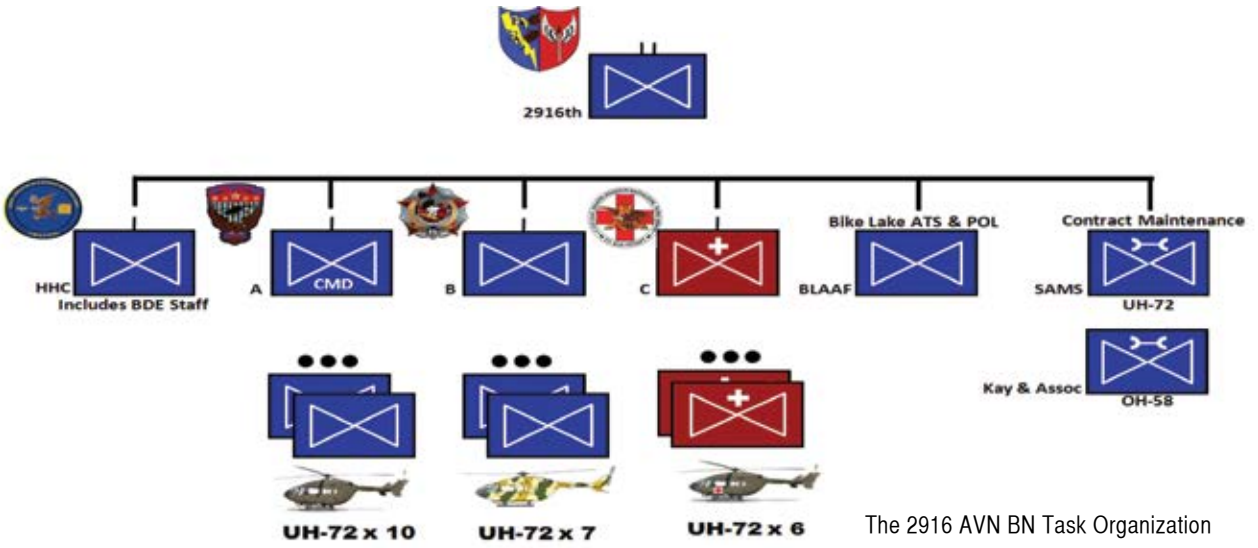
The Raptor Battalion

Established in 2011, the 2916th Avn. Bn. is a non-standard and dynamic aviation unit that operates in one of the most austere environmental conditions in the United States, providing world class general aviation, medical evacuation, and Contemporary Operating Environment Force (COEFOR; Threat Aviation) support for Army brigade combat teams as well as tenant units training at the NTC.

The battalion also provides essential mission command for Bicycle Lake Army Airfield where Air Force fixed-wing assets conduct critical training flights and rotational aviation units operate from prior to entering the NTC "Box" for force-on-force action. Furthermore, it provides the management and contract oversight of aviation maintenance for the entire aviation fleet at the NTC. The battalion will continue its growth as it starts to in-

A Co. (REDTAILS) – UH-72A crew conduct sling load training with rotational unit, Oct 26, 2013.

2916TH AVIATION BATTALION COURTESY PHOTO



The 2916 AVN BN Task Organization

corporate and integrate the NTC Gray Eagle Company into its task organization over the next year.

A New Tribe

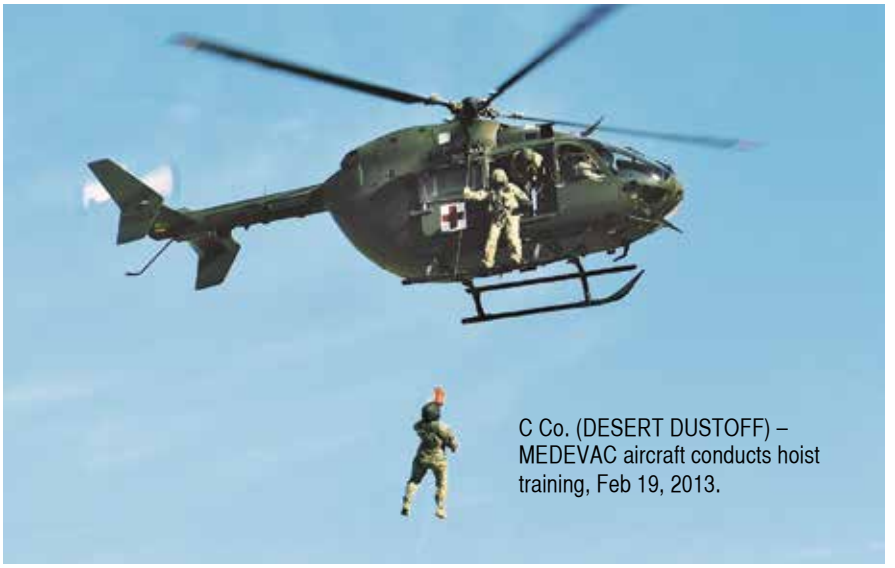
The battalion operates the UH-72A Lakota, a military version of the Eurocopter EC145. The aircraft's intrinsic value clearly lies in its modular design; its top-of-the-class Instrument Flight Rules (IFR) capabilities; and finally in its endurance. The modular design of the helicopter allows the fast and efficient installation of a range of mission equipment sets to best support mission requirements from general support to COEFOR to one of its most important missions here at the NTC, aerial MEDEVAC. The IFR package which includes a 3-axis autopilot with a dual FAA-certified global positioning system (GPS) along with its suite of communications equipment allows aviators to confidently communicate with the global air traffic control management-controlled airspace and traverse its most complex airspace such as the Las Vegas, San Diego and Los Angeles Class B airspaces. Finally, once weather conditions, mission requirements, and performance planning are taken into account, the UH-72A provides highly effective fuel endurance to meet all mission requirements while easily maintaining fuel reserves.

Savoring the Challenge

The fielding of modern aircraft such as the UH-72A creates diverse operational and training challenges. These challenges require individual and crew proficiencies in a very complex and challenging environment. As many know, Ft. Irwin is a remote post located in the High Desert of the Mojave covering some 1,000 square miles in size allowing rotational units the ability to realistically train in actual combat formation while using the most modern equipment to maximum advantage. The NTC is not just a paradise for armored units trekking through the desert; it is also one of the most formidable and exciting flying environments available to Army Aviation. Aircrews in the battalion must be able to not only safely overpower the extreme challenges of the desert environment in and out of the NTC "Box" but also develop the skills and acumen to operate inside one of the world's most challenging airspaces; the Los Angeles basin with its Class B airspace. Every aviator and crewchief from every Army Aviation mission design series (MDS) arrives at the battalion to operate the UH-72A for the very first time. As a result, the unit's instructor pilots and standardization instructors must be ready to carefully train and develop each crewmember that joins the unit. For this reason, a basic tenet for all rated and non-rated crewmembers arriving to the unit is agility. They are expected to transition their talents from their primary aircraft to the UH-72A and master its systems in a very short time, allowing the unit to utilize their abilities soon after their arrival and begin advancement to pilot-in-command (PIC) and for non-rated crewmembers swiftly achieve Readiness Level 1 in all modes of flight.

Leveraging the Team

Unique to the NTC is that all UH-72A maintenance is contracted to Sikorsky Aerospace Maintenance Systems (SAMS). SAMS supplies the UH-72A maintenance contract, sup-



C Co. (DESERT DUSTOFF) – MEDEVAC aircraft conducts hoist training, Feb 19, 2013.

B Co. (SOKOL) – Aerial COEFOR team enroute to join OPFOR ground maneuver units from 11th ACR in preparation for an attack mission, Jun 19, 2013.


Headquarters Co. (GRIFFONS) – Battalion Aviation Maintenance Officers conduct checks before aircraft enters scheduled maintenance, Oct. 28, 2013.

ply chain management, contractor field teams, spare parts and tool management, and field and depot-level maintenance. They perform all maintenance in accordance with Federal Aviation Administration (FAA) directives. The contractors along with the unit's battalion aviation maintenance officer (BAMO) are responsible for providing an operational availability of 80% Fully Mission Capable (FMC). From the very beginning to now, success clearly depends on teamwork, accountability, and commitment. The UH-72 Project Manager, the battalion, and the industry partners leverage all of their talents to ensure mission success for the NTC through continuous maintenance improvements to the UH-72A. It begins with Original Equipment Manufacturer (OEM) support and the increase of parts availability raising the number of onsite repairs that in turn significantly minimize downtime. Additionally, manpower upgrades and continuous program level assessments and planning have allowed the unit's operational FMC rate to reach new consistent heights. The new found level of success has allowed the team to now focus on future improvements such as anti-corrosion measures, hardened windscreens, and anti-erosion main rotor blade coating in order to stay one step ahead of the environment.

Taking the Lead in Training

The battalion is committed to training realistically in order to maintain critical combat skills and real-world relevance for all of its Soldiers. It is the only unit in the U.S. Army conducting sling load operations with the UH-72A allowing it to train and conduct missions in support of tenant and rotational units. Additionally, the battalion was the first Army Aviation unit to plan, prepare, and execute non-standard door gunnery at Ft. Irwin in partnership with a local National Guard unit, setting conditions for future aviation gunnery and training standards for UH-72 crewmembers. Non-rated crewmembers will arrive at future assignments gunnery-qualified. Along with excellence in Army aviation operations, the battalion conducted the first mass casualty exercise with local emergency responders in the High Desert and surrounding Ft. Irwin communities increasing the level of readiness and solidifying partnerships with High Desert first responders.

Talent Development Strategy

The 2916th Avn. Bn. and its success is a testament to the outstanding talent development strategy in Army Aviation where strong skills are taught and developed early on and then allowed to grow stronger and become interoperable from unit to unit and machine to machine. In the same fashion, the battalion is training, developing, and cultivating Aviation leaders that are reliable and can provide our higher headquarters with the necessary depth and versatility our Army requires today. The Raptor Battalion's foundation is built upon leadership, resident aviation expertise, and Soldiers at the highest level of readiness that Lead, Train, and Win.

LTC Fernando Guadalupe Jr. serves as the commander and CSM Will G. Elliot as the senior noncommissioned officer for the 2916th Aviation Battalion at the National Training Center, Fort Irwin, CA.

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Wings of Destiny

Super Bowl Flyover

By SGT Duncan Brennan

The view out the ramp of CH-47F Chinook helicopter from the 101st Cbt. Avn. Bde. as it passes over the edge of the stadium on the completion of a formation flyover during the Super Bowl at Met Life Stadium in East Rutherford, N.J., Feb. 2, 2014.

Soldiers of the 101st Combat Aviation Brigade (CAB) conducted a flyover at Super Bowl XLVIII on February 2, 2014. The aircraft formation included AH-64D Apaches, UH-60M Black Hawks, and CH-47F Chinook helicopters flying over MetLife Stadium in East Rutherford, New Jersey as a salute to our Nation's Armed Forces.

The flyover of multiple types of helicopters from 1st, 5th, and 6th Battalions, in precision formations showcased the broad array of skills of Army aviators. The mission provided realistic training for the unit, preparing them for low-level flights in urban environments; missions they regularly conduct in many deployed locations. With all of the work that went into preparing for the flyover, even the support crews shared in the sense of satisfaction. For the men and women who help the Wings of Destiny fly, flying over the Super Bowl was an unforgettable experience.

Soldiers from the 101st CAB are part of the 101st Airborne Division (Air Assault) from Fort Campbell, KY. Many of the pilots and flight crew members were deployed last year to Afghanistan in support of Operation Enduring Freedom. After long hours of rehearsals in the bitter cold, the success of the Super Bowl flyover was incredibly sweet for everyone involved. For the crews, this was truly a Rendezvous with Destiny.

SGT Duncan Brennan is assigned to the public affairs office of 101st Cbt. Avn. Bde., 101st Abn. Div. (AASLT), Fort Campbell, KY.

AAAA Presents The 2013 Functional Awards

AAAA, together with the U.S. Army Aviation Center of Excellence (USAACE), paid tribute to the 2013 National Functional Awards winners on Feb. 5, 2014, during the annual Aviation Senior Leaders Conference at Fort Rucker, AL.

AAAA's President, BG (Ret.) Howard Yellen, and MG Kevin W. Mangum, Aviation Branch chief and USAACE commanding general, were joined by LTG James O. Barclay III, Army G-8; CW5 A. Randy Godfrey, chief warrant officer of the branch; CSM James H. Thomson, Jr., branch command sergeant major; and industry partners, association members and many of the branch's senior commanders, chief warrant officers and non-commissioned officers to honor this year's individual and unit winners.

The Raytheon Company sponsors all of the Air Traffic Control awards.

Air Traffic Control Facility and Unit of the Year

(l-r) COL (Ret.) Michael N. Riley, Ratheon, CSM Thomson, CW5 Godfrey, MG Mangum, CPT Brynildsen, 1SG Essig, LTG Barclay and BG (Ret.) Yellen.

The *Air Traffic Control Unit of the Year* is **Company F, 6th Battalion, 101st Combat Aviation Brigade**.

Foxtrot Company provided unrivaled air traffic services support to Regional Command-East, Afghanistan through ground-breaking ATC methods and accomplishing unprecedented responsibilities. Their proficiency while controlling a high volume of Coalition, joint and multinational rotary and fixed wing aircraft for military and civilian personnel and unmanned aircraft is unrivaled. CPT Jared H. Brynildsen and 1SG Jack J. Essig accepted the award on behalf of the unit Soldiers.

The *Air Traffic Control Facility of the Year* is **Shank Tower**, Afghanistan, managed by Co. F, 6th Bn., 101st CAB.

Shank Tower has supported myriad military and civilian fixed and rotary wing operations and unmanned aircraft systems in an increasingly intricate and complex airfield environment directly and positively impacting combat operations in Afghanistan; operations which have resulted in life saving situations for countless aircrew members and Soldiers within RC-East. CPT Jared H. Brynildsen and 1SG Jack J. Essig accepted the award on behalf of the unit Soldiers.

Air Traffic Control Manager of the Year

ALL PHOTOS COURTESY U.S. ARMY, FORT RUCKER, AL

(l-r) MG Mangum, CW5 Godfrey, CW2 Villaluz, LTG Barclay and BG (Ret.) Yellen.

The *Air Traffic Control Manager of the Year* is **CW2 Victor B. Villaluz** with Co. F, 6th Bn., 101st Cbt. Avn. Bde. Vallaluz continuously demonstrated sound judgment, a tireless work ethic, unrivaled initiative and the innate ability to balance the rigors of managing a complex airfield in an austere combat environment while facilitating the day-to-day operations of an intricate ATC tower for the only U.S. Army operated C-17 capable airfield in Regional Command-East, Afghanistan.

Air Traffic Controller of the Year

(l-r) CW5 Godfrey, MG Mangum, CSM Thomson, SSG Willard, and LTG Barclay.

The *Air Traffic Controller of the Year* is **SSG Monica Y. Willard** with 4th Bn., 58th Avn. Regt.

Serving as the Desiderio Army Airfield tower chief at

Camp Humphreys, Korea, Willard's performance was nothing short of amazing as she rapidly overhauled the training program and record keeping ensuring smooth operations. As a soldier, she regularly scores 300 on the Army Physical Fitness Test, competes in races all over peninsula, and pushes herself like no other.

Air Traffic Maintenance Technician of the Year

(l-r) CW5 Godfrey, MG Mangum, CSM Thomson, SSG Squiers, and LTG Barclay.

The *Air Traffic Maintenance Technician of the Year* is **SSG Christopher M. Squiers** with Co. F, 3rd Bn., 10th Cbt. Avn. Bde., Task Force Knighthawk.

Squiers' performance and problem solving ability saved Task Force Falcon tens of thousands of dollars in unnecessary replacement parts and enabled the control of over 160,000 airfield movements by U.S., Coalition, civilian, and Afghan Air Force units. He demonstrated the ability to react under fire during a rocket attack on the FOB, assisting triage operations and litter teams at the local aid station and helping to locate and evacuate injured Soldiers even as the attack continued.

Army Aviation Medicine Award

(l-r) MG Mangum, CPT Pelletier, LTG Barclay and BG (Ret.) Yellen.

The *Army Aviation Medicine Award* is sponsored by the Gentex Corporation and was presented to **CPT Nicholas P. Pelletier,** 1st Bn., 10th Cbt. Avn. Bde., Task Force Tigershark and Task Force Falcon.

Pelletier served as the only medical care professional in the task force while in Afghanistan. He flew over 30 missions supporting Regional Command-East, ISAF, Special Operations and Afghanistan National Security Forces and treated more than 2,000 patients, performed 100+ invasive medical procedures without any complications, assisting in the operating room during 9 major surgeries.

Army Aviation Air/Sea Rescue Award

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(l-r) Mr. Dan Bui and Mr. Ed McKee, UTC Aerospace Systems, CSM Thomson, CW5 Godfrey, MG Mangum, CPT Ladiero, SGT Tufts, 1LT Hunter, CW4 Jacques, LTG Barclay and BG (Ret.) Yellen.

The *Army Aviation Air/Sea Rescue* award is sponsored by Goodrich Corporation and was presented to the crew who has performed a rescue using a personnel hoist. This year's recipients are **CW4 Daniel Jacques**, pilot in command; **1LT Braden Hunter**, pilot; **SGT Gregory Tufts**, flight medic; **SGT Ashley Corey** (not pictured), crew chief; and **CPT Kristian Ladiero**, aeromedical physician assistant; DUSTOFF 18, with Co. C, 3rd Bn., 238th Avn. Regt., Task Force Tigershark.

Operating under night vision goggles, low illumination, and deteriorating weather conditions in the Khost-Gardez Pass, Afghanistan in the vicinity of COP Wilderness, the crew of DUSTOFF 18's dedication, teamwork, composure, and skilled utilization of the HH-60A+ hoist to gain access to otherwise inaccessible terrain at 8,900 feet of elevation were instrumental in evacuating a critically wounded casualty and the overall success of the mission.

Army Aviation DUSTOFF Flight Medic of the Year

(l-r) LTC (Ret.) Jim Wingate, Air Methods Corp., CW5 Godfrey, MG Mangum, CSM Thomson, SGT Wicklin, LTG Barclay and BG (Ret.) Yellen.

The *Army Aviation DUSTOFF Flight Medic of the Year* award, sponsored by Air Methods Corporation, was presented to **SGT Jeremy M. Wicklin**, Co. C, 2nd Bn., 3rd Cbt. Avn. Bde., Task Force Knighthawk.

Wicklin successfully completed over 60 MEDEVAC missions, flew 100 hours, and provided en-route treatment to over 70 patients, including ISAF Soldiers and Afghan nationals. During three particular MEDEVAC missions in the Panjwai Valley involving improvised explosive devices (IEDs) and gunshot wounds, his medical expertise and leadership helped save the lives of multiple critically-wounded patients. He also served as the NCOIC and instructor for the highly successful Afghan Flight Medic Partnership Training Program with the Kandahar Air Wing.

Army Aviation Trainer of the Year

ALL PHOTOS COURTESY U.S. ARMY, FORT RUCKER, AL

(l-r) COL (Ret.) Douglas R. Eller, L-3 Communications Link Simulation & Training, CW5 Godfrey, MG Mangum, CSM Thomson, SGT Travers, LTG Barclay and BG (Ret.) Yellen.

The *Aviation Trainer of the Year* is sponsored by L-3 Communications Link Simulation & Training and was presented to **SGT Brandon J. Travers** with Co. A, 4th Bn., 3rd Cbt. Avn. Bde., Task Force Viper.

As a primary trainer for his company while deployed to FOB Wolverine in Regional Command-South, Afghanistan, Travers was able to progress 17 Soldiers and complete 11 Annual Proficiency and Readiness Tests. He also served as a mission critical crew member for more than 330 combat flight hours in support of mission sets including multi-aircraft special operations forces air assaults and logistics support operations.

Aviation Mission Survivability Officer Award

(l-r) Mr. Eddie Coleman, VT Miltope, CSM Thomson, MG Mangum, CW5 Godfrey, Jackie Buhrke, Dianne Ruff, Chuck Ruff, and LTG Barclay.

The *Aviation Mission Survivability Officer Award* is sponsored by VT Miltope and was presented posthumously to **CW3 Mathew P. Ruffner**, Co. B, 1st Bn., 104th Avn. Regt., Pennsylvania Army National Guard.

While deployed to Afghanistan, Ruffner served as the AMSO for Co. B, 1-104th Atk. Recon. Bn. (ARB) and was also a qualified instructor pilot and instrument examiner. Upon arrival at FOB Konduz, he assumed the role of primary air mission commander for the night quick reaction force mission and took responsibility as the primary mission planner for the company. He was the first to volunteer to deploy with Co. A to FOB Fenty when the ARB was tasked to self-deploy an attack company from RC-North to RC-East. He and his co-pilot, CW2 Jarrett Yoder, lost their lives on April 9, 2013 when their Apache crashed in eastern Afghanistan.

Receiving the award on his behalf were his fiancée, Ms. Jackie Buhrke, and his parents, Chuck and Dianne Ruffner.

Thanks to the Aviation Center Chapter team led by president, COL Jason A. Altieri, for another great event.

"The Originals"

By Mark Albertson

This series is dedicated to the Sky Soldier pilots; the devoted few from the formative years who laid the foundation for today's Army Aviation.

Lieutenant Colonel James Robert Barkley
U.S. Army, Retired

LTC James R. Barkley is a product of the first state to ratify the Constitution, Delaware. He hailed from Wilmington, born on November 23, 1925; and, later graduated from Pierre S. DuPont High School. He enlisted in the Army as a private in 1943.

In April 1944, following basic training at the Field Artillery Replacement Center (FARTC), Fort Bragg, NC, he was assigned to the HQ and HQ Battery, 922nd Field Artillery Battalion, 97th Infantry Division, Fort Leonard Wood, MO. Since mid-December 1944, men were needed desperately in the European Theater of Operations to repulse the German attack, Watch on the Rhine.[1] Barkley and the 97th Division were thrown into the mix, participating in the battles of the Ruhr Pocket, Rhine Valley and Central Germany.

With the surrender of Nazi Germany, the 97th's war was not over; for it was ordered to get ready for the invasion of Japan.[2] The atomic bombs, though, ended the war; leaving the 97th as part of the occupation force in the Home Islands. Now S/SGT Barkley, and a crew chief in the 922nd FA Battalion Aviation Section, he participated in disarming Japanese troops. In April 1946, the 97th Division was deactivated.[3]

On to Flight School

Returning stateside as a staff sergeant and maintenance crew chief, Barkley reenlisted in the Active Army Reserve. And on December 8, 1948, Sergeant Barkley swapped his stripes for a 2nd lieutenant's bar in the Field Artillery.

The following December, LT Barkley began Army pilot training, graduating as a liaison pilot in June 1950. He was assigned to the 46th Ordnance Light Aircraft Maintenance Company out of Fort Sill, OK as an aircraft maintenance officer. The following year, the 46th found itself in South Korea, based near Wonju, some five miles southwest of the main line of resistance (MLR). The 46th provided maintenance support to Army and Marine units along the MLR.

One day late in the summer, while flying a Cessna L-19, Mother Nature caused LT Barkley to seek shelter by landing on the carrier Bon Homme Richard (CV-31).[4] The flattop had been conducting missions in support of ground troops ashore. After staying the night, LT Barkley jumped into the cockpit of his L-19, which was parked near the stern of the flattop. The deck officer dropped his paddle and Barkley gunned his engine. He was airborne in just a few feet and turned to starboard, before the bridge.

Throughout the island, officers and ratings – thinking the Army plane was in extremis – threw themselves down on the deck. LT Barkley merely waggled his wings in thanks and headed for the beach, leaving his hosts to pick themselves up from the deck.

The end of 1951 saw LT Barkley in Japan as maintenance chief of the 2066th Army Field Maintenance Facility. Two years' duty in Japan gave way to a post in Washington, DC. LT Barkley was attached to the Department of the Army, Office of the Chief of Transportation (OCT), Army Aviation Engineering and Development Branch, as a Project Officer. In June 1954, Lieutenant Barkley became Captain Barkley and by the following June, CPT Barkley had been checked out in helicopters.

Advancing Technology

While with OCT, he was involved in the development of the McDonnell XV-1 and Bell Helicopter XV-3 convertiplanes and the Hiller XH-32 Ram Jet powered helicopter. CPT Barkley conducted demonstration/evaluation flights in the YH-32, to validate stability, control and operational effectiveness. He was also assigned as the Army Aviation representative to the American, British, Canadian (ABC) Cockpit Standardization Committee and contributed mightily to the tri-nation standardization of light aircraft instruments and instrument panels.

In June 1957, CPT Barkley was detailed to the Navy Bureau of Aeronautics as the Army Aviation Liaison Officer. He participated in the development of the Grumman twin turboprop reconnaissance aircraft AO-1 (later known as the OV-1 Mohawk), proposed for the Marine Corps and Army. In July 1959, he was assigned to the Army Transportation School at Fort Eustis, VA for attendance at the Transportation Corps Officers Advance Course.

After graduating, he returned to Korea in January 1960, assigned to Eighth Army HQ's Army Aviation Division as a logistics staff officer. Six months later, he was the commanding officer

of the 55th Transportation Army Aviation Maintenance Company, providing logistics support to combat ready Army Aviation units in South Korea. By January 1961, CPT Barkley was at Fort Rucker, AL as a project officer/test pilot for the U.S. Army Aviation Test Board. He conducted operational service flights on such aircraft as the UH-1 Huey and OV-1 Mohawk; and, he was promoted to major.

In 1962, MAJ Barkley was attached to the U.S. Army General Staff in Washington, assigned to the OV-1 Mohawk Project Manager's Office. He was "Officer in Charge" and demonstration pilot of the Development Flight Evaluation Team for the Grumman OV-1 Mohawk aircraft to West Germany, France and Japan.

March 1964, MAJ Barkley was flight leader for the initial delivery of four Mohawks, from McGuire AFB in New Jersey to Gander, Newfoundland; to the Azores; Madrid, Spain and to Heidelberg, Germany. This mission paved the way for future flights to Europe and Vietnam.[5]

In September, MAJ Barkley became director of maintenance/deputy commander at the Army Aviation Maintenance Center (Depot) in Sandhofen, Germany; and in June 1966, he was promoted to lieutenant colonel.

Training and Another War

In June 1967, LTC Barkley was assigned to the U.S. Army Aviation Training Command, Hunter Army Airfield, Savannah, GA, and assumed command of the 2nd Army Aviation Battalion. The unit was composed of three support companies, with105 UH-1 Hueys assigned to student pilot training.

In January 1969, LTC Barkley was in Vietnam as Director of Material/Maintenance, U.S. Army Aviation Maintenance Center, 34th General Support Group. He was responsible for staff supervision over aviation logistics support units in the combat theater. He implemented programs and procedures for recovering abandoned aircraft parts from combat zones. In the first nine months, his efforts resulted in over $50 million worth of parts and components collected, repaired and returned to the system.

In January 1970, LTC Barkley returned to Germany as a Theater Army Support Command Staff Aviation Officer and on September 30, 1973, he retired. He had flown over 6,000 hours in fixed and rotary wing aircraft, including 291 combat flight hours.

Notes

1. Watch on the Rhine was the German codename for the attack through the Ardennes Forest on December 16, 1944 that led to the Battle of the Bulge. Original codename was "Christrose." Hitler is reputed to have changed the name to "Watch on the Rhine." See page 13, chapter one, "The Ghost Front," *Battle: The Story of the Bulge,* by John Toland.
2. The Allies planned two invasions of the Home Islands: Operation: OLYMPIC, November 1, 1945, Kyushu; and, Operation: CORONET, March 1, 1946, Honshu.
3. The 97th Infantry Division saw 41 days of combat in Europe.
4. CV-31, later CVA-31, was an *Essex*-class aircraft carrier.
5. See the "Art's Attic" column located at the end of this issue.

Mark Albertson is an award winning historian and contributing editor to ARMY AVIATION magazine. He can be reached at mark@quad-a.org.

I appreciate the support from COL John Kline, the Savannah Chapter President, and CW3 Shawn Fogarty, chapter membership support, for providing and sharing this information to our membership.

The Savannah Chapter

The Savannah Chapter, like many chapters, has struggled to maintain its chapter membership due to numerous deployments and operational requirements. In January of 2012, the Savannah Chapter's membership was at an all-time low of 136 members. Even then, most of those members had departed from the area.

COL Allan Pepin, right, commander of the 3rd Combat Aviation Brigade is inducted into the Silver Honorable Order of Saint Michael by COL (Ret.) Rich Noel, Senior VP, Savannah Chapter of the Army Aviation Association of America Oct. 25, 2013.

The challenge for the Chapter was to grow the membership through low-cost, high-impact events that encouraged patronage and participation without taking away from desirable family time. Their aspirations were achieved as membership now exceeds 730 members and they were recognized with the Top Master Chapter Award in 2012.

Programs and Activities

The Savannah Chapter is fortunate as members are Soldiers and family members from the 3rd Combat Aviation Brigade, 3rd Battalion of the 160th Special Operations Aviation Regiment, 224th Military Intelligence Battalion, and the Georgia Army Air National Guard, in addition to local industry members and civilians. The Chapter is known to host semi-annual golf tournaments on one of Savannah's premier golf courses in addition to quarterly social gatherings in the beautiful historic coastal city of Savannah. They have been graced with several guest speakers that shared memories of what Army Aviation means to them and how the future will be shaped from the memories we make today.

Transition Phase

The Chapter now enters a transitional phase as the impact of future Army force reorganization initiatives have yet to be fully understood. While this transition period presents distinct challenges, it also offers unique opportunities. Chapter members look to take advantage of AAAA's Post Career Employment Program, a great service that connects our individual members retiring or leaving active service with industry members seeking highly qualified individuals. This program is another amazing benefit for not only Savannah Chapter members, but all members of AAAA.

Awards and Recognition

The Chapter would like to recognize several individuals and events over the recent years. MAJ Jason Raub, CW4 Chuck Jaszczak, CSM Daryle Pilkinton, and MSG James Finney were recognized with the Bronze Honorable Order of Saint Michael while forward deployed in support of Operation Enduring Freedom XII-XIII. MAJ Ashley Thames and CW5 Jeb Stuart were also recognized in the previous year having provided lasting contributions to the Soldiers and family members of the Savannah Chapter over the years through their hard work and dedication to excellence.

The Chapter would also like to thank AAAA for itsployed members a complimentary year of membership. This has greatly supported the chapter membership goals and allowed the Chapter to grow to the largest membership in its history. Through the Marne Air Scholarship in 2012, the Chapter provided Michael T. Kelly, son of CW5 George Kelly, a grant towards his attendance at the Georgia Institute of Technology. On the 26th of October, 2013, the Night Stalker Association and the Chapter made it possible for hard-working Soldiers of 3rd Battalion, 160th Special Operations Aviation Regiment to enjoy a different reward – a night of celebration and camaraderie that few will forget, known as the 3rd Battalion Formal. This was due in part to the generous contribution by AAAA in support of the event. The Soldiers and their families had a night to remember.

Summary

The future of the Savannah Chapter looks bright and I want to welcome the new Chapter President, COL John Kline. The chapter is eager to greet additional new faces in the coming months and would like to thank all of its members for their support and patronage over the years. The next golf tournament is scheduled for this spring. It will be another perfect opportunity to create memories amongst our aviation professionals.

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 seeing you in Nashville at our 2014 Army Aviation Mission Solutions Summit.

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

Aviation Center Chapter

DOTD COURTESY PHOTOS

Chapter president, COL Jayson A. Altieri, commander of 110th Avn. Bde., presents AAAA Certificates of Outstanding Achievement to the U.S. Army Aviation Center of Excellence Aviation Trainers of the 1st Quarter during a Jan. 22, 2014 ceremony at the U.S. Army Aviation Museum, Fort Rucker, AL. Recognized were: **CPT Daniel O'Donnell,** officer academic instructor, 1st Avn. Bde.; **CW3 Matthew Williamson,** 110th Avn. Bde., warrant officer instructor; and **Mr. Brian Clarke,** 1st Avn. Bde., civilian instructor.

Black Knight Chapter

CHAPTER PHOTO BY CPT MATTHEW D. MACNEAL, USMA

The Black Knight Chapter and 2nd Aviation Detachment hosted the 2014 Aviation-branched cadets from West Point for a night of professional development briefings and mentorship on Jan. 28, 2014. The cadets received a series of briefs on LUH-72 orientation, aviation life support equipment, night vision goggle capabilities, aviation publications and regulations and warrant officer development. After the briefs, the cadets enjoyed pizza and refreshments while receiving mentorship from chapter members and aviators from 2nd Aviation Detachment. Pictured among the cadets are BG (Ret.) R. Dennis Kerr (3rd from right), Black Knight Chapter President; CW5 Al Mack (kneeling right of banner), 2nd Avn. Det. commander; and SFC Roger J. Rodriguez (not pictured), Detachment NCOIC of 2d Aviation detachment.

North Texas Chapter

CHAPTER COURTESY PHOTO

The North Texas Chapter sponsored a very successful scholarship fundraiser tournament on Sept. 30, 2013 at the Sky Creek Ranch Golf Club in Keller, TX. Pictured is the winning team from Apache Enterprises, (left to right) David Clark, Darrell Kindley, Kevin Youngblood, and Michael Stout. Particularly noteworthy is that the team donated their $400 winnings back to the scholarship fund!

New AAAA Chapter Officers

Aloha Chapter
Secretary, MAJ Aaron Elliott
VP Community Relations, LTC George Ferido
VP Member At Large, LTC Michael Brophy
VP Member At Large, CW5 Joseph Roland

Black Knights Chapter
VP Membership, CPT Matthew McNeal

Central Florida Chapter
VP Military Affairs, LTC Paul Weizer
VP Military Affairs, COL Sharlene Donovan

Flying Gator Chapter
VP Retired Affairs, CW5 William Halevy, Ret.

Greater Atlanta Chapter
Senior Vice President, COL Vern Atkinson
Secretary, LTC Jason Fryman
VP Membership, MAJ Will Cox

Griffin Chapter
VP Katterbach, LTC Michael McFadden

High Desert Chapter
Senior Vice President, LTC William Ryan III
Secretary, MAJ David Collins

Idaho Snake River Chapter
Senior Vice President, MAJ Nathan Patrick
VP Scholarships, CPT Chris Byrne
VP Enlisted Affairs, SSG Sabre Page
VP Community Relations, SFC Dawn Steele

Jimmy Doolittle Chapter
President, CW5 H. Eric Seymore
VP Membership, CW5 Lester Furr

Seymore Keystone Chapter
Senior Vice President, LTC Gregg Clark
Secretary, 1LT Brandon Edens
VP At Large, BG Timothy Hilty
VP Public Affairs, CW2 Ellen Smith
VP Programs, MAJ Randy Lutz

Mid-Atlantic Chapter
VP Programs, MAJ Kevin O'Brien, Ret.
VP Government Affairs, Mr. Edward Wuyscik
VP Senior Advisor, Dr. Richard Wittstruck

Minuteman Chapter
Treasurer, CPT James Paulette
VP Scholarships, MAJ Jonas Patruno
VP Awards, LTC Robert O'Connell
VP Golf Tourney, CW2 Robert Norton

Continued on page 56

Order of St. Michael and Our Lady of Loreto Awards

Aviation Center Chapter

CHAPTER PHOTO

MG Kevin Mangum, commanding general, U.S. Army Aviation Center of Excellence and Fort Rucker, inducts **Shannon Gignilliat** into the Honorable Order of Our Lady of Loreto in recognition of her years of service as a Family Readiness Group leader. She was joined at the Feb. 13 presentation held in the Program Executive Office, Aviation, Redstone Arsenal, AL, by her husband, LTC Andy Gignilliat, USAACE liaison officer, their son Ryker, and their daughter Sarah Grace (not pictured).

Phantom Corps Chapter

CHAPTER PHOTO MARK INGRAM

CW4 James M. Adams, Aviation Test Officer, Aviation Test Directorate, U.S. Army Operational Test Command, was inducted into the Bronze Honorable Order of St. Michael, by COL Christopher Albus, ATD Director, on Dec. 7, 2013 at Fort Hood, TX. Adams was recognized on the occasion of his retirement following a 21-year Army career where he excelled as an AH-64D Maintainer and Maintenance Examiner and accrued more than 2,000 flight hours and completed 3 combat tours to Iraq and 1 to Afghanistan.

New AAAA Chapter Officers

Continued from page 55

North Texas Chapter
VP Scholarships, LTC Terrance Reininger, Ret.
VP Military Programs, CW5 Douglas Phillips

Old Tucson Chapter
Treasurer, LTC Frank Millerd, Ret.

Oregon Trail Chapter
Secretary, CPT Brady Phillips
VP Membership, CPT Adam Lulay
VP DC Operations, MG Raymond Rees

Prairie Soldier Chapter
President, CPT William McGreer
Senior Vice President, CW5 Derek Simonds
Secretary, CW3 Joseph Dolton
VP Membership, CW4 Jeff Caniglia
VP Activities, MAJ Daniel Smith
VP Publicity, CW3 Stephen Gonifas

Ragin' Cajun Chapter
Senior VP, MAJ Herbert Beck
Secretary, MAJ Jason West
Treasurer, CPT John Dean
VP Membership, CPT Charles Hill
VP Programs, CPT Joshua Elkins

Savannah Chapter
Treasurer, LTC Geoffrey Whittenberg
VP Scholarships, LTC Phillip Mazingo
VP Programs, CW5 George Kelly
VP Membership, CSM James Hall
VP Membership, LTC Richard Melnyk

Tarheel Chapter
Senior Vice President, MAJ Patrick Szvetitz

Voodoo Chapter
Treasurer, MSG Rudolph M. Cambre

Washington Potomac Chapter
Secretary, CW5 Daniel Curry, Ret.
VP Enlisted Affairs, CSM Shawn Jones

Winged Warrior Chapter
Senior VP, MAJ Trent Miller

The Membership Corner

Faithful readers of this column will recall last month we met a new AAAA member, 1SG (Ret.) Ed Kalakauskis. His storied career began as an infantry Soldier in Vietnam. I hope you took time to read more about his Vietnam experience at www.134thahc.com. We are continuing our series of getting to know our members; and this month, I introduce you to MAJ Rebecca DeForest. She serves in the U.S. Army Reserves in Wiesbaden, Germany and is our newest AAAA Life Member.

MAJ DeForest wanted to be a military pilot the moment she visited her father's alma mater – the U.S. Naval Academy. Thankfully, the Reserve Officer Training Corps (ROTC) instructor at the University of Illinois sold her on the Army and Army Aviation. Later, when she'd finally found the hover button in flight school, she called her father with the exciting news. His response was, "…big deal. I once hovered a nuclear submarine." You thought your dad was tough!

She has had an atypical Army Aviation career. She graduated from Ft Rucker in 2002 as an Orange Hat; was qualified in the OH-58 Kiowa, both A and C models; and as a National Guard aviator her first duty station was Co. B, 1st Bn., 126th Avn. Regt. in North Carolina where she served as a platoon leader. There was only one minor problem – the unit didn't have OH-58s, they were a lift unit. After about a year they found a school slot for MAJ DeForest for the Blackhawk qualification course, and following successful completion she returned to her unit to find it busy packing for an Iraq deployment. She completed an accelerated Readiness Level progression culminating with her night vision goggle ride happening in country. She was stationed at Logistics Support Area (LSA) Anaconda in Balad. On her return, she and her husband, Patrick, moved to Arizona where she joined the Desert Hawks of the 2nd Bn., 285th Avn. Regt., Arizona National Guard.

She served as the S-1 for a short time and then as the HHC Commander. She thought this was her best Army assignment and enjoyed teaching, coaching and mentoring soldiers. At the end of her command, the family moved to Virginia where she was assigned 5th Bn., 159th Avn. Regt. at Ft. Eustis, VA and served as an S-3 and later S-4. At the time this unit had a very interesting mission as part of the Defense Civil Response Force (DCRF) providing a lift capability to an operations and medical unit in case of a radiological incident. MAJ DeForest said, "Managing aircraft and pilots from around the region to be part of an emergency response was a challenge."

DEFORST FAMILY PHOTO

MAJ Rebecca DeForest (left), family readiness group leader for Co. G, 52nd Avn. Bn., commanded by her husband, Patrick (right), helps out at the FRG fundraiser in Wiesbaden, Germany.

After a short break in service, she joined the U.S. Army Reserves. Her husband got orders to Wiesbaden, Germany where he commands Co. G, 52nd Avn. Bn., a VIP UH-60 company. They have been in Germany about 18 months and are half way through their tour. She said they love the assignment and the people; she serves as the Family Readiness Group leader for the outfit. She enjoys the FRG and making lifelong friends in the group. She said, "There's something special about those Army Aviation spouses."

MAJ DeForest serves in the 209th Digital Liaison Detachment in Wiesbaden; a non-aviation assignment that she feels is career broadening. While her husband Patrick has been an AAAA member since graduating flight school, she took her time joining. Many life members are individual members for several years before they decide to become lifers – she is an exception, joining directly as a life member. Though currently unaffiliated she assured me she would join the Bavarian chapter. She said, "I always enjoyed and appreciated what AAAA does for the aviation community. AAAA keeps everyone inform on Aviation transformation and that's important for the National Guard and Reservists that see changes coming." When asked if she had anything to add to our interview, she said "I am grateful for my entire Army Aviation family and joining AAAA as a life member… what better way to support the organization that supports the Army Aviation Soldier and families."

We couldn't agree more!

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

New Lifetime Members

LTC George E. Leaf, Ret.
1SG William Peden

New Members

Air Assault Chapter
SGT Cleveland D Banks
1SG Thomas M. Barone
SFC Jon Boring
CW4 Gerold D. Brown, Ret.
MAJ Chris Chung
CW5 George Cook
1LT Tatum M Donnelly
CW4 Eric Englund
CW4 Jim Feugate
SFC Anthony Lee Garcia
SFC Arnaud Garnier
CW4 Ryan Glathar
SSG Steven T Henry
CW5 Robert L. Huffman
CW5 Karl Maier
CW5 Michael Paul Mazzio
CW2 Daniel Warden
SFC Justin Webb
SFC Brian John Webber
SSG Michael J. Wilkie

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COL Fredrick S Choi
CW2 Paul James O'Farrell
MAJ James B Smith Jr.
SFC Marvin Whitney
SFC Marvin Whitney

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Leona Anderson
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CW5 David B Willrich
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LtCol Eamon Barton
CW2 Ryan Caramavich
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WO1 Kyle Connelly
WO1 Niall P. Cooper
WO1 Francisco J. Costa
2LT Jonathan S. Davis
WO1 Joshua J. Deuel
MSG Melissa Dyson
Arthur Estrada
2LT Kenneth N. Fischer
2LT Benjamin D. Garlick
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WO1 Christopher J. Gates
WO1 Kendrick S. Gillian
WO1 Jonathan J. Graham
Mr. Stacy Dwaine Hawthorne
CSM William S. Hayes
CW4 Daniel Hiestand
CW3 Jeremy Hoffman
WO1 Frank Jakubowski
Michael D. Johnson
2LT Cody M. Jones
Morris R. Lattimore
Carol A. Lee
Carie Lee Luzier, V
2LT Jeremy H. Madany
WO1 Samuel Moncada
2LT Mark A. Morrissett
2LT Matthew M. Norcia, III
2LT Wayne D. Pale
CSM Jeffery L. Pinnell
CW4 Rafael Rodriguez
SFC Troy L Rudolph
WO1 Thomas R. Seagrove
2LT Stephen J. Sollenberger
CPT Matthew Stockton
2LT Jacob S. Tappe
WO1 Mitchel O. Teague
CW4 Derrick Tevebaugh, Ret.
2LT Nicholas T. Tubbs
WO1 Terry D. Vest
CW2 Christopher P. Warrick
2LT Justin E. Wasno
Jozanna Watson
2LT Brennan P. Wilde
Robert J. Wynkoop
WO1 Alfredo S. Zaragoza

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CDT Brandon John Moore
CDT Kelly Washington

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Thomul Beever
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Todd Pesicek
Peggy J. Petersen-Asturi
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John W. Shelton

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SSG Matthew W. Coffey
SFC Kelly Coleman
SFC Milton Cordoba
SSG James C. Davis, IV
SFC Matthew H. Dine
Jose J. Garcia
William Richard Jones Jr.
LTC Robert S. Saunders, Ret.
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1SG John Thompson
CW4 Michael Walker
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CPT Joseph Gyokeri
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James R. Patterson Jr.
Israel Talamantez

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CW5 James F Krueger
WO1 Gregory Placencia

Embry Riddle Eagle Chapter
CPT Thea Iacomino

Empire Chapter
1LT Raymond S. Plante

Flint Hills Chapter
SFC Michael Diehl
CPT Christopher Todd Lamar
CPT Matthew Litvinas
1SG Frederick John Sample
MAJ Charles Turner III
CPT James Watson

Flying Gator Chapter
MSG Robert Atkins
Theresa Cobb
CSM Billy Cowart
CW2 Adam Denny
LTC Robert T. Holmes, Ret.
CPT Thea Iacomino
CW3 Fernando Rico

Flying Tigers Chapter
Shane Michael OConnor

Frontier Army Chapter
CPT Brandon Heimericks
1SG Derron J Lindsey
CW4 Brandy Nichols
MAJ Christian O'Leary
Greater Atlanta Chapter
Scarlett Conner
SFC Steven K Hebblethwaite
Roger Maldonado
CW2 Robert D. Witt

Greater Chicago Chapter
MSG Eugene P. Koelker

Griffin Chapter
CW4 Eric Anderson
CW2 John Geraci
CPT Marshall Logan Gray
1SG Jemall F. Pittman
CPT Daniel Spratt

High Desert Chapter
CW3 Timothy Otteson

Idaho Snake River Chapter
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LTC Ralph Ray Myers Jr.
MAJ Christian O'Leary
CW4 George W. Tomlinson Jr.

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1SG Robben Kadish

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Jimmy Doolittle Chapter
COL Robert Scott Brown
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CW5 Alfred Marshall III
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WOC Robert A. Parrish
CPT Randy Swingle
WOC Charles B. Viohl

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CW4 Robert C. Hall Jr.
Joseph Peca

Land of Lincoln Chapter
CW2 Jeremy Turner

Lindbergh Chapter
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WO1 Joseph Medina
Robert J Ruotolo

Magnolia Chapter
WO1 Mikie T. Brown
SSG Clay Channell
CW5 Donny Dukes
MAJ Brian White Pray, Ret.

Mid-Atlantic Chapter
SPC Gregory W. Hobbs
SSG Curtis Landsberger

Minuteman Chapter
CW2 Robert Norton
CPT James R. Paulette, Jr.
CW2 Eric Smith

Morning Calm Chapter
SSG Vincent Abril
CW4 Kelvin Casperson
MAJ Jonathan Guinn
SGM Christopher Hawkins
1LT Amy Lou Hawthorne
CW4 Kristen L. Motley
CW4 David L. Motley
CPT Bryan Paul Pierce
SFC Christian Roberts
WO1 Samuel J. Rodriguez Jr.
SSG Jason Wood

Mount Rainier Chapter
CPT Lori Bigger
CSM Marty Holmes Book
CPT Ramon Luis Cortes, II
1SG Luis de Jesus
SSG David Hoeveler
SGT David E Pliego
CW5 Allen Raye

North Country Chapter
SFC Jerry Ellis Barley
CW4 Robert Todd Bryant

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
CW4 Shelton Hebert
CW3 James Johnson Jr.
Kevin B Smith
MAJ Joseph Lewis Swindle
SPC S. Teng-Soeyono
CW5 David G Zumbach

Pikes Peak Chapter
Jeffrey Alan Dean

Ragin' Cajun Chapter
SSG Domek Gavril Franco
CW4 William M. Henderson
CPT Charles N. Hill
CW4 Kraig M. Lang
SFC Luis A Marty
SGT jacob W Norotsky
CPT Ariel Schuetz

Rhine Valley Chapter
CW4 Edward C. Simmons

Rio Grande Chapter
CW4 Shaun Breth
MAJ Christopher Clyde

CW2 Lance A. Mundo
CW3 Christian A. Ramirez
1SG Jason Stenbak
SFC Vernon M. Washington

Savannah Chapter
CW4 Herman Bowser
MAJ Robert Harless
CPT Jared Klajnbart
LTC Richard Melnyk
SFC Paul Chandler Ramus

Southern California Chapter
SGT Raul E. Aguilar, Sr.
CW4 James Cornell
MSGT Russell Giroux
CW2 Dennis Hayes, Ret.
SGT Alexandra Moncada
SPC John Nagle
Philip Venturelli

Stonewall Jackson Chapter
LTC James A. Caruso
CPT David Loy

Tarheel Chapter
1LT Kenneth David Sadler

Tennessee Valley Chapter
John Ashe
1SG Mike Baughman, Ret.
Celia K. Beck
Steve Chisgar
Robert Copeland
COL Courtney Cote
William Doughty
Roderick Lydell Farthing
Michael Guest
George Rodney Hall III
Gregory Todd Jinks
Joshua Jones
SFC Wesley K. Kum, Ret.
Lisa Marion
Kathryn Mellema
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Clayton Pitts
Donald G. Rives
Laura Marie Romanchik
DeWayne N. Rudolph II
John B Schmidt
MAJ John Schmitt
Timothy Daniel Sheahan
Erica Thompson
Gary Tuttle

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Matthew Dock
CW2 Nicholas Garmon
SSG Ronald N. Hartleroad
SSG Nathan Honeycutt
PFC Tyler S. Justus
CW2 John Gregory Linn
SSG James P. McClain
CPT Jonathan Naber
SGT Jessy J. Price
MAJ Everett Edward Schierenbeck, Ret.
SGT Paul Shook
SGT Cindy Valdez

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Volunteer Chapter
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SGT Chasity Carlbom
Richard N. McIntyre
CW5 William L. Thurmond
SSG Joseph S. Webb

Washington-Potomac Chapter
Brian Anderson
Randy Belote
LTC Michael Bentley
Ryan Brindley
1LT Julie Mae Bruder
LTC Bill Bryson
Christopher Caron
LCol Steve Chouinard
Jane Engel
SFC Michael Franklin
Scott Hasken
Michael A. Kahn
LCol Vladimir N Kolchanov
LTG William J. Lennox, Ret.
CW5 John P. McCravey, Ret.
SFC Thomas Restuccio
MAJ John Tippett, III
Eileen Xu
MAJ Christopher Zotter

Wright Brothers Chapter
George Grove
SPC Nickolas Rau

No Chapter Affiliation
Joshua Caleb Abbott
Barry Albrecht
Barjes Alotaibi
CPT Cody Anfinson
SSG Marc Belo
SSG James L Brown, Ret.
CW4 Michael J. Brown, Ret.
SSG Jason Burris
SGT Teri Burris
MSG Anthony Burton
CW2 Ralph Butcher
SFC Robert Calvert
LTC David Caporicci
CW2 Richard Cardavelli
1LT Alexander Cleppe
CW3 Dale Crum
SPC Amy Dalton
Brian Dara
LTC Sean Deller, Ret.
Jim Drivdahl
Mark Eginton
CW5 Rex Finley
CW5 John Alan Fisher
CW2 Tina R. Fornwald, Ret.
SSG Richard J Fowler
Doug Frederking
CW2 Clyde French, Ret.
CPT John M. Giaquinto
Marvin Goldberg
MSG Christopher D. Graves
George Grove
SFC Jonathan Grover
Michael Gulli
Joseph A Gwizdak
Richard Harer
1LT John Avery Harrell
CPT Henri Harris
MAJ Robert W. Harrison
CW3 John M Hight
SPC Harley Jelis
Richard Jellerson
CW4 Jay L. Jones
CW3 Derrick J. Kanouse
CAPT Herbert Lawton, Ret.
SGT Willie LeGrange
CPT Geoffrey Leonard
SSG Jeffrey Lightfoot
Brian D Mantzke
CW4 Tim McCartney
CW4 Mark D. Nielsen
CW2 Robert Norton
1SG Nicholas Ochoa
LTC Steven Osterholzer
SPC Todd Padron
CW5 Timothy Peterson
SFC Anthony Picarro
CW2 Jeremy Richard Rada
SGT Steven Renner
MAJ Richard Hall Rogers
Allison A. Rowland
SFC Rowena Simshaw
SGT Philip J. Stalewski
CPT Cecil E. Vaughn, Ret.
Amy Lynne Vinson
MSG Paul Wade
CPT Ryan Dale Wolfe
SGT Zhiwei Yuan
LTC Michael Zolezzi, Ret.

Lost Members

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

SGT Amoris C. Abreu
SSG Vincent Abril
PFC Chelsea Armstrong
SGT Christopher Baines
PFC Ali-Andro Barclay
SPC Jorge Bercian
SPC Charles A. Borum
PFC Sylvia Brown
SPC Terry Brown
Douglas M. Brubaker
SPC Robert Chestney
SGT James M. Cowart
SGT David S. Cummings
CW2 Keith Delaune
SGT Jacqueline Garza
SPC Daniel L. Hill
SPC Cecilio Hurtado
PFC Alan Hyde
SPC Robert Jones
Helen Kean
Curt Kinney
SSG Racquel Kolodziej
SPC James N. Lee
SSG Tammi Lewis
WO1 Steven M. Lovewell
SPC Jean McPherson
SPC Joshua Milton
SSG Israel Miranda
PFC Eric Montgomery
SFC Jim P. Moore
MAJ Wilton Morales
Douglas Mumma
CW2 Matthew J. Oelrich
SPC Jennifer Olsen
2LT Tara L. Pappas
1SG Ronald F. Pegues
SGT Jeremiah Richardson
SGT Corey Robinson
SPC Isidro Rodriguez
PFC Justin Ruth
1LT Glenn W. Ryman
SPC Alexander Salcedo
PFC James W. Schemeley
PFC David Marvin Segura
SGT Jerome K. Solomon
SGT Stephen A. Sykes Jr.
SPC Joshua E Teckenbrock
1LT Terry Thornton, Jr.
SPC Garrett Torchiani
SPC Joshua Verdin
SPC Javier Villarmorales
CW2 Rory D. Voeks
SPC Jennell Waelty
SPC John Watson
SSG Charles Whipple
CW2 Brian D. Williams
SPC Randy Williams
PFC Bryan York
PV2 Joseph Zulewski

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AGC Aerospace & Defense
Canvas Incorporated
Hampton Aviation
RedEye, by Stratasys
SYNERCO, s.a.

Have You Applied for Your Slice of the AAAA Scholarship Foundation Pie?

Since our beginning in the flight era, there has been something special and unique about those whom have an interest in flight: the creators of the flight machines, those who fly them and the all important team of maintainers. They possess the internal drive, skills and knowledge to correct mechanical faults to keep aircraft and helicopters flight worthy and safe to fly.

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The collective team: the armament dawgs, avionics, electrical, powertrain, powerplant, sheet metal, pneudraulics, maintenance teams, crew chiefs/gunners, flight engineers, technical inspectors, production control, unmanned aircraft system maintainers and air traffic controllers work collectively to launch and recover flight crews.

This collective team keeps the *sacred trust* of knowing those same crews' lives are in their hands. It is a known fact that this group of men and women (soldiers/maintainers) live by the Army Values, and the words ***DUTY, HONOR and COUNTRY*** are embedded uppermost in their minds and hearts during the accomplishment of their duties and assigned missions… always putting others before themselves.

The history of AAAA is deeply rooted into our Army Aviation fabric. One of the many ways AAAA uses to express its gratitude to those whom protect and serve our Nation is through the Annual Scholarship program. In the June 2013 issue of the AAAA magazine, *ARMY AVIATION*, our current AAAA Scholarship Foundation, Inc. president, Mrs. Connie Hansen provided an outstanding informational briefing on the scholarship selections and awards process, and our historian, Mr. Mark Albertson, reported that since 1963 the scholarship foundation has awarded some $5,000,000.00 to more than 3,000 students. For the team of Army Aviation maintainers, I ask the question, "Have you applied for your slice of the "on average" $200,000.00 annual Army Aviation Association of America (AAAA) Scholarship Foundation Pie?"

From 2011 to 2014, the scholarship statistical data indicates 1,876 people applied; of those, 87 were maintainers or family members of a maintainer – just 22%. For those seeking higher education, I'm certain any financial assistance would be beneficial. I highly encourage you to apply for this and other available scholarships. If your plans are to do 3, 10, 20 or 30 years in the Armed Forces, you must have the tools in your kitbag for advancement to the next levels, be it a certification or a degree. Either will definitely open doors towards a brighter future in sustaining and maintaining your places in the workforce.

After my 30 years of service, experience and venture into the civilian workforce, it was critical that I had my degrees. Many positions I applied for had a minimum requirement of a 4 year-degree plus experience, some even requiring a master's degree or certain certifications. Since my employment within the civilian workforce as a contractor, state and federal employee, I was entrusted to serve on job selection and interview panels. Those having higher education degrees and certifications stood *head and shoulders* above their peers in the selection of positions and advancement.

Regardless of our ages and experience, we've all said, "Had I known then what I know now," some of our decisions would have been different and maybe we would be at better places in our lives and careers. If I can offer any advice to a young maintainer (which I was 30-plus years ago), it would be if the opportunity presents itself to seek higher education, seize it with all your might. Go the extra mile and apply for additional financial opportunities available by ensuring you apply for your slice of the scholarship pies.

From the time I was a sergeant, those who came before me always told me that professional Soldiers belong to professional organizations. The cost of an AAAA membership is less than a day's lunch in most cases and if a scholarship is awarded, do the math on the return on investment. For additional information, please visit *www.quad-a.org* and contact your local chapter.

Kenneth G. Rich
Sergeant Major, U.S. Army, Retired.
AAAASFI Governor

A 2007 Army Aviation Hall of Fame inductee, Sergeant Major (Retired) Kenneth G. Rich, is a long-standing member of both the AAAA National Executive Board and the AAAA Scholarship Foundation, Inc. Board of Governors.

Army Aviation Association of America Scholarship Foundation, Inc.

New "Families of the Fallen" Scholarship

The Army Aviation Association of America Scholarship Foundation 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 over 200 other AAAAFI scholarships totaling over $400,000 annually to members of AAAA and their families. Scholarship application procedures are on the AAAA website, www.quad-a.org, and must be received by 1 May 2014. Contact Deb Cavallaro, deb@quad-a.org or call 203-268-2450 with any questions.

AAAA Scholarship Foundation, Inc.
569 Main Street, Monroe CT 06468-2806 • 203-268-2450 • Fax 203-268-5870 • www.quad-a.org

Officers' spouses clubs have been an institution on our military bases for longer than many of us can remember. It is my pleasure to highlight one this month; however, realizing that all deserve the recognition, I say thank you to all, who over the years, have provided our spouses and our communities a valuable service. Judy

Giving Back In a Time of Austerity:
Fort Campbell Officers' Spouse Club Supports Local Communities

By Jennifer Sztalkoper & Marie Towner

Today's U.S. Army spouses' lives are both rewarding and challenging. Army spouses are honored to serve alongside their service members in support of their country while also negotiating frequent moves, deployments, careers, households, and raising their families. Army spouses are often doing this on their own, but in reality they are really not alone. The Army spouse community provides the encouragement to not only survive, but to thrive and give back to other military families as well as our local communities.

COLLAGE COURTESY OF THE FORT CAMPBELL OFFICERS SPOUSE CLUB

Fort Campbell Officers' Spouse Club Connects Spouses While Focusing on the Community

The Fort Campbell Officers' Spouse Club (OSC) offers an authentic way to connect with other military spouses while focusing on helping others. That is right! The OSC is not just a social lunch club!

The Fort Campbell OSC hosts entertaining events that raise considerable donations for military families and the communities surrounding Fort Campbell . . . a sum equal to $20,000 in scholarships and $63,000 in grants during the 2012/2013 Board Year.

As a nonprofit 501(c)(3) organization, the OSC offers scholarships to family members of active-duty, retired, or deceased military personnel of all ranks who are going to attend their first year of college or continuing their education.

Plus, the OSC supports Fort Campbell and surrounding communities through grants to organizations such as the Armed Services YMCA, the Fisher House, Crime Stoppers USA, the USO, school sports and activities, Boy Scouts of America, and Girl Scouts of the USA, just to name a few.

OSC Hosts Events to Have Fun While Raising Funds

Events hosted by the Fort Campbell OSC bring spouses together as well as support a greater good. With plenty of original ideas that are a sure recipe for fun, the OSC's luncheons, dinners and special events are must-attend events.

Whether it is a Spa Day luncheon or an Oktoberfest celebration, the OSC finds any excuse to enjoy the festivities while raising funds. The Fort Campbell OSC's largest fundraisers come from their annual Craft Fair, attended by hundreds from Fort Campbell as well as those from the surrounding com-

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, Inc. in the 1st quarter of calendar year 2014. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs! For more information about the Foundation or to make a contribution, go online to www.quad-a.org; contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.

Airbus Group, Inc. (EADS NA)
The Boeing Company
Albert W. Buckley, Jr.
Michael Coffey
Carol A. Harmon
Keith R. & Elayne C. Hertzenberg
COL (Ret.) Larry M. Jonas
William A. & Andrea J. Johns
BG (Ret.) James & Joyce Hesson
COL (Ret.) James E. & M. Roberta Hyers
MG (Ret.) Richard D. Kenyon
Gregory L. & Kimberly R. King
Dr. (COL./Ret.) Hal Kushner
Stephen J. & Debra S. Lyding
Magnolia AAAA Chapter
Geoffrey W. & Rebecca A. Mann
Roger C. & Nancy S. Martin
David & Maria Paola Mawhinney
Munsch & Co. Aeromechanics
Edward S. & Nan V. Rebholz
Robertson Fuel Systems, L.L.C.
Tarheel AAAA Chapter
Techno-Aide, Inc.
Transportation Corps Aviation Association
Kenneth M. & Linda Slye
Vietnam Helicopter Pilots Association
Volunteer AAAA Chapter
Mr. & Mrs. P. D. Walker

munities, and from our Very Important Charity Event (VICE) Night.

During this year's VICE Night, with a "Boots & Pearls" theme, all guests are to be entertained by a country music artist, be able to bid in both silent and live auctions for items ranging from small baskets to gift packages valued up to thousands of dollars, and also enjoy more country-themed recreational activities.

So, mark your calendars for April 11, 2014, at 6 PM, at The Wilma Rudolph Event Center in downtown Clarksville, Tennessee, and support our Fort Campbell OSC!

Fort Campbell OSC Offers a Legacy of Friendship and Goodwill

The members of the Fort Campbell OSC enjoy and experience such gratification as a part of an organization that takes a festive affair to the next level, while offering a legacy of friendship and goodwill to all members and Fort Campbell's community for years to come. This legacy goes back over 40 years, and our Fort Campbell OSC will continue to carry the torch forward for the next generation of military spouses.

However, it only thrives when military spouses say, "Count me in!" and get involved. Becoming a Fort Campbell OSC member demonstrates a spouse's commitment to her/himself, the Army, Fort Campbell and the surrounding communities. Any affiliates can show their support of OSC's mission by donating generously and being OSC's guests throughout the year.

Stop By Our Exhibit

2013-2014 has been a landmark year for the Fort Campbell OSC. We would love to grow our OSC family even more. For more information about joining the Fort Campbell OSC or for our upcoming events, please visit our website at *www.fortcampbellosc.com*.

We will also have a "Ways and Means" booth at the upcoming Army Aviation Association of America "Army Aviation Mission Solutions Summit" at the Gaylord Opryland Hotel on May 4-6, 2014.

Please stop by to say hello and see our many Aviation and unit gift items that we will have for sale. Your support would be greatly appreciated, and all proceeds will go back to support our families in the Fort Campbell Community. We look forward to seeing you soon!

Jennifer Sztalkoper and Marie Towner are the publicity chairs for the Fort Campbell Officers' Spouse Club, Fort Campbell, KY.

Judy Konitzer is the family readiness 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.

JBLM to get WAM

The U.S. Army has contracted with SAAB to install a Wide Area Multilateration (WAM) system around the training areas at Joint Base Lewis-McChord (JBLM), Fort Lewis, WA, to improve safety. The WAM system will provide precise surveillance for air traffic controllers at Gray Army Airfield to monitor helicopters flying below 500 feet during tactical maneuvers training. JBLM current radar systems do not see aircraft at low altitudes, as reported in an Army investigation into a December 2011 collision of two OH-58 helicopters which claimed the lives of four pilots. WAM uses multiple low-maintenance, non-rotating sensors to triangulate aircraft location based on transponder signals providing controllers with precise aircraft position and identification information regardless of weather conditions. JBLM joins Yuma Proving Grounds, Patuxent River, and Twentynine Palms as the 4th DoD installation with the system. Home to the 16th Combat Aviation Brigade, JBLM has approximately 140 helicopters.

McArtor Takes Over at Airbus Group, Inc.

AIRBUS GROUP, INC. COURTESY PHOTO

Allan McArtor, currently Chairman of Airbus Americas, assumed the position of Chairman and Chief Executive Officer (CEO) of Airbus Group, Inc., the company's North American business unit, on March 1, 2014. Sean O'Keefe, the company's current CEO, is stepping down due to medical issues resulting from a 2010 aircraft accident in Alaska. McArtor, a 1964 graduate of the U.S. Air Force Academy, decorated combat fighter pilot and former member of the Thunderbirds flight demonstration team, has served as head of the Federal Aviation Administration, founder and CEO of Legend Airlines, and a senior member of the Federal Express Company (FedEx) leadership team.

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

Airbus Group, Inc. (formerly EADS-NA), Herndon, VA, was awarded a $22,856,085 modification to contract W58RGZ-06-C-0194 to acquire four UH-72A Lakota helicopters with engine inlet barrier filters and ARC-231 radios. Estimated completion date is March 31, 2015; work will be performed in Columbia, MS.

HELLFIRE Systems, LLC, Orlando, FL, was awarded a $157,362,903 modification to a firm-fixed-price contract to exercise option for fiscal 2014 Hellfire II missile production requirements. This contract involves foreign military sales to Saudi Arabia, Jordan and Indonesia. The performance location is Orlando, with an estimated completion date of Nov. 30, 2016.

Snap-On, Kenosha, WI, was awarded a $37,718,703 firm-fixed-price, indefinite-delivery/indefinite-quantity contract for aviation tool kits for maintenance services. Funding and work performance location will be determined with each order; estimated completion date is Feb. 12, 2019.

General Atomics-Aeronautical Systems, Inc., Poway, CA, was awarded two contracts:
an $18,109,374 modification to a contract for changes to the Universal Ground Control Station – work will be performed in Poway, with an estimated completion date of Nov. 30, 2015; and,
a $76,215,685 modification to a contract to change the Gray Eagle Portable Ground Control Station to a mobile ground control station – estimated completion date is Nov. 30, 2016; work will be performed in Poway.

Advertisers Index

Aviation General Officer Promotions/Assignments

The Secretary of Defense announced that the President has made the following nominations:


U.S. ARMY PHOTO

MG Anthony G. Crutchfield, for appointment to the rank of lieutenant general and for assignment as deputy commander, U.S. Pacific Command, Camp H. M. Smith, Hawaii. Crutchfield is currently serving as the chief of staff, U.S. Pacific Command, Camp H. M. Smith, Hawaii.


U.S. ARMY PHOTO

MG James C. McConville, for appointment to the rank of lieutenant general and assignment as deputy chief of staff, G-1, U.S. Army, Washington, D.C. McConville is currently serving as the commanding general, 101st Airborne Division (Air Assault), Fort Campbell, KY, and Combined Joint Task Force-101, Operation Enduring Freedom, Afghanistan.


U.S. ARMY PHOTO

The Chief of Staff, Army announced the assignments of **BG Ronald F. Lewis,** deputy commanding general (Support), 101st Airborne Division (Air Assault), Fort Campbell, KY, to chief of public affairs, Office of the Secretary of the Army, Washington, D.C.

Transfer of Authority

Michigan Takes Over From Montana in Kuwait


NYARING PHOTOS BY SGT HARLEY VELIS

Soldiers from the 1st Battalion, 189th General Support Aviation Battalion, Montana Army National Guard (left), conduct their transfer of authority to 3rd Battalion, 238th GSAB, Michigan Army National Guard (right), Feb. 2, 2014, in Camp Buehring, Kuwait. The 3rd Battalion, 238th GSAB includes soldiers from Michigan, Indiana, Delaware, Ohio and New York, and will operate under the 42nd Combat Aviation Brigade, New York Army National Guard.

Awards

SOATB Wins Parker Award


U.S. ARMY PHOTO BY SSG THADDEUS S. DAWKINS I

MG Kevin W. Mangum (left), commanding general of Fort Rucker and the United States Army Aviation Center of Excellence (USAACE), presented the 2013 LTG Ellis D. Parker Award to **LTC Jeffrey J. Bragg** (right), Special Operations Aviation Battalion (SOATB) Commander, during a ceremony Jan. 31st at Fort Campbell, KY. SOATB was presented the Department of the Army (DA) level award for excellence for an Army Aviation Table of Distribution and Allowances (TDA) Battalion.

Coghlan Breaks 20,500 Hours


U.S. ARMY PHOTO BY COL. JASON ALTIERI

CW4 (Ret.) and Department of the Army Civilian (DAC) **Harold A. Coghlan**, a Spanish Instructor Pilot and Examiner with Co. B, 1st Bn., 212th Avn. Regt., is presented the Armed Forces Expeditionary Service Medal, Overseas Service Medal, Army Achievement for Safety Certificate for 20,500 Flight Hours by MG Kevin W. Mangum (left), commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker at a Feb. 12 ceremony. Also present was his wife, **Patricia. Coghlan** was recognized for outstanding performance during combat operations in El Salvador and Central America in the early 1980's. Coghlan serves as the AAAA Aviation Center chapter VP Programs.

Retirements

Recio Retires from CCAD


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

Husband and wife, **Oscar and Bernadette Recio** retired from the Corpus Christi Army Depot with more than 30 years of civil service each on Jan. 17. Oscar was a master scheduler at CCAD for 32 years and also served as senior vice president of the AAAA Corpus Christi Chapter for the last four years. His wife has assisted him on the local AAAA board for the past dozen years.

FY 2014 LTC Command Selection Board Results

The fiscal year 2015 LTC, Army competitive category, command selection board results were released Feb. 20. The assignment slate will not be released until April or May.

Congratulations to the following 98 Aviation officers selected for aviation commands.

Principals (49)

LTC Ashburn, James Matthew
LTC Bamford, Thomas William *
LTC Bentley, Michael Patrick *
LTC Berg, Paul Eric *
MAJ/P Beyer, Andrew Martin *
MAJ/P Boyle, Ryan P *
MAJ/P Bragg, Jeffery Joseph
LTC Brede, Thomas Kyle
MAJ/P Brott, Mervin G *
MAJ/P Bryant, Robert Kevin
MAJ/P Bunker, David Russell
LTC Dahlgren, Jeffrey Scott
MAJ/P Davis, Jason Savage +
MAJ/P Fennema, Lee Sang *
LTC Frederick, Adam Blake
LTC Gallagher, Brady Allen *
LTC Gibson, Hise Orenthial
LTC Graham, Andrew Roy
MAJ/P Habhab, Travis Matthew
LTC Harper, Reginald Richard
LTC Heidel, Ralph Russell Jr
LTC Hodgson, Joseph John +
LTC Isaacson, Matthew Lars *
LTC Isabell, Daniel Lawrence
LTC Ivy, Michael Richard
MAJ/P Lee, Eddy June
MAJ/P Martin, Aaron Michael +
LTC McAfee, Ryan David
MAJ/P McIntosh, Travis Lyn *
LTC McPeake, Aaron Matthew *
LTC Meyers, Edward +
LTC Moffitt, Matthew Wilson
LTC Nelson, Ross Fredrick *
LTC Owen, Stephen Wilford *
LTC Parker, Joseph Houston
MAJ/P Petraitis, Mathieu N *
MAJ/P Reynolds, Jennifer A
LTC Schultz, Todd
LTC Skou, April Dawn
LTC Sloan, Jared Andrew
MAJ/P Smith, Kenneth Earl
MAJ/P Smith, Kenric Mack
MAJ/P Stull, Michael Clarke
LTC Taylor, William Bradford *
LTC Toti, Frederick Joseph
LTC Verenna, Tony Koplin
MAJ/P Welch, Ryan Kristopher *
LTC Yastrzemsky, James Ross
LTC Zygadlo, Richard Marcell

Alternates (49)

LTC Allen, Scott Robert
LTC Angell, Aaron
LTC Arnold, Aric Nigel
LTC Bailey, Robert Gregory *
LTC Barnes, Shawn M
LTC Bassey, Bassey Edet III
LTC Bellocchio, Andrew Thomas
LTC Biggs, Bradley Shawn
LTC Bonin, Peter Christopher *
LTC Burbank, Dale Wendell
LTC Buss, Darren W *
MAJ/P Chapman, Christopher Nye
LTC Crawford, Kenneth Todd
LTC Daniels, Anthony Eugene
LTC Didier, Hannon Albert
LTC Dimarco, Abrahm Charles
LTC Eyster, George Senseny V *
LTC Godfrin, Peter Frederick Jr *
LTC Hahn, Allen Graham *
LTC Herold, Mark E *
LTC Hudson, Anthony Wayne
LTC Jackman, Stephen Scott
LTC Johnson, Michael Scott *
LTC Johnson, Timothy Werner
LTC Kober, Erik Kristian
LTC Kohler, Aaron Theodore
LTC Kruse, Scott Charles
LTC Law, David
LTC McHugh, Kevin Edward
MAJ/P McLaine, Joseph Philip
LTC Menjivar, Otmaro Antonio
LTC Mong, Jacob Allen *
MAJ/P Musico, Darren E
LTC Needum, Byron Clyde
LTC Olson, Jonathan L
LTC Pasibe, Rodel Francis
LTC Payeur, Christopher Alan *
LTC Reeb, Paul Mathews
LTC Reynolds, John M *
LTC Rouse, Edward Dywayne
LTC Smith, Randall Mack
LTC Stover, Chad Allen
LTC Traum, Steven Brady *
LTC Uhl, Chadwick Lloyd
LTC Vanek, Eric Ashley
LTC Viles, Timothy Charles
LTC Wallace, Brian L
LTC Wallace, Jamie Lee *
LTC Weigner, Heather Elise *

* = AAAA Member
\+ = Life Member

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.

54 Officers, February 6

IERW AH-64D Track

WO1 Joseph Friend – DG
LT Jeremy M. Meister-Gronau – DG
LT Sarah Jeon – HG *
LT Andrew S. McNeely – HG
WO1 Nickolas J. Periman – HG *
LT Kyle M. Amonson *
LT Christopher A. Becker
WO1 Chase H. Carlton
LT Albert H. Cho
WO1 Jorge Cruz
LT Tyler J. Elliot *
WO1 Rasheek C. Frederick
LT William K. Henderson *
WO1 Russell B. King *
LT James A. Lough
WO1 Devon P. Love *
LT Devin J. Lynch
LT Andrew M. Miquelon
LT Christopher J. Nelson
WO1 Kevin L. Scharkey *
LT Sean M. Wester *

IERW UH-60 Track

WO1 Gabriel A. Fanning – DG
LT Ian S. Hanson
WO1 Alan R. Harwell
WO1 Nicholas J. Hemen
LT Charles A. Jackson
WO1 Rose L. Mattie
WO1 Derek Mowry *
LT Michael J. Payne
WO1 Miguel Ramirez
LT Brendan S. Reilly
LT Robert R. Rose *
WO1 Anthony W. Shick
CW2 Daniel A. Smith
LT Christopher D. Thrailkill

IERW UH-60 A/M Track

WO1 Matthew J. Lynch – DG
LT Mark J. Lee – HG
WO1 Elizabeth I. Bitle
LT Andres Ciro
WO1 Shaun P. Clark
WO1 Matthew R. Curran
WO1 Russell W. Danler *
WO1 Rendon L. Elsesser
LT Adam M. Endres
WO1 Holly Hamilton
LT Clayton J. Hancock
WO1 Sean P. Hansen *
WO1 Michelle Huang *
LT Kyle A. Kettinger *
WO1 Brian C. McDaniel
WO1 Mark P. Miner *
LT Alexis L. Scully *
WO1 Seth D. Shull
LT Robert A. Sieman

49 Officers, February 19

IERW CH-47 F Track

WO1 Donald B. Bertsch – DG
LT Daniel P. Sweeney – DG *
LT Robert Barcelo *
LT Jonathan Karlen
WO1 Paul C. Smith *
WO1 Daley A. Swanson

IERW OH-58D(R) Track

WO1 Justin Z. Roesler – DG *
WO1 Scott S. Reinier – HG
WO1 Alisha G. Downey *
WO1 Nathaniel B. Foreman
WO1 Shaun J. McDowell
WO1 Aaron L. Moore
WO1 Cummings W. Rohrbough
WO1 Brandon J. Storey *
WO1 Nathan B. Winston

IERW UH-60A/M Track

WO1 Casey B. Matullo – DG
LT Joseph W. Sneed – DG
WO1 Austin R. Bowman – HG
LT Michael W. Hannon – HG
WO1 Roger J. Schilling, Jr. – HG
LT Jerrod T. Avegalio
WO1 Joshua M. Cope
LT Jamie J. Crownover
WO1 David H. Faris
LT Patrick M. Fitzsimmons
WO1 Baltazar G. Frutiz
LT Christopher W. Howell, Jr.
WO1 Mitchell L. Hull
LT Gregory T. Humenick
WO1 Lamont C. James
WO1 Bryson C. Jones *
WO1 Kaniauokahekili Kaaa
WO1 Charles W. Kane
WO1 Jeremy K. Schwanke
LT Karl E. Tappert *
WO1 Nicolas S. Viennot

LT Trevor M. Warren
LT Echette J. Washington
WO1 Bryan L. Zischke

IERW UH-60 Track
LT Haley K. Griffiths – DG *
WO1 David G. Schmidt – DG
LT Nathan E. Cerreto
LT Demetria N. Elosiebo
LT Steven C. Holloway
WO1 Matthew M. Melvin *
LT Michael D. Purcell
WO1 Kevin M. Renzaglia *
LT Andrew M. Rohlfing *
WO1 Steven M. Umetsu

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

Advanced Individual Training (AIT) Graduations

AAAA congratulates the following graduates of the indicated Advanced Individual Training (AIT) courses at Fort Rucker, AL in January, 2014.

Aircraft Pneudraulics Repairer (15H)

Class 14-001, January 31
7 Graduates
PFC Blanca A. Ulleg – DG
PVT Paul J. Cooper – HG
PVT Tony K. Cagle
PFC Louis D. Martinez
PFC Kyle J. Nowinski
PVT Simon M. Paulsen
PVT Julian J. Sanchez

Class 14-002, January 31
5 Graduates
PFC Daniel B. Hanifin – DG
PV2 Alek S. Davis
PVT Roger L. Felix
PFC Carlos A. Rosado
SGT William A. Shillingsford
PF2 Leonard A. Simpson

Aviation Operations Specialist (15P)

Class 14-005, January 16
14 Graduates
PVT Savanna A. Bigman
PV2 Sarah R. Bowers
PVT Nolan W. Deloach
PV2 Corey D. Edwards
PVT Sarah M. Hayes
PFC Keontia D. Johnson
SPC Stephen A. McGowan
PVT Marcus McNeil
PVT Robert L. Neal
PVT Tyler J. Shiever
PVT Ryan P. Thornton
PV2 Jarissy Valencia-Alfaro
PFC Paul L. Wagner
PVT Kyra B. Wiggins

Class 14-006, January 16
16 Graduates
PV2 Robert F. Astacio
PV2 Clayton D. Batty
PVT Kelli L. Blount
PV2 Shaquille J. Broadway
PFC Gordon C. Gilbert
PV2 Delano D. Hamilton
PV2 Michael E. Jones
PV2 Cody J. Lowell
PV2 Jacob W. McDonald
PVT Craig E. Norman
PFC Kory C. Rametta
PV2 Bryant P. Selep
PV2 Christian B. Treat
PFC Devonte C. Wilson
PVT Cody J. Winford
PVT DeCarlo A Yelverton Jr.

Class 14-007, January 31
7 Graduates
PFC Miguel Angel Mendoza – DG
PVT Kentrell T. Johnson – HG
PV2 Thomas G. Eckl
SPC Seth A. Harrison
PFC Dominique M. Mays
PV2 Jose Martinez-Rivera
PVT Christopher J. Polidan

Air Traffic Control (ATC) Operator (15Q)

Class 13-029, January 16
7 Graduates
SPC Octavia V. Brenzo
PFC Angelica B. Dalusung
PV2 Steven R. Fitzgerald
PV2 Zachary D. Graham
PFC Christopher C. Lawrence
PV2 Jeremie M. Ortega
PV2 Tony J. Zimmerman

Class 13-030, January 31
6 Graduates
PVT Andre J. Davis – DG
PFC Shantrell L. Bland – HG
PFC Clayton L. Bruening
PFC Nickoles D. Hartson
PFC Joseph D. McDonald
PV2 Ashlar F. Metz

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

Unmanned Aircraft Systems (UAS) Graduations

UAS OPERATOR
AAAA congratulates the following graduates of the Unmanned Aerial Vehicle Operator Course, MOS 15W, at FortW Huachuca, AZ.

Gray Eagle UAS Operator Course
13 Graduates, January 28
PV2 Thomas A. Gullett – HG
PV2 Haley K. Amundson
PV2 Meagan E. Belen
PV2 Amanda J. Garret
PFC Amber L. Goodwin
SPC Joshua E. Greek
PV2 Jordan S. Hall
PFC Jason T. Marshall
PV2 Nickolas A. Oracz
PV2 Justin J. Robertson
PFC Lacy T. Sanor
PV2 Colin S. Schwalbach
PFC Zachary S. Wikel

Shadow UAS Operator Course
36 Graduates, January 28
SPC Erin A. Santiago – HG
PFC Ronald M. Courteau – HG
PFC Alexander R. Barber
PV2 Kyle R. Bailey
PV2 David E. Bernal
PV2 Stephen Crane
PFC Emmanuel A. Delgado
PFC David A Freeman
PFC Rocknee C. Gardner
PFC Lynette M. Glugla
PFC Patrick C. Hendrix
PV2 Kymber Ivy
PV2 William M. Kidd
PV2 Michael R. Kinsley
SPC Brandon T. Livengood
SGT Daniel W. Maier
PV2 Hunter R. Martin
PV2 Ceasar A. Martinez
PFC Patrick N. Mendoza
PV2 Jordan M. Morrell
SPC Dominic V. Pagano
PFC Kenneth J. Reinartz
PFC Jesus Rios
PV2 Adam J. Rodriguez
PFC Robert A. Schafer
PFC Austin J. Smith
PFC Nathan R. Stanton
SPC Charles Thomas
PV2 Parry A. Thomas
PV2 Cody J. Tucker
PV2 Peter Tuscany Jr.
PV2 Jacob K. Valeriano
PV2 Lorenzo M. Vasquez
PV2 Chad E. Vice
PV2 Michael A. Wallum
PV2 Salvator A. Zappala

Shadow UAS Operator Course
9 Graduates, February 26
PV2 Jonathan B. Goplerud
PV2 Austin D. Harshbarger
SPC Robert H. Henrikson
PFC Cooper R. Kay
PFC Dylan M. London
PV2 Elijah S. Miller
PV2 Michael L. Olson
PFC Cameron J. Smith
PV2 Lemuel A. Vonhentschel

UAS Repairer

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

Shadow UAS Repairer Course
8 Graduates, January 23
SGT Joshua G. Giudice – HG
PVT Alec S. Chaiser
PV2 William J. Chamberlin
SSG Jamal K. Dewar
PV2 Nathan W. Ecker
PVT Hunter M. Harper
PV2 Braxton T. Molden
PFC Joseph Moleta

Shadow UAS Repairer Course
8 Graduates, February 6
SSG Michael P. Daniels – HG
PVT Jacob E. Gunter
PV2 Caige S. Sellers
PV2 Krystal M. Sepulveda
PV2 Brittany L. Stalnaker
PFC Haven A. Wall
PV2 Sean M. Wiessner
PFC Christopher W. Windham

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

By COL (Ret.) William H. Morris
AAAA Representative to The Military Coalition (TMC)
bill.morris@quad-a.org

Cost of Living Adjustment (COLA) Cap for Retirees Repealed by Congress

On the 12th of February the Senate voted 95-3 to repeal the COLA cap for military retirement pay which would have meant that retirees would have had a 1 percent adjustment below the Consumer Price Index or CPI until they reached age sixty two, otherwise known as the end of "working age" for retirees. These actions were due to begin in January 2016.

The vote effectively voided many of the cuts directed by the Congressional super-committee led by Rep. Paul Ryan (R-WI) and Senator Patty Murray (D-WA) which were placed as a consensus building compromise to finalize the budget at the end of December 2013. Ryan, who voted no on the resolution, expressed his displeasure that the bill passed and noted that military leaders have supported these measures as a way to preserve training and procurement funding in the future. These measures would have saved an estimated $6 billion over the 10-year period. The House initially passed the bill the day before by a vote of 326-90, and the bill is with President Obama as of this writing for final signature.

The speed at which the repeal came to this bill was largely due to strong voices of those organizations representing servicemembers and veterans like The Military Coalition.

The COLA cap does affect new military servicemembers who entered the military after January 1, 2014 as they will fall into this reduced rate category upon retirement.

This move now provides for two groups with different retirement plans within the Armed Forces and could lead to retention issues in the future much like the last time Congress tried to save future funds by reducing new servicemembers retirements known as "Redux" back in the mid-1980s. In order to deal with the COLA repeal, Congress will be forced to continue sequestration budget cuts through 2024 which will affect all government agencies and will likely impact veterans' benefits to include health care.

So, although military retirees may have won the battle in the short term with the COLA repeal, the campaign ahead will have other trades to make up the difference.

G.I. Bill Tuition Fairness Act

House Resolution 357, the G.I. Bill Tuition Fairness Act, was passed 390-0 on the 5th of February and helps increase opportunities for veterans by authorizing them the opportunity to attend a state-run higher education institution of their choice at the in-state tuition rate regardless of the veteran's state of residence. This would mandate state-run institutions to honor this new requirement or face not receiving any G.I. Bill education payments from the federal government.

Under the current G.I. Bill, tuition and fees are covered at the in-state rate but due to the different requirements in determining state residency, many veterans have had to cover the costs above and beyond the in-state rate from alternative sources. If passed by the Senate the bill would go into effect on August 14, 2014. G.I Bill students who enroll before August 1, 2014 can still apply their benefit to those institutions that do not charge in-state rates. According to the College Board, average non-resident rates at state run 4-year schools is $21,706 per year while resident rates average $8,655.

The new legislation will effectively reduce current average tuition and fee bills from state-run institutions from $24,000 to approximately $9,000. The purpose of this bill is very positive and will provide veterans a much better opportunity to use their benefit for a wide variety of educational choices.

Secretary Hagel Rolls Out 2015 Budget

In a Defense Department's budget submission that certainly chooses future technology over personnel, Secretary of Defense Chuck Hagel rolled out the FY 2015 budget on the 24th of February. In a move to reshape and adapt to the changing environment, Hagel stated that the need to make difficult decisions that affected strategic risk while preserving technology to meet future adversaries was absolutely essential.

The secretary also stated that the budget submission for FY 2015 was less than the 5 year program objective memorandum (POM) levels submitted previously in FY 2014. To meet these objectives, Hagel stated that the department would reduce personnel levels in the active and reserve components, preserve Special Operations Forces, terminate certain programs like the Army's Ground Combat Vehicle, and reduce military compensation.

Specific to the Army, the FY 2015 budget submission would reduce active component end strength from a current level of 520,000 to a range between 450-440,000 Soldiers by 2017. The Army Guard reduction is from 355,000 to 335,000 and the Reserves reduced from 205,000 to 195,000, again by 2017.

The Secretary warned that if sequestration level cuts were enforced in 2016 there would be additional reductions to all components. In relative terms, the active component is reduced by 13 percent of its current structure while the reserve components are reduced by 5 percent.

The secretary pointed out that the Army Guard and Reserve, though less costly to maintain prior to mobilization, are the same when mobilized. Hagel went on to discuss significant Army Aviation restructuring which included the recommended transfer of the 8 Army National Guard AH-64D units to the active component, the transfer of Active Army UH-60s (111) to the Army Guard, and the retirement of the Kiowa Warrior and TH-67 fleet at Fort Rucker.

Not mentioned but implied here would be the transfer of both Army Guard and Active Army UH-72 Lakotas to Fort Rucker to replace the TH-67s.

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 1 - 6	Vietnam Helicopter Pilots Association 31st Reunion, Louisville, KY
July 18	AAAA SFI Executive Committee (Conference Call) Meeting
July 19	AAAASFI Scholarship Selection Meeting, Arlington, VA

August 2014

August 22 - 25	NGAUS 136th General Conference – Chicago, IL

September 2014

September 4 - 6	OV-1Mohawk Association Annual Reunion, Dallas, TX

New Order of St. Michael Recipients

Silver

COL Laurence McSheffrey
SSG Michael Simons
SFC Charles Esser

Bronze

MAJ John E. Tiedman
CW4 Mark D. Nielsen
SFC Jason C. Adkison
MAJ Eric Hanes
MAJ Jonathan Palin
1SG Michael Mayfield
SFC Kevin Voldarski
CW4 Joseph Santee
CW4 Glen Blanche
MAJ Scott Spurrier
CW3 Dennis C. Snyder Jr.
CSM Gaylen Bush
Helga Moser
1SG Ted Corsi, Ret.
LTC Steve E. Reece
LTC Danny M. Kelly
CW4 Kevin Hartwell
John Sulivan
CSM Jean Thomas
CW4 Damian Balthaser
CW3 Ney Torres
MAJ Veronika Reynolds
CW3 Kevon Yearwood
CW4 Tod Clark
CW3 Chrstiopher Zimprich
CW3 Casey Pfannenstiel
MSG Gabriel Gonzalez

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

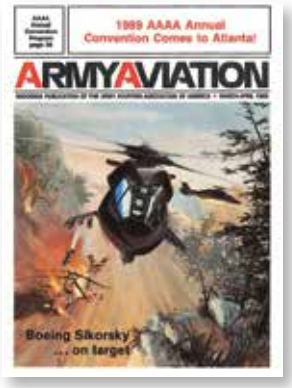
New Our Lady of Loreto Recipients

Amy C. Smith
Barb Langewisch
Betsy Mundt
Linda S. Cyr
Kim Sales

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

March/April, 1989

AVSCOM: An Overview by MG Richard E. Stephenson . . . Safety

Among those factors making FY88 the most successful year yet for AVSCOM was safety. The FY88 record-setting rate of 1.84 Class A accidents per 100,000 flying hours is the lowest since Army-wide aircraft data collection began in 1958. Thirty years ago that rate was 54.3. One year ago it was 2.22. The FY88 rate, when measured against the fact that Army Aviators are flying more demanding missions and high-risk night tactical operations, is a credit to the entire Army Aviation community.

Chapter News—Benelux Chapter, APO New York

AAAA's newest chapter was activated on December 12, 1988, at the NATO Support Activity in Brussels, Belgium. Officers left to right are: Jon Telfer (ATJV) VP Membership; Carroll Vaughn (Dyncorp) Secretary; Mary Champlin (TAMP) VP Programs; MAJ Ken Smith (SHAPE Flt Det) Sr. VP; LTC Eric Braman (AVCRAD) President.

Army Aviation Association of America Annual Convention, Atlanta, GA, April 5-9, 1989. Georgia World Congress Center Ballroom. "Training the Army Aviation Force." Among the stated objectives:

- Public understanding of Army Aviation.
- Exchanging ideas and disseminating information pertinent to Army Aviation.
- Stimulating good fellowship internationally, regionally and locally.
- Inspiring Army-wide and nation-wide interest in Army Aviation careers.
- Maintaining historical records.

50 Years Ago

March/April, 1964

Mohawk Deployment

The pilots of the first four U.S. Army OV-1B Mohawk aircraft to be ferried to Europe are shown at Sandhofen, Germany, upon completion of their early March deployment from the U.S. LTC Robert G. Shepherd (left), Deputy CO of the Army Aviation Maintenance Center in Sandhofen, welcomes (left to right) CPT Nelson E. Williams, MAJ James R. Barkley, CPT W.L. McDermott and CPT D.R. Butler. The three-day flight which originated at McGuire AFB, NJ, was considered as "routine" by the crews. All of the SLAR-equipped OV-1Bs were assigned to units presently stationed in Europe.

DHC-5 Buffalo

Designed as an all-weather, tactical transport, de Havilland's newest STOL aircraft, the DHC-5 Buffalo, recently completed its first flight from Downsview Airport, near Toronto. Capable of rapid deployment anywhere in the world, the Buffalo can accommodate 41 fully equipped troops, 35 paratroops or 24 litters and 6 seats. The STOL is powered by two G.E. T64 (2,850 ESHP) turbines with Hamilton Standard reversible pitch propellers to accommodate 5+ ton payloads.

Pennsylvania Members Activate 51st Chapter

A Quad-A chapter has been activated in central Pennsylvania, known as the Keystone Chapter. MAJ Thomas H. Small, executive officer of the New Cumberland Army Depot Air Maintenance Directorate, was elected chapter president. At its initial organizational meeting, the 35 members and their wives heard Joseph F. Kilch, public relations director for the state's Department of Military Affairs, as its guest speaker.

Army Aviation Hall of Fame

The Army Aviation Hall of Fame, sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation.

The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, AL.

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

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

Brigadier General Edward J. Sinclair, Retired

Army Aviation Hall of Fame
2011 Induction - Nashville, TN

Brigadier General E.J. Sinclair spent his career in Army Aviation advancing the art and science of flight, and enhancing the capabilities and readiness of tactical aviation units. He concluded his career as the Aviation Branch Chief and commanding general of the Army Aviation Warfighting Center from 2003-2006.

This period was marked by intense demands for Aviation combat proficiency, comprehensive transformation of Aviation unit structure, and generation of requirements supporting a massive acquisition reinvestment. At no time since the formation of the Branch was there such a simultaneous set of challenges undertaken by the Branch Chief and set with such high expectations within the Aviation community. His exemplary leadership during this critical period resulted in the unsurpassed Aviation force we see in current operations.

Prior to assuming duties as the Aviation Branch Chief, he commanded units at every level from platoon to brigade. With his promotion to brigadier general, he was assigned as the Assistant Division Commander, 101st Air Assault Division during Operation Enduring Freedom and the initial months of Operation Iraqi Freedom. As the Deputy Aviation Branch Chief from July 2003 – December 2003, his accumulated experience and recent warfighting insights positively impacted the Aviation Task Force, tasked with transforming Army Aviation into a modular, capabilities-based maneuver arm, optimized for the Joint fight, with a shortened logistics tail. Under Sinclair's command, the recommendations identified by the Task Force were implemented.

As a result of his leadership, vision, and commitment, Army Aviation has maximized its potential more than any other Branch.

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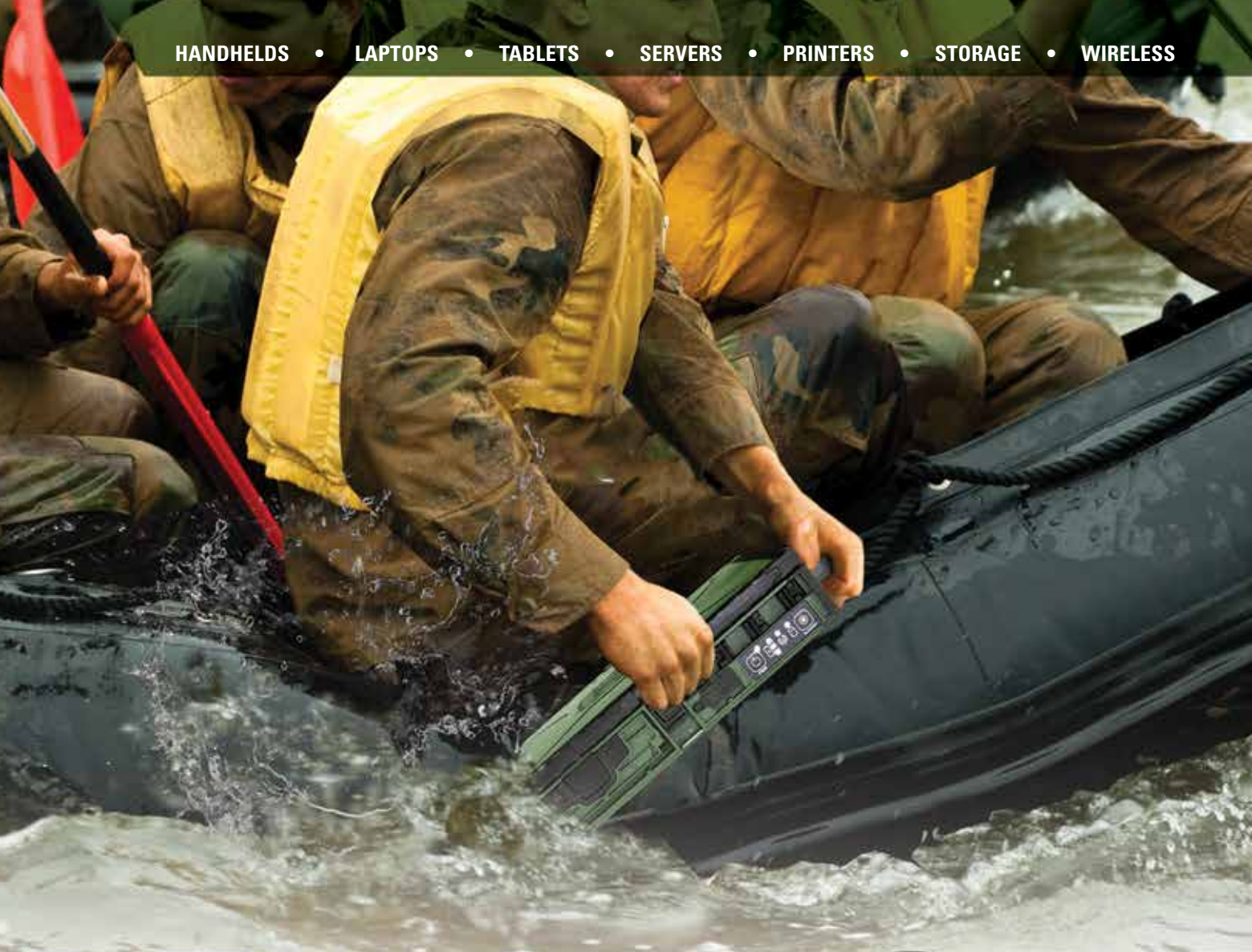

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