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On The Cover

PAID ADVERTISEMENT: Fundamental change for the Army — expeditionary maneuver to achieve strategic goals. With the speed and mass that matter, Bell Helicopter's readily achievable and affordable third generation tiltrotor technology maintains the overmatch our warfighters' need for decisive action — worldwide. *Caption provided by the advertiser.*

Briefings

Late Breaking News - Announcements - Notes

Army Celebrates 2 Million UAS Hours



U.S. ARMY PHOTO BY SGT. BLESSE FREDRICK

The Program Executive Office for Aviation with its Project Office for Unmanned Aircraft Systems celebrated a major milestone of surpassing two million hours of flight with the Army's fleet of unmanned aircraft systems during a March 18 ceremony at Redstone Arsenal, AL. On display at the event were the MQ-1C Gray Eagle, MQ-5B Hunter, RQ-7B Shadow, RQ-11B Raven, RQ-20A Puma, One System Remote Video Terminal, Universal Ground Control Station, Universal Mission Simulator, and the Ground Based Sense and Avoid System. Over the past 10 years, the Army inventory has increased from a fleet of less than 20 unmanned aircraft to more than 8,000 today. Ninety percent of the two million flight hours are attributed to direct support of combat operations. According to Dyke Weatherington, Department of Defense Director of Unmanned Warfare & Intelligence, Surveillance, and Reconnaissance, the Army continues to lead DoD in joint UAS integration and interoperability.

Some Branch Transfer Commissioned Aviators to Lose Flight Pay

Commissioned officer aviators who transfer out of Aviation, the Medical Service Corps or any functional area (FA) can count on losing flight pay by Aug. 1, if not sooner. The payments will stop after an administrative scrub of records that will result in Human Resources Command pulling the aviation service orders of officers who no longer hold a 15-series area of concentration in the Aviation branch, or AOC 67J, the Medical Service Corps specialty for aeromedical evacuation pilots. The restriction will affect only a small number of officers. It does not apply to aviators who

transfer into FA 51, the Army Acquisition Corps. How flight pay will be terminated:

- The entitlement to continuous or conditional ACIP will terminate no later than Aug. 1 for currently qualified and assigned functional area officers and Aviation branch transfer officers. Previously paid ACIP will not be recouped unless an officer failed to maintain his or her annual flight duty medical exam.
- Officers enrolled in a functional area qualifying course will have their ACIP terminated on the date of branch transfer or the date identified for ACIP termination, but no later than Aug. 1.
- Aviation officers who have been approved for transfer to a functional area, but who are still assigned to an operational flying position, will have their ACIP terminated on the date of their first FA assignment, or upon the start date of their FA qualifying course.

California National Guard Opens UAS Facility



AL CORP. / IBERON PHOTO

The California Army National Guard unveiled its \$4.7 million Tactical Unmanned Aircraft System Facility at Camp Roberts on May 13. The 10,000-square-foot complex is located adjacent to the camp's McMillan Airfield, taking advantage of Camp Roberts' restricted military airspace, and was designed to streamline the launch, recovery, maintenance and flight operations of the RQ-7B Shadow UAS. Its unveiling was part of a larger ribbon-cutting event that also showed off the camp's simulated city-like urban training center, as well as a new dining facility.

Corrections:

The AH-64D in the photo on page 36 of the April/May issue was incorrectly identified as an AH-64E. We apologize for the error.



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The Summit and SOA – A Powerful Combination



By all measurable standards the 2014 AAAA Army Aviation Mission Solutions Summit was an overwhelming success. The numbers speak for themselves with over 7,000 registered attendees, 250 exhibitors, and an all-time high for attendance at the Hall of Fame Induction as well as our Soldier Appreciation Concert.

Having just completed our after action review I can report out that the changes we made transitioning from the traditional AAAA Annual Convention to the present day Summit have been effective.

Trimming the duration from 3.5 days to 2.5 days definitely worked. We've received numerous positive comments on this tremendous Networking opportunity. Orchestrating the professional program at three different levels also worked well. From the 2,000 person general sessions to the standing room only crowd at the AAAA Army Aviation Community Pavilion Theater to hear senior Army Aviation leaders

take Q&A, as well as the topic-specific Deep Dives right off the exhibit floor, each venue truly facilitated terrific lateral communication.

The busing of almost 1,000 soldiers a day from Fort Campbell was instrumental to making sure your Voice was heard by both industry and Army decision makers. Special thanks to our keynote speaker, General John Campbell, Army Vice Chief of Staff, and Ms. Heidi Shyu, the Army Acquisition Executive, for opening the professional sessions.

The Recognition given to our National Awardees made me proud to be associated with these fine young Americans. The Hall of Fame In-

Diverse participants networking at the 2014 AAAA Army Aviation Mission Solutions Summit and exchanging ideas in the exhibit hall at the Opryland Hotel, Nashville, TN, May 5-6.

duction Dinner on Monday night was truly world class. From the magnificent biographical videos hosted by Mr. David Hartman, to the stage sets, and room decorations, it was A-List all the way. We had a number of already inducted Hall of Fame members jokingly ask after the event if they might be re-inducted using this new program! Thanks to Mr. Hartman for donating his services, to Ron Kaplan the producer, and Hal Kushner our Hall of Fame Chairman for a very memorable experience.

The Family Support displays were also very well received from quilting fundraisers to Wounded Warrior organizations. Thanks to HAI for their effort in putting together the Job Fair and the Transition workshop.

The spouse/family tours were quite popular and finally the informal...yes, I said *informal*... closing dinner concert

with Trisha Yearwood was just what we needed to end on a great relaxed and fun note.

The digital surveys sent to those who attended, plus a separate Exhibitor Survey will provide us the requisite feedback in order to make any additional changes as we begin planning for our next Summit in Nashville on 29-31 March 2015.

This edition of Army Aviation magazine's special focus is on Special Operations Aviation (SOA), prompting me to make some observations.

A few years ago, U.S. Special Operations Command (USSOCOM) added a 5th Special Operations Forces (SOF) Truth, "most special operations require non-SOF assistance." Many Army and Naval aviation units are providing such support to SOF missions in theater. However, "Rotary Wing Support to SOF" and "SOF Rotary Wing Support" are mutually exclusive.

The claim of why devote all those resources to the 160th Special Operations Aviation Regiment (Airborne) when conventional units are supporting SOF today is unfounded. Operating in the joint environment to conduct high end, high threat, assaults, hostage rescue, aerial refuels and terrain following/terrain avoidance over long distances, all point to a requirement, and an absolute necessity, for a dedicated SOF rotary wing capability.

Resourcing for Army Special Operations Aviation Command (ARSOAC) will become difficult in the out years as U.S. Army Special Operations

Command (USASOC) continues to make difficult budget decisions just like the Services must do. It is already being felt by 8 MH-47G aircraft without personnel, a reduction in flying hours, and a smaller Army that will make recruiting a challenge to fill cockpit seats. While only 1.8% of DoD Total Obligational Authority, SOCOM will need to ensure all appropriate resources are available to make certain this one-of-a-kind capability never regresses from proficiency to merely currency.

This issue features some excellent insights from an element of Army Aviation that has been deployed continuously since 2001. Be sure to read the piece from the CG, ARSOAC, one of the Army's newest organizations, on how they intend to maintain core competencies as the current fight winds down.

There's an outstanding article about an aircraft meant for the Army inventory, banished to the boneyard by the U.S. Air Force but successfully rescued by SOCOM – the C-27J. I also commend to you professional information contained in this issue pertaining to mission planning, the end of an era for the MH-60K, and the first step all future SOA personnel take thru the SOA Training Battalion.

Once again, it was a great Summit. Thanks to all who made it possible! Enjoy this issue of your AAAA magazine.

BG Howard W. Yellen, Ret.
31st President, AAAA
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2014 ARMY AVIATION MAGAZINE

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From the Aviation Branch Chief

Army Aviation – Decisive in Land Warfare

By BG Michael D. Lundy



Tactical air control party specialists with the 227th Air Support Operations Squadron, New Jersey Air National Guard, provide cover April 10, 2014, after a tactical air insertion with an Army UH-60 Black Hawk helicopter assigned to the 1st Battalion, 150th Aviation Regiment, New Jersey Army National Guard at Joint Base McGuire-Dix-Lakehurst, N.J during a joint training exercise with the U.S. Marine Corps.

rons in the Active Component, coupled with the fielding of Shadow platoons in each recon troop and Gray Eagle in the combat aviation brigades (CABs), will significantly increase our reconnaissance capabilities, while retaining the required lethality to meet combatant commander demands around the world.

Restructuring also provides us the opportunity to correct several longstanding issues with manning in our formations. We will increase intelligence analysts and airfield management personnel at the brigade level, non-commissioned officer standardization instructors in the assault helicopter battalions and general support aviation battalions, field the remaining signal companies to the Compo 2 & 3 brigades, and add significantly more maintainers in the aviation support battalions to increase our ability to operate decentralized with up to four battalion task forces. Although we'll have fewer brigades, our formations will be more versatile, flexible, sustainable, and mission effective while operating in the complex and decentralized environments of the future.

However, restructuring is not the only opportunity we have to seize. Improving Home Station Training, fielding new doctrine, improving how we train and develop leaders in the institution and home station, and most importantly, retaining our very best Soldiers and leaders through this transition, are just a few of the critical initiatives that are underway across the Branch.

It goes without saying that our branch, and our Army, are on the precipice of significant changes. These changes are being driven by an increasingly complex operational environment that is influenced by numerous dynamic factors.

Whether it be limited and unpredictable funding, emerging hybrid threats or the increasing tempo of human interaction that can bring a global region from relative stability to chaos, it can be easy to wring our hands over the challenges and miss real opportunities.

This is why it is important for us to take a lesson from the last 13 years of persistent conflict – change, ambiguity, and complexity are the new normal, and it is more critical today than ever to have agile and adaptive leaders at every echelon to see and seize the right opportunities, at the right time, to ensure Army Aviation remains Decisive in Land Warfare.

Restructuring

As we face fiscal challenges at home and are on a glide slope to becoming a

smaller force, we have to seize the opportunity to optimize the resources we have to restructure our formations. Although we will have fewer aviation brigades, by divesting our legacy aircraft and restructuring our formations, we are protecting our modernized fleets of AH-64Es, UH-60Ms, CH-47Fs, MQ-1Cs, and RQ-7Bs, as well as future critical investments in the Improved Turbine Engine and Future Vertical Lift.

Restructuring also provides us the opportunity to increase mission effectiveness, at home and abroad. Greater numbers of assault aircraft in the Reserve Component addresses the high demand signal in Homeland Defense and partially closes the gap of insufficient assault capabilities during sustained combat operations. Transitioning to AH-64 equipped attack reconnaissance squad-

New Doctrine

By the end of FY15, we will have completed Unified Land Operations Air-Ground Operations Centric Doctrine and tactics, techniques, and procedures (TTPs). Army Aviation Doctrine 2015 will clarify how Army Aviation enables the air-ground team to seize, retain, and exploit the initiative to gain and maintain a position of relative advantage through aerial maneuver in support of ground forces that are executing simultaneous offensive, defensive, and stability operations.

The capstone manual, FM 3-04 Aviation Operations, is currently being written for publication this year, as well as four techniques manuals that address aviation tactics, mission command, sustainment, and survivability.

Home Station Training

To maintain our training overmatch, we must reinvigorate our leaders' ability to develop and execute rigorous and realistic training at home station. Across all of our Professional Military Education (PME), we are dramatically increasing the use of collective simulations and simulators, increasing

the hours of instruction on unit training management doctrine, and giving our leaders greater opportunities to better understand how to develop rigorous and realistic training through exercise development practical exercises.

However, PME is not the sole solution to improving our ability to train the way we fight. Commanders and leaders in the operational force must drive training and leader development for their officers, warrant officers, NCOs and Soldiers. Training our leaders how to train is an imperative as we transition from 13 years of top-driven training to an Army of preparation.

The People

Finally, the most important opportunity, for leaders at all levels, is managing, developing, and retaining our talent. As the Army downsizes, we will become smaller as an Aviation force. Across the Aviation Enterprise, we are working closely together to seize opportunities for those we retain, while honoring the extraordinary service of those who depart our formations. While many of these reductions will be through normal attrition and

reduced accessions, there will have to be a "quality cut." It is imperative that Aviation leaders are fully engaged to make sure we retain the talent we need.

There are many changes on the horizon. Aviation leaders at all echelons must see through the blur of the challenges to seize the real opportunities, while not losing focus on what our true combat power is – adaptive and agile Aviation Soldiers and leaders with training and leader overmatch over any adversary.

This is what makes Army Aviation an indispensable component of Strategic Landpower and why we must remain singularly focused on providing ground maneuver commanders and Soldiers the necessary speed, lethality, responsiveness, and depth to prevent, shape, and win in any operational environment.

Above the Best!

BG Michael D. Lundy is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.

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Warrant Officer Selection Board

By CW5 Allen R. Godfrey



It was my distinct pleasure to serve on a recent Warrant Officer Selection Board. This experience reinforced the high quality of our brothers and sisters in arms, shown through their applications. Our Soldiers join and continue to serve during a time of war. The overwhelming majority of applicants enlisted after 9/11. These great Soldiers continually provide dedicated service to our great nation.

A recent class of warrant officer candidates takes the Warrant Officer Oath of Office during a ceremony at the U.S. Army Aviation Museum located at Fort Rucker, AL.



Warrant officers are combat leaders in and out of the aircraft. Being a warrant officer aviator is not only about flying. Army Aviation's primary mission is to provide no-fail support to our Soldiers on the ground. Soldier first, Warrant Officer second, Aviator third.

The selection process for our aspiring warrant officer aviators remains highly competitive. On average, there is only one warrant officer candidate selected for every four applicants. Some Soldiers apply multiple times before finally achieving selection. They represent the

Warrior Ethos and will become our future combat leaders.

The U.S. Army Warrant Officer recruiting webpage (<http://www.usarec.army.mil/hq/warrant>) contains information on warrant officer selection and accessions board information. Items for download include a sample application packet. Contained in this sample are the procedures for properly completing each part of the packet. As each board member expects packet completion in accordance with the instructions, attention to detail and following instructions

are important.

In preparing the application packet, remember the important theme is Soldier first, Warrant Officer second, and Aviator third. Prepare a professional packet, which is organized, neat, and complete. Pay attention to detail, as this is a quality for Army Aviators expected by the board. Ensure the submitted packet is a good quality scanned copy. This allows the board members better viewing of content. An important aspect, which should not even need addressing, is spelling and

grammar. However, multiple aspiring candidates submit packets containing mistakes. I witnessed a packet with a Soldier's name misspelled on the first form in the packet.

Items the board initially reviews in depth are the letters of recommendation. Ensure personalization with specific, quantifiable comments about the service member's character and tactical and technical competence.

Letters with general comments, which describe any Soldier, are not helpful and can send a negative message. Highlight the leadership contributions and future leadership potential. Include specific examples of the Soldier's actions that set him or her apart from peers. For warrant officers and leaders, if you write multiple letters of recommendation, change the wording for each applicant. I witnessed packets with the same verbiage and only certain words and phrases changed between multiple letters of recommendation.

The resume is another item the board members review in depth. The Soldier appears before the board through the resume. Include accomplishments, education, training, locations, and career goals. Highlight areas for a board member's attention in the first two sentences or the last sentence. The board member's time is limited; do not have them search for items. Highlight leadership qualities and present examples of your performance and achievements above peers. In the military experience section, make separate entries for combat deployments. In the education section, follow the sample packet and website instructions. Do not copy course descriptions; instead use the opportunity to describe how the course made you a better Soldier and leader.

Use the summary as an opportunity to convince the board members of why your selection will enhance the Army. This is not a copy or repeat of history from other areas in the resume. Answer the following questions: Why are you qualified to be an Army Warrant Officer? Why are you qualified to be an Army Aviator? What will you contribute to the Army as a warrant officer and aviator? Why do you want to be an Army Warrant Officer? Why do you want to be an Army Aviator?

The Enlisted Record Brief (ERB) is the "road map" of your career. Correct or delete duty titles such as incoming personnel, excess personnel,

surplus Soldier or known losses. Ensure unit assignments are readable and understandable. The electronic personnel system automatic unit assignment data is challenging and time consuming for each board member to interpret. Height and weight should be consistent with other forms in the packet. Awards and decorations should be consistent between ERB, application forms, and photo.

The photo is your "handshake" to the board. Have a photo taken prior to deployment; however if deployed, a high quality photo in the combat uniform is acceptable. Have someone look at your uniform BEFORE you take your photo to ensure compliance with Army regulations. Take someone with you to your photo appointment (peer, NCO, superior) to ensure that you are not awkwardly positioned and that all of your uniform and authorized permanent accessories, decorations and insignia are properly aligned.

We as senior warrants must be the quality control for Soldiers asking for interviews and letters of recommendation. As part of the packet checklist, the packet must be reviewed by "any Warrant Officer." We must ensure the "any Warrant Officer" is looking at the qualifications, performance, and future potential prior to signing. I recommend all senior warrant officers serve on a selection board to understand the process and see the candidate qualities of those selected and non-selected.

Assess the packet to determine whether to conduct an interview. Then based on the interview, determine whether to write a letter of recommendation. Consider not conducting a formal interview and determination of an LOR until a packet is board ready. With historical aviation selection rates at 20-25 percent, we must ensure the candidate is the one we see as our pilot or pilot-in-command on a combat mission.

Remember to start our day asking, "What are we doing for the Warfighter?" At the end of the day, the answer is, "We provided no fail support to the Warfighter on the ground and in the air."

Above The Best!

CW5 Godfrey

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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Branch Command Sergeant Major

Taking Care of Aviation Soldiers Through Responsible Leadership

By CSM Eric C. Thom

The Aviation Restructure Initiative (ARI) plan leaves us with a smaller Aviation force, but it's not the end of the world. The Army as a whole is getting smaller and Aviation must do likewise. Our civilian leadership has deemed it necessary to reduce our size as part of the overall reductions, and the path we are taking best meets that requirement and at the same time modernizes our force. As Soldiers, we follow orders; we live by a creed, and as we lead and serve we will continue to uphold the words we live by as we make this transition.

To do this we have to reduce our personnel end-state, but do it smartly, ensuring the best and brightest continue serving in what will endure as the best Aviation force in the world. We must not forget that everyone in the Army is serving their Nation, some are probably better suited than others for this task, but they all deserve to be recognized for their service.

Part of our Non-Commissioned Officer Creed states, "I will communicate consistently with my Soldiers and never leave them uninformed..." As leaders we owe it to every Soldier to tell them where they stand earlier rather than later. For those who leave our service we must do whatever possible to assist in their transition.

Challenges

We are currently manned at just over one hundred percent aggregate across Army Aviation. As we divest of units, our spaces (authorized positions) will drop accordingly but our faces (on hand personnel) will not; at least not at the same rate. We will go from just over one hundred percent to well over one hundred percent and we will continue to balloon up each time we deactivate a unit. Rebalancing the force will have an effect on promotion rates which will in turn affect the Qualitative Selection Program (QSP).

We have learned hard lessons in the past when downsizing. Ever the optimist, I tend to look at the opportunities that the ARI presents. This is the time to make sure we have the best qualified Soldiers working with the most modern equipment.



SGT David Harris, assigned to the 1st Assault Helicopter Battalion, 140th Aviation Regiment, California National Guard, Joint Forces Training Base Los Alamitos, CA, completes pre-flight checks on a UH-60 Black Hawk helicopter in support of Exercise Patriot Hook, at an undisclosed location in California, April 25, 2014.

Rebalancing MOSs

This time around we need to have the leadership on the ground, at the tactical level, assist in personnel decisions as we become a leaner, more lethal, efficient team. No MOS in Aviation will stay the same size; while a few will grow, most will shrink. As of now, 15E/R/W/Y are the only enlisted growth MOSs in Aviation, but that doesn't mean that they will not see personnel losses as well. As I said, this is our opportunity to keep the very best from across our formations, so as top notch Soldiers from our other MOSs transition into these growth MOSs, the less productive Soldiers in the growth MOSs will have to make way.

We need to ensure the personnel in Army Aviation are the best team we can assemble, keeping and developing the most talented among us. Our stellar Soldiers are easy to identify; coincidentally so are the less than stellar Soldiers, but that doesn't mean we won't have to make some tough decisions. This is the time to let our Soldiers know what is happening, that some may not be able to continue serving and to counsel them on their options. We need to make it our business to help them prepare for the future whether it is in Army Aviation (Active/Guard/Reserve), another career field, or in the civilian sector.

Responsible Leadership

The first time a Soldier finds out he or she may not be able to continue their service should not be when talking to the re-

Local Student Designs Cav's New Logo

By Sgt. Jessica DuVernay

enlistment NCO. What may be obvious to most may not be obvious to all. I remember asking a group of Soldiers to rank order themselves and the ones that were on the bottom of the combined list ranked themselves much higher. Was this denial or confusion? I believe this is because only few leaders really tell their team members where they rank on the team, and no one wants to believe they are the weakest link.

Over-inflating ratings on Noncommissioned Officer Evaluation Reports (NCOERs) only makes the situation worse. There are so many NCOERs with "one blocks" and "among the best" marked that it's no wonder they are confused. We can continue burying our heads in the sand and hope for the best or we can take an active part in this transformation. It is going to happen either way, but we will end up with a much better force if we participate.

I do not want to sound cold hearted, just realistic and honest. If Soldiers want to remain part of the best Aviation force in the world they are going to have to prove it through their performance. Leaders must rank-order their subordinates; then let them know where they stand now. I have seen marginal Soldiers become top notch NCOs, but there was almost always a triggering event to force the change; something that made them face the facts and turn themselves around. Let this be such an event.

Our future force will be smaller, but it will be more versatile, affordable and sustainable. We will improve our education systems, modernize our aircraft, and update our doctrine. We will do all this to the best of our ability with whatever resources we are given. One thing we can never do is let the Soldiers we support doubt that when they call, we in Army Aviation will do everything in our control to be there. That is our most sacred responsibility. Remember, the reason we do what we do has been and always will be about them.

Above the Best!

CSM Thom
eric.c.thom.mil@mail.mil

CSM Eric C. Thom is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

The 2nd Squadron, 6th Cavalry Regiment, 25th Combat Aviation Brigade, 25th Infantry Division, unveiled its new logo designed by 11th grade student, Maxwell Mulbury, May 6.

The process started seven months ago, when 2-6th CAV approached Leilehua High School in Wahiawa, Hawaii to propose an art contest to design a new logo to be painted on all of the unit's aircraft. The art contest, while open to the entire school, gained the interest of several art students who submitted designs for judging. The squadron's leadership selected the winning logo from the students' submissions with the designs being anonymous during judging. Mulbury's design was chosen because of his simple design that portrayed the division and the mission of the unit.

The new squadron design will be stenciled on the squadron's .50 CAL ammunition cans which attach to the side of the OH-58D Kiowa Warrior. "I think it is appropriate because of the warrior spirit and what it represents for the helicopter," said LTC George Ferido, squadron commander. "It also represents the division that we belong to and it's the spirit our Soldiers have being a part of this great division."

SGT Jessica DuVernay is assigned to 25th Combat Aviation Brigade Public Affairs at Wheeler Army Airfield, Hawaii.



High school student Maxwell Mulbury stands proudly as the winner of the logo art contest hosted by 2nd Sqdn., 6th Cav. Regt., 25th Cbt. Avn. Bde., 25th Inf. Div., during the unveiling ceremony of his design on Wheeler Army Airfield, May 6. Mulbury's design was chosen for its simple design which portrayed the division and the mission of the unit.

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Moments Matter, Seconds Count

By CSM Leeford C. Cain



Warrior Adventure Quest combines high-adrenaline sports such as whitewater rafting with Battlemind training to help soldiers adjust to the return to garrison life from the combat environment.

You never know what Mother Nature has in store: After what seemed like an endless winter, it appears we've skipped over spring and plunged straight into summer! I'm sure it's a welcome change for our Soldiers, but the short seasonal transition has put many of us leaders at a disadvantage.

Since we haven't had the opportunity to ease our Soldiers into the summer mindset, we have to jump headfirst into our seasonal safety programs. With motorcycle and water fatalities already on the rise this year, we can't afford to delay – Soldiers are eager to get outside, and some of them may not be ready for the usual challenges summer brings.

I thought about this a lot during a recent trip to my hometown in Florida. Several local children drowned in swimming pools in just the few short weeks I was there, reminding me that tragedy can strike in mere moments. As adults, we have a tendency to turn our backs when it's "only" three feet of water or we're distracted by any number of things when we should be watching our kids. I should know, because it's happened to me. When my youngest daughter was about 5 years old, we were lounging by the pool at Shades of Green at Walt Disney World when she suddenly jumped into the water in front of us, knowing

she couldn't swim. It still gives me chills to think about what could've happened if we hadn't been right there or weren't paying closer attention to what she was doing. Moments matter, and in safety, seconds count more than you know.

That's what I'd like to see our leaders emphasize this summer: Bad things can happen to good people, so take time to reflect before you execute. It takes just a second for a car to pull in front of a Soldier riding his motorcycle; one beer is one too many when you're boating or skiing at the lake. Seemingly insignificant decisions can turn a life upside down or end it completely, so we owe it to ourselves and each other to think through our plans before we act on them. By staying safe, we make our own luck instead of relying on the very bad gamble that fate will see us through.

June is National Safety Month, and I encourage all of you to take this time to prepare your Soldiers for the summer ahead. It's no coincidence our Army ob-

serves this month just as summer kicks off, since this is historically one of the deadliest times of year for Soldiers off duty. And this year, impatience could take an even greater toll if we don't get ahead of the curve. The USACR/Safety Center has already released its annual Army Safe Summer Campaign and will post a separate effort just for National Safety Month June 1 at <https://safety.army.mil>. These campaigns provide good information based on Armywide trends, but you know specifically what's happening in your formations. Use our materials and your knowledge as starting points to build safety programs that meet your Soldiers' needs and will see them through summer safely.

If we think positively and act responsibly, our Soldiers will too, adding up to a fun summer for both them and us. No one wants to see a preventable fatality, and putting in the time now helps ensure your unit won't be touched by tragedy. Remember, it takes only a moment for everything to change, so commit to safety from this moment forward. There's nothing wrong with play, as long as you always play it safe.

Army Safe is Army Strong!

CSM Leeford C. Cain is the senior noncommissioned officer of the U.S. Army Combat Readiness/Safety Center at Fort Rucker, AL.



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128th Aviation Brigade Update

In this month's column, I've asked CPT Valentine, the B/1-210th Commander, to discuss the impact on the training in your school house provided by former Special Operations Aviation instructors/writers.
COL Rigole, Commander

Special Operations Aviation in the 128th Aviation Brigade

By CPT Zachary G. Valentine



SFC Edwin Carter (left) and SFC Michael Shifflett, both former 160th Special Operations Aviation Regiment (Airborne) aviation mechanics, demonstrating how to properly load a hellfire missile during the 15J10 course at the 128th Avn. Bde., Joint Base Langley-Eustis, VA

Not many people in the Army Aviation community would utter the 128th Aviation Brigade and Special Operations Aviation in the same breath. However, those people have probably never witnessed the training that takes place at Joint Base Langley-Eustis, Virginia.

The 128th Aviation Brigade develops and conducts ongoing aviation maintenance, logistics, and leadership training for the Army, Army Reserve, National Guard, Air Force, and foreign nations who share the United States' interests in order to produce technically qualified aviation maintenance Soldiers and technically and tactically proficient aviation maintenance leaders.

Not only does the Human Resources Command (HRC) select brand new graduates of the Initial Entry Training (IET) to assess and support the Special Operations missions worldwide, but they also select some of the most qualified non-commissioned officers (NCOs) from the Special Operations Aviation Community to serve in key positions within the 128th Aviation Brigade.

Currently, the 128th Aviation Brigade is made up of over 900 military and civilian personnel with 10 percent of those who are former Special Operations Aviation officers, NCOs, and civilians serving in positions as commanders, key staff, and instructor/writers. These highly skilled former Special Operations Aviation Soldiers bring to the team a unique skill set (collaboration, specialized training, and a unique mentality) which affect the mission in many ways.

The first is while serving as instructor/writers for resident courses taught within the Brigade. These NCOs have a direct impact by teaching newly graduated basic training Soldiers and molding them into future resources

for Army Aviation. Some of the mentorship that takes place, according to SFC Henry Cerda a former 160th Special Operations Aviation Regiment (SOAR) aviation mechanic, is teaching the IET Soldiers the benefits of knowing the fundamentals of all military occupational specialties (MOS) associated with one's assigned aircraft.

SFC Cerda shared that there were times during his assignment at the 160th SOAR he would deploy with a small maintenance team which required him to troubleshoot armament and electrical systems outside of his primary MOS. This forced his team to cross-train on other MOSs to become proficient because mission accomplishment and lives depended on it.

SFC Cerda stresses this same mentality to the 15S OH-58D helicopter repairers he trains so they may be counted on in the same way he was as they transition to their first duty station. Such mentorship by SFC Cerda and other former SOAR maintainers is key to training highly skilled and knowledgeable aviation maintainers to be successful in Army Aviation.

The second way these former SOAR Soldiers of the 128th Aviation Brigade affect the mission is by collaborating with other instructor/writers assigned to the unit. According to SFC Michael Shifflett and 1SG Gilberto Lopez, former SOAR leaders, saying no was not an option. They were expected to exhaust all means necessary to solve a problem whether it was mission-related or not.

The result was they had to come up with innovative problem-solving techniques that involved looking to their left, right, up and down in order to solve the problem. 1SG Lopez stresses this technique to his company within the 1-210th Aviation Regiment.

As the Army Aviation community is set for major changes due to upcoming fiscal constraints related to the drawdown in Afghanistan, these constraints will further affect our ability to train Soldiers. 1SG Lopez's NCOs are forced to use these problem-solving techniques to implement highly innovative and cost-effective measures to train the future of Army Aviation with reduced resources.

An assignment to the 128th Aviation Brigade is a broadening experience for all who are chosen by HRC to serve. It also means that former SOAR Soldiers can collaborate with traditional Army Aviation leaders to enhance the training for IET students and share their unique knowledge, experience, and mentality with students and leaders alike.

This unique relationship enables the 128th Aviation Brigade to produce highly capable and qualified aviation maintenance Soldiers and technically and tactically proficient aviation leaders to the Army Aviation community. This will serve the 128th Aviation Brigade and all of Army Aviation well as we move forward with reduced resources across all of the Army Aviation community.

CPT Zachary G. Valentine is the commander of Company B, 1st Battalion, 210th Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

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Ask the Flight Surgeon

Obstructive Sleep Apnea

By Dr. (LTC) Joseph Puskar

Q: I have been diagnosed with moderate to severe obstructive sleep apnea, and have been using a CPAP machine that helps me sleep a lot better. I have a deployment to the Middle East coming up soon, and wonder if I can get a flying waiver and deploy with the CPAP machine?

FS: Obstructive sleep apnea (OSA) is complete obstruction of breathing for ten seconds or more. Hypopnea is a partial airflow reduction of roughly a third or more with decreased blood levels of oxygen, or arousal from sleep. Risk factors include obesity, age, male sex (men have twice the risk of women until menopause), positive family history, and facial and upper airway anatomy and shape. It results from a flaccid airway and surrounding supporting muscles and connective tissue resulting in recurrent airway closures while sleeping as the pressures within the airway decrease on inspiration. Diagnosis often begins with complaints from the sleeping partner or the patient that there is a lot of snoring that seems to be associated with choking and arousal from sleep, insomnia, sometimes associate gastric reflux, daytime sleepiness, cognitive impairment, irritability, and decreased libido. A diagnostic overnight sleep study is often indicated if you're having these types of symptoms. During the study, an EEG to measure sleep stages, belts around the chest and abdomen to detect movement, and airflow and oxygen sensors to detect stoppages of airflow and oxygen desaturation are used to record the number of awakenings and determine an apnea to hypopnea index (AHI) that is used to grade the presence and severity of the OSA.

Mild OSA is defined as an AHI of 5-15, moderate 15-30, and severe an AHI of 30 or more. In general, moderate to severe OSA requires treatment, and usually with CPAP if well tolerated. Mild cases can benefit from treatment if there is also daytime sleepiness, impair-

ment of mood or cognitive function, an existing cardiovascular problem, or for those who work in a high-risk occupation such as a pilot or school bus driver.

Negative intra-thoracic pressure during airway closures causes decreased blood flow to the heart and lungs, brain and brainstem, and other vital organs, and contributes to decreased saturation of the blood with oxygen. This in turn leads to arousal from sleep and sleep fragmentation. Repeated cycles of oxygen desaturation and saturation of the blood releases free radicals and other pro-inflammatory mediators throughout the body. Other negative impacts include an increased risk of hypertension, metabolic syndrome and type-2 diabetes, atrial fibrillation, and worsening of congestive heart failure for those suffering from it. Cognitive impairment from the fragmented and poor quality sleep is perhaps most ominous for the aviator. Tasks associated with vigilance or staying alert are most affected. Also adversely affected although less so, are higher executive functions such as reasoning, comprehension, learning and memory formation. Intelligence and tasks that require conditioned motor function seem not to be affected as much.

Treatment

CPAP treatment has been demonstrated to help eliminate respiratory tract closures resulting in less fragmented sleep, and more deep and rapid eye movement sleep resulting in less daytime sleepiness and fatigue, a higher reported quality of life, and fewer motor vehicle accidents. Improvements

in cardiovascular risks are also seen such as reduced blood pressure and improvement in arrhythmias of the heart. Other benefits include improved blood sugar control, decreased inflammatory markers, decrease in visceral (bad) fat, and improved overall survival.

Waiver Requirements

For aircrew with the condition, waivers have been given provided it is treated and well controlled. The AHI must be less than 5 by any method used to treat the OSA. Use of CPAP machines while deployed is possible depending upon location and a reliable power source, but a waiver for OSA will be needed from the CENTCOM Surgeon or the AOR surgeon if not in the CENTCOM AOR.

Mild and moderate sleep apnea do not require a waiver to deploy. OSA classified as severe will require a waiver, and documentation of CPAP machine use of at least four hours per night for 70% of nights over the past thirty days must be provided or moderate and severe OSA. These standards can be found in PPG-TAB A that accompanies MOD TWELVE, Section 15.C. and provides amplification of the minimal standards of fitness for deployment to the CENTCOM area of responsibility.

Safe flying, and see you at the flight line!

Questions?

If you have a question you would like addressed, email it to AskFS@quad-a.org; we'll try to address it in the future. See your unit flight surgeon for your personal health issues. The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated

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

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Risky Business

By Mr. Ray Sellers and Mr. David Cripps

Risk - a simple four letter word that can have profound impact on practically any decision process. It relates to the likelihood that an unwanted and unintended outcome will occur instead of the planned outcome. It typically involves something that is not desired, often very unfavorable.

Every Army Aviator is familiar with operational risk management, which is one example of decision-making being influenced by the presence of risk. Commanders and other risk accepting authorities employ tools to help identify the risk, to better understand the probability of occurrence and the severity of the outcome, and to identify means of mitigating the risk to the lowest level possible prior to making the final risk acceptance decision.

The process of developing and fielding aircraft and other aviation systems likewise has risks, though the kinds of risk are markedly different from operational risks. The principal risks fall into two broad categories – programmatic risk and materiel risk.

Aviation program managers are chartered to develop and field aviation systems that meet specific performance parameters and to do so on a specific timeline and with specified funding levels. They develop a set of master plans to assist in managing the program to meet these cost, performance and schedule objectives. When something can occur that has potential to reduce performance, increase cost or incur schedule slip, it is a risk to successful program execution. Program managers closely monitor programmatic risks and seek ways to mitigate them or to lessen the adverse impact should the risks materialize.

Materiel risk is fundamentally different, however, because it involves safety. Seldom is a safety level specified in a requirements document for a new

system because it is implicit within the culture that seeks at all times to develop and field systems that are completely safe for Soldiers to operate and sustain. The various regulations and standards used to define safety and airworthiness of aviation systems build in a defined level of reliability for all flight critical and safety critical functions. These levels vary slightly between types of functions, but are generally about one chance in a million flight hours.

Program managers work with their prime contractor and with the airworthiness and safety teams to ensure that all parts of the system meet the requirements. But sometimes, for various reasons, some aspects of a system do not meet all the requirements before it is necessary to put the system into the hands of the user. That can be due to any number of things, like unavailability of a test facility or test equipment, extensive time and cost to conduct a test, etc. Sometimes it is because a new war fighting capability is needed operationally before it has completed all the normal qualification testing. In such cases, the risk of not having the capability is weighed against the risk of it not being fully qualified.

When a materiel risk does present itself, the Department of Defense and Army safety regulation, DoD 5000.02, MIL STD-882E and AR 385-10, describe a process to fully quantify the severity and the probability of any hazard that materializes, due to the requirements not being met. In these

cases, the program office convenes a System Safety Working Group comprised of program management staff, safety personnel, airworthiness personnel and user representatives to determine the overall materiel risk and anything that could be done to mitigate the risk to the lowest level practicable, if it cannot be completely eliminated. The residual risk is then presented in a document to an official of the appropriate rank to accept on behalf of the Army.

During the risk adjudication process all possible risk elimination strategies are considered, because it is always the goal to completely resolve the issue that is causing the hazard. It is, however, not always possible to completely eliminate the hazard. As a result, risk mitigation measures are identified to reduce the risk to the lowest possible level. These risk mitigation strategies generally find their way into the airworthiness release and eventually the operator's manual or the maintenance manual. They include restrictions, limitations, Notes, Cautions and Warnings in the -10, shorter inspection cycles or component retirement lives in the -23 series, etc. While a hazard cannot be eliminated by these noted mitigations, they are often used to reduce the risk to the operator until a permanent engineering solution can be identified and executed.

In the end, the Army and the Army Aviation community strive to find perfect answers in an imperfect world. Understanding the process and assisting in the coordination of our system safety process is everyone's responsibility, and we are always ready to listen.

Mr. Ray Sellers is the assistant program executive officer for Systems Engineering at PEO Aviation and Mr. David Cripps is the AED Deputy Director; both at Redstone Arsenal, AL.

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USASOAC Strategic Priorities

By BG Clayton M. Hutmacher

As I approach the end of my tenure as the commander of the U.S. Army Special Operations Aviation Command (Airborne) (USASOAC), I remain truly amazed by the dedication and performance of our Army Special Operations Aviation (ARSOA) forces around the globe, and in particular, during more than a decade of persistent engagement in Afghanistan and Iraq.

While still supporting our current persistent engagements, we must also focus on the changes inherent to the future operating environment where we will face even greater uncertainty, complexity and other emerging unconventional warfare threats. To support

A U.S. Army Special Forces Lightweight All-Terrain Vehicle is loaded onto an MH-47 Special Operations Chinook at McEntire Joint National Guard Base, S.C., May 20, 2014. Elements of the 160th SOAR (A), South Carolina Army and Air National Guard, U.S. Air Force special operations, and Columbia Police Department S.W.A.T. conducted urban assault training, which allowed special operations and conventional forces to work alongside each other while training in an urban environment.

these challenges, USASOAC must pursue a holistic strategy that enables us to continue delivering the world's premier special operations aviation (SOA) capability and maintain the comparative advantage over our adversaries. I would like to share some of the strategic priorities that we are undertaking.

Sustain our Core Competencies Beyond the Current Fight

ARSOA's ability to unconditionally respond, fight and win over the past 34 years in support of our Nation across a wide spectrum of conflicts validates the criticality of our core competencies. Our operational component, the 160th Special Operations Aviation Regiment (Airborne), consistently lives their motto "Anytime - Anywhere, Time on Target +/- 30 Seconds." Likewise, the USASOC Flight Company continues to provide responsive fixed and rotary wing training support to USASOC units. Our generating forces, the Systems Integration Management Office (SIMO), Special Operations Aviation Training Battalion (SOATB) and the Technical Applications Program Office (TAPO), continue to "work the magic" to provide specially trained and equipped ARSOA units. As we look to the changes necessitated by the future

fiscal and operating environments, one thing remains constant; ARSOA must continue to provide precise, lethal, ready and rapidly-responsive support to Joint SOF around the globe without caveat. And, we must remain capable of supporting the two critical Special Operations Forces (SOF) capabilities: special warfare and surgical strike. Therefore, our charter is clear; we must organize, man, train, equip and posture ourselves to sustain our core competencies while meeting the changing dynamics of the future operating environment.

Posture to Provide SOA Support Forward

Two SOF blueprints for the future, U.S. Special Operations Command (USSOCOM) Global SOF Network and U.S. Army Special Operations Command's ARSOF 2022, provide the insights for how we will posture ARSOA to provide SOF with the capabilities and capacity necessary for continued success. First, we will continue our transition to regionally-aligned SOA battalions to support the Theater Special Operations Commands (TSOC) and Global SOF Network campaign plans. This alignment will foster greater relationships and regional familiarity to ensure we provide the best strategic,



Chief Warrant Officer 5 Tom Travis and Chief Warrant Officer 4 Earnest Cisneros stand outside of a Bell 412 helicopter during a recent AvFID engagement in Norway. They provided feedback throughout the mission from the warning order to the final scenario flight as the Norwegians conducted a multi-ship infiltration and exfiltration with their ground forces.



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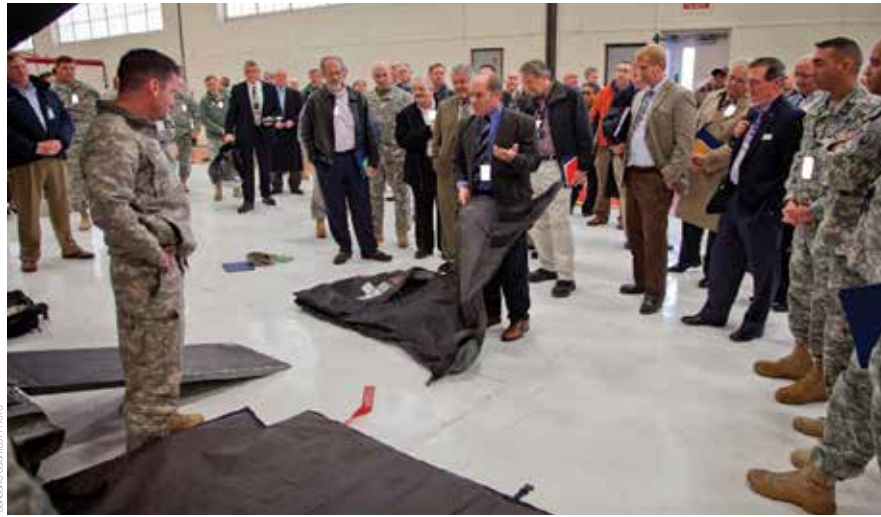
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Mr. Roger Nickel, USASOAC Corrosion Coordinator, discusses aircraft cover technology and benefit during the USASOAC Corrosion Control Symposium held in February 2014.

operational and tactical SOA capabilities. Second, we must be capable of providing small-footprint, low-signature, scalable and tailored solutions; both manned and unmanned. We anticipate accomplishing this through a CONUS-based, rotational force construct tailored to achieve the most efficient and effective means of employment and mission support to meet Theater SOA training and crisis response demands.

A third dimension to posturing ARSOA support forward is focused on building partner nation aviation capacity to defeat worldwide threats. We will accomplish this through results-based rotary wing (RW) Aviation Foreign Internal Defense (AvFID) engagements. To meet the increasing demand and better coordinate and synchronize RW AvFID efforts IAW TSOC priorities, the USASOAC is expanding our AvFID detachment from a 5-man team to an organization with five regionally-oriented teams. This organization will provide SOA engagements, tailored to the needs of partner nations, in order to create Special Operations Aviation Task Units (SOATUs) and enhance SOA capabilities and capacity. In addition to providing reach-back planning and subject matter expertise in SOA RW AvFID for the TSOCs, these teams will focus on integrating and synchronizing aviation resources through an "Assess-Assist-Advise" strategy. Our experience tells us that a strong ARSOA-CAB partnership will be critical to executing this country-specific, multi-engagement strategy to produce the desired partner nation RW aviation capabilities.

Maintain the Comparative Advantage over our Adversaries

As we acknowledge our past successes, we cannot afford to become complacent or simply maintain the status quo; we must continuously anticipate and evolve in order to execute precision ARSOA missions in support of SOF units. USASOAC equips our operators with specially modified platforms and SOF-peculiar mission equipment packages (MEPs) to maintain a comparative advantage over our adversaries. We will continue seeking improvements in the aviation attributes of speed, range, and payload to achieve precision assault/vertical maneuverability on the objective in the most demanding environments and critical SOF mission profiles. We are working closely with the Army and SOCOM on platform modernization strategies for our Mission Enhanced Little Bird (MELB), MH-47G, as well as the Future Vertical Lift (FVL) program. SOF-unique programs, such as the Suite of Integrated Radio Frequency Counter-Measures (SIRFC) and the Silent Knight Radar (SKR) provide ARSOA a better ability to penetrate denied or hostile airspace. We are also pressing the envelope and developing promising programs with Army Aviation such as the Hostile Fire Indicator System, Degraded Visual Environment, Next Generation FLIRs, internal ballistic aircraft protection and advanced communications networking. We are confident that all of these initiatives will help maintain our comparative advantage while increasing helicopter operational safety margins and increasing the probability of mission success.

Pursue Affordability Initiatives Without Sacrificing Effectiveness

In this era of fiscal austerity and uncertainty, our resourcing responsibilities are more important than ever. While we have taken several steps to reducing and controlling costs, we must continue to pursue cost-wise readiness and performance-based sustainment initiatives. One of our key cost savings initiatives is focused on aviation and ground parts corrosion control; an area contributing to an estimated annual loss of \$10 million. USASOAC hosted a Corrosion Control Symposium in February which was widely attended by personnel from Army Aviation and other DOD materiel support agencies. The purpose of the symposium was to exchange lessons learned with corrosion prevention measures. We shared our focus on three specific areas: the impacts of mission/training flights in close proximity to salt water; repair parts storage and shipping, and the establishment of anti-corrosion standards. Those who attended agreed that corrosion prevention should be an integral element of the lifecycle support of all Army equipment. We look forward to the future collaboration and efforts that will benefit all of Army Aviation.

In closing, I am proud of our ARSOA forces and their contributions to Army Aviation and SOF. Our Soldiers and civilians are amazingly competent and dedicated to their work; their Families that support them on a daily basis make numerous sacrifices to keep our nation safe. Likewise, ARSOA collaboration and partnership with the CABs has proven critical in providing world-class aviation support to our nation's SOF.

The ARSOA-CAB relationship is the best it has ever been and will be a critical partnership as we look beyond the current fight to provide the best Aviation capability the Nation can depend on. As we welcome the incoming commanding general, BG Erik Peterson to the command team, I know he will continue to build upon USASOAC strategic priorities and the great work of our ARSOA Soldiers.

Volare Optimos! (To Fly the Best!)

BG Clayton M. Hutmacher was the commanding general of the U.S. Army Special Operations Aviation Command at Fort Bragg, NC at the time the article was written. On June 10, BG Erik C. Peterson assumed command of USASOAC

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The C-27J, with its significantly larger troop/cargo capacities and high tech avionics in the cockpit, brings needed modernization to the USASOC Flight Company fleet.

USSOCAC COURTESY PHOTO

C-27J Spartan

Arrives in Support of Special Operations Training

By CW5 Robert D. Witzler and CW5 Curtis P. Adams

After Secretary of Defense approval in late FY 2013, U.S. Special Operations Command (USSOCOM) is receiving a total of 7 C-27J aircraft from the U.S. Air Force after divestiture of the program.

From the time that the decision was made to allocate the seven airframes to U.S. Army Special Operations Aviation Command (USASOAC), the U.S. Air Force has been highly supportive of the transition. These 7 aircraft will be operated by the U.S. Army Special Operations Command (USASOC) Flight Company at Fort Bragg, North Carolina. The remaining 14 aircraft will be transferred to the U.S. Coast Guard.

The Move to C-27J

The USASOC Flight Company currently employs a fleet of 30 year old CASA-212 aircraft to support their mission. These aging aircraft are becoming costly to operate and maintain due to increasing obsolescence. Almost two years ago, USASOAC identified the benefits of potential C-27J acquisition as a cost savings move for the Department of Defense.

In the end, the aircraft were trans-

ferred from the U.S. Air Force to USSOCOM at no additional procurement cost to the government, and they are being utilized as the lifecycle replacement for the aging CASA fleet.

The C-27J Base

For the time being, all of the C-27Js will be based out of Pope Army Airfield at Fort Bragg, NC. As the new aircraft reaches full operating capability, we will begin to relocate several of the C-27Js to Yuma Proving Grounds, Arizona to support the U.S. Army John F. Kennedy Special Warfare Center and School (USAJFKSWCS) Military Free Fall School.

After that, aircraft from both locations will be used to provide rotational medium-short takeoff and landing (M-STOL) and airborne training support to all other CONUS-based Army Special Operations Forces as part of force generation training.



Jumpmasters from USASOC complete final preparations as the first static line paratroopers stand by to exit the aircraft.

USSOCAC COURTESY PHOTO

We encourage you to send your comments and suggestions to editor@quad-a.org. Submissions should be exclusive to ARMY AVIATION – we do not publish open letters or third-party letters. Submissions should be 150 to 175 words, should refer to an article that has appeared in the current or most previous issue, and must include the writer's name, address, email address, and phone numbers. No attachments, please. We regret that because of the volume of submissions, we cannot acknowledge unpublished letters other than by an automated e-mail reply. Writers of letters selected for publication will be notified within a week. Letters may be edited and shortened for space. Joe Pisano, Editor

March 28, 2014

I am a UH-60 Standardization Instructor and wanted to provide feedback on CSM Thomson's article "Producing Flight Instructors." In the article it cites flight instructors as being introduced seven years ago. To clarify this statement, the SQI N1 was introduced seven years ago establishing an official MTOE/TDA slot for Flight Instructors. Flight Instructors and Standardization Instructors have been a part of the units formations for as long as we have had an Aircrew Training Manual (ATM). In addition, CSM Thomson labeled the course at Fort Rucker and EAATS as the NCFI course, the proper label for this course is the Aircraft Crewmember Standard Instruction (ACSI) course. This is the title that TRADOC, ATRRS, and the course at Ft. Rucker utilizes, although it is a small miss label it may cause confusion and lead individuals such as commanders to believe there is another course available that is alternative to the ACSI course.

Thank you.
Shaun Kelleher, SFC, U.S. Army

CSM Thomson responds:

I want to thank SFC Kelleher for taking the time to write. SFC Kelleher is correct that Flight Instructors have been part of UH-60 and CH-47 units for several years, and while the CH-47 community has had the ASI N1 since the early 90s, it was only seven years ago that the N1 was introduced to the UH-60 community and added to MTOEs thus formalizing the FI position and creating the requirement to attend an authorized aviation proponent school. The FI producing course was previously titled the Aircraft Crewmember Standard Instructor (ACSI) course but since has been changed to the Nonrated Crewmember Flight Instructor (NCFI) course. It will take a few months for changes to hit our publications and reflect in ATRRS. My thanks again to SFC Kelleher and all the FIs and SIs across our branch who day in and day out reinforce the value of our cadre of Flight Instructors to our aviation standardization program.

Above the Best!

The Aircrew Training Plan

The first New Equipment Training classes for pilots, crewmembers, and maintainers are underway at Pope Army Airfield right now. USASOC is initially utilizing contracted instructional support for aircraft transition training, and will also incorporate other Army personnel with C-27J qualifications to generate mission capability while initial training is ongoing.

Special Operations Training

The USASOC Flight Company is already preparing the aircraft and crews for their primary mission, and will begin integrating collective training with supported ground forces during the mission training phase of the aircrew transitions.

One of the first efforts toward that goal is training local jumpmasters in the new aircraft. Recently, the first paradrop operations with the new C-27J were conducted at Ft. Bragg. Jumpmasters and jumpers from across USASOC participated in this historic event. In addition to static line paradrop, the C-27J has already conducted military free fall operations, and is expected to conduct support to the Special Forces Qualification Course culmination exercise, also known as Robin Sage (infil/exfil, paradrop, and cargo operations).

Operational Benefits

The C-27J provides enhanced capabilities over the CASA-212, in-

cluding an increased capacity for jumpers, a pressurized cabin for high-altitude/low-opening jumps, and greater speed and range. The C-27J is also compatible with night vision devices. The crews are looking forward to learning all that the C-27J has to offer and how they can maximize the new capabilities.

Volare Optimos! (To Fly the Best!)

CW5 Robert D. Witzler is the command chief warrant officer of the U.S. Army Special Operations Aviation Command. CW5 Curtis P. Adams is the commander of the U.S. Army Special Operations Command Flight Company; both are stationed at Fort Bragg, NC.

An MH-47G conducts dust landings during desert / mountain environmental qualification training near Albuquerque, New Mexico.

Special Operations Aviation Training Battalion— The First Step in Night Stalking

By MAJ Brandon Parrish

The Special Operations Aviation Training Battalion (SOATB) is a one-of-a-kind unit conducting Army Special Operations Aviation (ARSOA) flight and ground training. SOATB trains all newly assigned Soldiers to the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)), providing training known as Green Platoon, as inbound Soldiers take their “First Step in Night Stalking.”

The unit conducts over 30 programs of instruction (POIs), of which 26 are U.S. Army Training and Doctrine Command (TRADOC) approved. These courses include officer and enlisted combat skills courses; aircraft transitions and advanced skills courses in the modified ARSOA aircraft; aviation maintainer courses; enlisted instructor courses (flight and standardization – FI and SI); track-producing schools such as Instructor Pilot and Maintenance Test

Pilot; the Special Operations Aviation Medic Indoctrination Course; and a range of aquatics and dunker courses in a state-of-the-art aquatics training facility. Additionally, SOATB has developed and implemented several unmanned aircraft systems (UAS) courses to support the 160th SOAR(A)'s UAS quick reaction companies.

SOATB's training cadre consists of both active-duty and retired Night Stalkers, imparting thousands of hours real-world Special Operations combat experience to each new crew member. Thanks to the skill and effort of this world-class cadre, supporting staff and aviation maintenance personnel, SOATB received both the LTG Ellis D. Parker award (TDA Category) and the Robert M. Leich award during the past year. This recognition from AAAA highlights SOATB's contribution to the ARSOA mission: training Night

Stalkers who are able to support the SOF operator anywhere in the world, arriving time on target +/- 30 seconds.

Combat Skills Training

Once favorably assessed and selected, the first step for newly-assigned Night Stalkers is one of two Green Platoon POIs, either Officer Combat Skills or Enlisted Combat Skills. During Combat Skills, students conduct advanced weapons training focusing on close quarters combat, and culminating with a live fire exercise under simulated tactical conditions.

Students also conduct land navigation training, building toward a nighttime downed aircraft scenario during which students must navigate to a point and conduct a partisan link-up. During Night Stalker First Responder training, students conduct academic and hands-on training on anatomy,



USASAC PHOTO BY AARON CHMIEY

medications, injury assessment, and evacuation techniques. Students are evaluated with a written test and trauma lanes for hands-on assessment.

Finally, Combat Skills students are trained in hand-to-hand combatives, including a hands-on evaluation and Level 1 certification in the Modern Army Combatives Program. Combatives students also participate in a React to Contact drill conducted in an urban operations facility, designed to teach students to use their combatives skills in a realistic combat setting.

Aquatics Training

160th SOAR(A) aircrew members are required to be qualified and proficient to fly in all environments. To that end, SOATB operates the state-of-the-art Allison Aquatics Training Facility (AATF). Following Combat Skills training, students complete

Emergency Breathing Device (EBD) training and Dunker qualification in the AATF before starting advanced flight training (for aviators and crewmembers) or being assigned to a line battalion (for staff officers).

Dunker qualifications are accomplished in the Modular Egress Training System™ (METS), which can be configured to simulate any 160th SOAR(A) aircraft. The AATF is also configurable to simulate adverse weather conditions such as high winds, high sea state, and darkness for realistic water survival training. The AATF also conducts vertical extraction training using a rescue hoist or caving ladder.

Aside from Green Platoon training, the AATF conducts Dunker and EBD refresher training for 160th aircrew members, as well as an SOF Ground Force Egress Training POI.

Basic Skills

All 160th SOAR(A) aviators must successfully complete a Basic Skills flight evaluation prior to attending aircraft transitions and advanced skills courses. The Basic Skills course is designed to provide the student with the necessary skills and knowledge to navigate at terrain flight altitudes under various lunar illumination and weather conditions while wearing night vision goggles.

Navigation is conducted using only a magnetic compass, stopwatch, and map to arrive at a briefed time on target within the Night Stalker standard of +/- 30 seconds. The Basic Skills curriculum focuses on detailed flight plan-

ning, briefing, and cockpit management. No aircraft navigational systems are used during the course, although 160th mission planning systems are introduced later in the POI.

Advanced Skills

Once an aviator successfully completes the Basic Skills evaluation, he or she is then able to begin graduate-level training in one of the 160th SOAR(A)'s mission aircraft – the A/MH-6M “Little Bird,” the MH-60M Blackhawk, or the MH-47G Chinook. Advanced Skills flight training consists of two phases – the Aircraft Qualification Course (AQC) and the Basic Mission Qualification Course (BMQ). Non-rated crewmember training is conducted concurrently with all aviator courses in the MH-60M and the MH-47G, including both AQC and the BMQ course.

AQC students complete academic and flight training on aircraft systems, 160th Standard Operating Procedures, and cockpit and avionics system management. Students complete aircraft qualification for day, night, instrument, and NVG flight in all 1000-series tasks in the ARSOA Aircrew Training Manual.

Following AQC, the BMQ course teaches academic and flight instruction in all 2000-series mission tasks. Specific mission tasks vary by airframe, but each course includes environmental training in desert, mountain, and urban environments, overwater flight, deck landing qualification, aerial gunnery, and special mission equipment



USASAC PHOTO BY GUY LAWRENCE

The Modular Egress Training System (METS™) can be configured to simulate any 160th SOAR (A) aircraft.



SOATB students conduct hands-on assessment and treatment of a simulated casualty during First Responder training.



Students prepare to evacuate a simulated casualty aboard an MH-6M helicopter during the Special Operations Aviation Medic Indoctrination Course.

training. MH-60M and MH-47G students also complete aerial refueling qualification during the BMQ course.

Successful completion of BMQ training marks the end of an arduous transformation from Army Aviator to Night Stalker. Each BMQ is fully trained and capable of immediately performing duties in combat as a 160th crew member.

Army Partnerships

As the proponent of ARSOA training, SOATB has been called upon numerous times to support other units outside

the 160th SOAR(A). In the past year, SOATB Modern Army Combatives trainers have provided instruction to 1st and 5th Special Forces Groups and elements of 2nd Battalion, 75th Ranger Regiment. Additionally, over 100 crewmembers from the 101st Combat Aviation Brigade have completed Dunker/METS™ qualification in the AATF. SOATB has also conducted ground force water egress training for non-aviation Soldiers from both regular Army and special mission units.

SOATB has responded to requests from the U.S. Army Aviation Center of Excellence Directorate of Evaluation and Standardization (USAACE DES) and other Army Aviation units to provide exportable academic training support packages on shipboard operations and deck landing qualifications, enabling those units to meet emerging mission requirements.

Finally, SOATB provided cutting-edge Aviation Mission Survivability lesson support to USAACE, assisting them in training pilots to win the electronic warfare battle in the cockpit.

The Way Ahead

As Army Aviation transforms, SOATB stands ready to meet emerging training requirements in support of the 160th SOAR(A). SOATB has already developed and begun training three UAS courses in support of the 160th's UAS quick reaction companies. Additionally, the first female aviators to be assigned to 160th SOAR(A) line battalions have entered Green Platoon training.

SOATB will continue to lead the Army in developing and training aviation tactics, techniques, and procedures (TTPs) for the world's premiere aviation task force and for Army Aviation as a whole. SOATB graduates continue to exercise a global influence on a nightly basis during sustained combat operations and supporting contingency operations worldwide.

Night Stalkers Don't Quit!

MAJ Brandon W. Parrish is the executive officer of the Special Operations Aviation Training Battalion at Fort Campbell, KY.





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A 160th SOAR(A) MH-60K executing an exfil at sunset.

PHOTO COURTESY PHOTO

160th SOAR(A) Bids Farewell to the MH-60K

By MAJ Nicholas W. Horn

Sometime this summer, two weathered and war-weary helicopters will pull pitch from Fort Campbell, KY, home to Delta Company, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne) “Hooter Brothers” for the last time. The departure of the last two MH-60Ks, tail numbers 91-26373 and 91-26388, will mark the end of a 19 year era in Special Operations Aviation for the unique airframe known by many as simply the “Kilo.”

Despite the fact that only 23 were ever produced, the Kilo logged more than 120,000 flight hours, including almost 30,000 combat hours, during her nearly two decades of service life in support of the Nation’s most elite Special Operations Forces. For twelve straight years, 2001-2013, the Kilo remained deployed in support of the Global War on Terrorism and was a venerable workhorse on the battlefields

of Iraq and Afghanistan. Despite unceasing operations and unrelenting harsh conditions, the Kilo never failed to deliver its precious cargo to their destinations.

In the Beginning

Delivered by Sikorsky in 1994, the MH-60K was originally destined for use in Special Forces aviation detachments. It was the first Special Operations Aviation aircraft to be developed and built entirely on the initial production line instead of through extensive modifications to an existing airframe. One of the primary advertised features of the Kilo was the inclusion of a Multi-Mode Radar (MMR), which would allow the aircrew to fly low level in zero visibility conditions utilizing a Terrain Following (TF) mode that calculated necessary vertical inputs based on the terrain picture painted by

the MMR, the speed and gross weight of the aircraft, and the environmental conditions of the battlefield. The ability to TF was a key reason that the Kilo was redirected from the SF aviation detachments to 1-160th. At the time, there was significant competition for missions between the 160th and the Air Force’s 1st Special Operations Wing (SOW). The MH-53s in the 1st SOW were quick to leverage their TF capability during mission development. In response, the 160th SOAR(A) ensured the Kilos were redirected to 1st Battalion to increase the technological capabilities of the 160th fleet and level the playing field with the 1st SOW.

Increased Capabilities

The true benefits of the MH-60K, however, were much greater than the addition of the MMR. The Kilo was the first Blackhawk built to an



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Troops wait for exfil by an MH-60K from the 160th SOAR(A).

increased max gross weight of 24,500 pounds. It was also the first helicopter air to air refueling (HAAR) capable Blackhawk in the Army's inventory.

A full glass cockpit with moving map and active flight plan increased the capabilities of the crew by allowing the pilots to calculate performance capabilities and fuel burn data utilizing actual conditions. In addition to improving overall situational awareness, Kilo pilots were able to make adjustments to flight plans as changes in their dynamic mission sets required. The ability to make these "on the fly" changes allowed the Kilos to be operated at the edge of their performance capability even in unpredictable conditions on a fluid battlefield.

The Kilo also utilized an integrated aircraft survivability equipment (ASE) and communications suite, and had a Digital Automatic Flight Control System (DAFCS) that allowed a fully coupled hover and a coupled altitude in flight. The coupled altitude feature provided crews a significantly reduced workload during overwater and IFR flights, and the coupled hover greatly enhanced aircrew performance during hoist operations.

The coupled hover also paved the way for the dust landing techniques that

would redefine the capabilities of the airframe in the heavy dust conditions of Iraq and Afghanistan.

By utilizing the velocity vector and acceleration cue hover symbology derived from the Inertial Navigation Unit (INU) and Attitude Heading Reference System (AHRS), Kilo pilots pioneered, developed, and refined a technique that allowed the crew to terminate the aircraft to a hover at a precise location, stabilize inside of the dust cloud without any outside visual cues, and terminate the approach to the ground using only the cockpit cues and the commands of the crew chiefs. This technique allowed crews to infiltrate and exfil ground forces from extremely heavy dust and dusty confined areas without relying upon a roll-on landing type technique that required the aircraft to "beat" the dust to the ground and greatly increased the risk to the crew and damage to the airframe. On more than one occasion in Iraq, crews utilized a variation of this technique to maintain a stable hover in heavy dust and infil ground forces via Fast Rope.

Aircraft of Choice

In its 19 years of utilization, the Kilo was the assault aircraft of choice for the elite Special Operations Forces supported by the 1-160th SOAR(A). Prior to 9/11, the Kilo participated in numerous classified real world contingency operations. After 9/11, the Kilos played a pivotal role in the first operations into Afghanistan from the south; non-stop missions that covered as much as 1,300 miles and lasted more than 11 hours. The Kilo also led the first rotary wing mission into Baghdad during the initial Iraq invasion.

Kilos were the assault platform of choice during the killing and capture of many of the highest profile targets in Iraq, the rescue of numerous hostages, and the execution of thousands of lower profile missions that resulted in the capture and killing of countless enemies in Iraq and Afghanistan.

The Kilo was also the airframe of choice to lead and execute the vehicle interdiction mission that significantly disrupted some of the most critical enemy networks in both theaters. Additionally, the Kilos have remained postured and ready to depart on no-notice world-wide contingency operations since their inception, and have been called upon numerous times in recent years to do just that.

Welcome the Successor

With the final divestiture of the MH-60K, there are mixed emotions among the Hooter Brothers, past and present. The contribution the Kilo has made to this Nation and our ground forces have been immortalized in twelve years of combat records, and her performance and reliability has never been questioned. Despite numerous accidents and incidents over the years, only two Kilos were ever damaged to the point where they did not return to service. But the years were beginning to show on the Kilo fleet as they reached the end of their service life.

The ever hard working maintainers of Delta and Fox Company, 1-160th were required to toil longer and longer to keep the Kilos fully mission capable and a new airframe was desperately needed. With fielding within D Company now complete, the Hooter Brothers are the fourth company in the Regiment to receive and fight the MH-60M. Its impressive YT706 engines and increased lift capability, state of the art Common Avionics Architecture System (CAAS) cockpit, significantly improved ASE package, and incredible Electro Optical Sensor (EOS) make it the MH-60 of the next twenty years. The 160th SOAR(A) will be MH-60M pure just prior to the end of FY 15 when Company C fields its aircraft, which will include a digital autopilot (DAP) configuration.

The end of the MH-60K marks the closure in a storied chapter of Special Operations Aviation. To quote the commander of one of our supported ground forces, "The Kilo was the workhorse of Iraq. The pilots and Kilos saved numerous lives within the SOF community – just as importantly played a critical role in killing thousands of our enemy. A sad day to see the MH-60K go, but I know the new Mike models are incredible." At the end of their final flight, MH-60K 26388 will be delivered to the National Navy SEAL Museum and Memorial in Fort Pierce, FL, and 26373 to the U.S. Army Aviation Museum at Fort Rucker, AL to be displayed as a tribute to the Kilo, her crews, her maintainers, and her customers for years to come.

Night Stalkers Don't Quit!

MAJ Nicholas W. Horn is the commander of Company D, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY.



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An MH-47 from 3 Bn., 160th SOAR(A) returns from a mission at sunset.

Owning the Edge of the World - It Starts with a Paradigm Shift

By CW2 Patrick W. Fleming

Commander to Aviation Safety Officer (ASO): “You will conduct the risk analysis and loss-prevention plan for a two ship, transoceanic, multi-day, self-deployment to a country in eastern South America. You will be required to conduct helicopter air-to-air refueling to make your destination. All of your contingency divert points will incur diplomatic consequences and your possible peacetime governmental detention while the issue is worked through the respective government. If you encounter any serious in-flight emergencies you may have to ditch in the Gulf of Mexico. I want you to mitigate the risks to the force, prevent loss, reduce liability of the command, and arrive at your target +/- 30 seconds, ready for a follow-on mission.”

The paradigm shift required to execute such an assignment in the Special Operations community is akin to accepting that the risk mitigation outcome will rarely be “great.” I had to change my thinking from that of the inflexible, scholastic safety officer. Instead, the ASO must accept that the reason the aviators in the unit have been selected is because they have shown the requisite qualities of adaptability and tactical prowess. Inevitably, “The show must go on!” Knowing that

I cannot shield everyone from danger, I must do what I can, with what I have, in order to affect the best possible outcome. Such is the challenge of those who must protect the force.

Pre-Deployment Site Survey (PDSS)

The reason the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) is successful in its ventures to new environments is its aviators’ and staff’s insatiable appetite for quantifiable information and intelligence. The PDSS is not only reconnaissance – it’s the validation of intelligence gathered in the planning phase. Stated simply, the PDSS is the most critical part of any deployment. There are four areas that I focus on in preparation for the arrival of our main body. Those domains are environmental health and safety, aviation operations, PDSS staff selection, and communications.

Environmental/Occupational Safety and Health

For the safety officer, the process starts with regional threat information. The U.S. Army Public Health Command website is where I start this process. At the top-right of the homepage type the country or region of choice and click the search button. You’re now well

on your way to becoming a regional environmental/occupational health expert. However, having the information is irrelevant – it’s what you do with it that matters.

In the case of Belize, the jungle attempts to reclaim almost everything. This includes the animal life. Although beautiful in most cases, it can be a nuisance when it acts as a vector for disease. Such is often the case with birds, bats, dogs, and cats. When we discovered that our proposed planning area was no exception to these circumstances, I was faced with a problem – how does one affect the clean-up of hazardous material (animal fecal matter) without offending the host nation? The answer we came up with was a local purchase of half-face respirators, goggle-type eye protection, Tyvek suits, latex gloves, and shoe covers. An immediate decontamination shower plan was also created. Total implementation of the mitigation plan for six Soldiers cost less than \$300.00. In the eyes of our command, that was a small price to pay for Soldier health.

Aviation Operations/Intelligence Preparation

Long before we select a site for operations we whittle down the list of

potential candidates through the exhaustive use of image intelligence (IM-INT). We measure heights of trees, dimensions of landing areas, width and height of hangar door entrances if viewable, search for power lines, vertical obstructions, indicators of flooding, etc. The end result is a digital presentation with graphics overlaid on top of raw images. Although angles of pictures play a factor in determining distance and height, with a little bit of practice even Google Earth can be used for reasonably close estimations.

These products are not for the final mission however; they are only the basis from which to verify information. Once the PDSS team arrives these products are used for validation of the plan. Printed versions are carried with the team and annotations or corrections are made on the imagery. Usually, we find that the “ground-truth” is pretty close to what we anticipated. The problem with international movements is that often, communications are limited to personnel with no direct knowledge of the operational area or that information is filtered through several levels. Prior to the PDSS, the message is often terse, “Yeah the LZ is good.” I think most would find that to be an unacceptable answer without further quantifiable details.

The most useful resource I’ve come across for dimension requirements applicable to a variety of aircraft is the Unified Facilities Criteria 3-260-01: Airfield and Heliport Planning and Design (DoD, 2008, Ch. 6). I use this publication regularly to accomplish several goals. The most important of these is that it provides a basis from which to establish my percentage of ideal usable space. Chapter six provides illustrations, tables, and metrics for proper utilization of space in areas such as wash racks, taxi lanes, and parking (DoD, 2008, Ch. 6). Thus, I can provide my command with accurate analysis and justification for calculation of risk. “This pad is 90% of the regulatory area of a standard parking pad. I don’t recommend taxiing in and out. If you want to use this spot for overnight parking, I recommend that they be towed into place using ground guides.” In this manner, the commander can make an informed decision about their course of action.

PDSS Staff Selection

The problem with a PDSS is that you cannot take everyone. It’s a simple

truth. The error in logic that I have seen applied the most frequently is the exclusion of an ASO amid duplication of other specialties. My recommendation across the board is to broaden the scope of the PDSS with one expert from as many areas as possible. Ideally, an educated safety officer is the expert regarding facilities maintenance, electrical wiring, fire hazards, hazardous material (HAZMAT) concerns, waste disposal, airfield design, and integration of organic emergency services into the joint combined exchange training (JCET). Most importantly, the ASO can accomplish these surveys allowing the rest of the staff to focus on training.

Communication with Emergency Services

If only I could count the times I have seen a Pre-Accident Plan (PAP) make it to publication without anyone asking the question, “Can we realistically execute this plan?” The point is, as in the Belize JCET, posting the number of the airfield crash/fire rescue station is not enough. We must dig deeper and ask the hard questions. For instance, if cellphones are part of the PAP the subsequent question should be: Do the phones work on the

nation’s network and does the person answering speak English?

Discussion

In reference to a PDSS in progress at the time, my commander, MAJ Tyler Partridge, said in his usual, direct manner, “ASOs who believe they can stand in an intended landing zone, look at the approach end, look at the departure end, and say, ‘Yep, it’s probably good,’ will never make it. I need an officer with knowledge of aviation-specific matters, of course, but I want a professional – an officer who also knows industrial hygiene, occupational safety, fire safety, etc. That’s how I minimize loss and liability to the command.” Utilize the training, expand your professional knowledge, and apply it “outside of the box.” That is the typical challenge to the ASO in an atypical environment.

Night Stalkers Don’t Quit!

CW2 Patrick W. Fleming is the aviation safety officer and a fully mission qualified pilot with Company B, 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne) station at Hunter Army Airfield, GA.

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2014 Army Aviation Mission Solutions Summit Recap



The opening professional session of the 2014 Army Aviation Mission Solutions Summit, May 5, 2014 at the Opryland Hotel in Nashville, TN.

Network

ARMY AVIATION PHOTOGRAPHY



1



2



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10

1 – Exhibitors got to chat with Assistant Secretary of the Army for Acquisition, Logistics and Technology, the Honorable Heidi Shyu, following the opening session.

2 – Army Aviation Branch Chief and commanding general of the U.S. Army Aviation Center of Excellence, BG Michael D. Lundy (blue shirt center), talks with AAAA National Executive Board members.

3 – AAAA National President BG (Ret.) Howard W. Yellen and Army Acquisition Executive the Honorable Heidi Shyu cut the ceremonial ribbon to open the Technology Learning Center exhibit hall on May 4 with the assistance of AAAA Secretary BG (Ret.) Stephen D. Mundt (left) and AAAA Executive Director William R. Harris.

4 – Mrs. Connie Hansen, president of the AAAA Scholarship Foundation, Inc., prepares to convene the Foundation Board of Governors meeting Monday morning, May 5, in Nashville.

5 – COL (Ret.) Curt Potts briefs the National Executive Board on maximizing the use of today's technology (Mobile App 14SUMMIT) to connect and stay connected with the membership.

6 – Assistant Secretary of the Army for Acquisition, Logistics, and Technology, the Honorable Heidi Shyu, addresses attendees at the Monday morning opening session of the Summit.

7 – Army Vice Chief of Staff, GEN John F. Campbell, delivers the keynote address at the opening professional session.

8 – The 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) Honor Guard from Fort Campbell, KY presents the colors at the opening ceremony.

9 – The eleven National award trophies on display before presentation during the opening session.



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10 – AAAA National President, BG (Ret.) Howard W. Yellen, delivering his opening remarks.

11 – Newly promoted SGT Jeremy L. Wilson, Co. B, 3rd Bn., 160th Spec. Ops. Avn. Regt. (Abn.), is congratulated by BG (Ret.) Yellen, GEN Campbell, and BG Lundy, as the Aviation Soldier of the year.

12 – CW3 Daniel E. Denton II, 3rd Bn., 10th Cbt. Avn. Bde., was awarded the James H. McClellan Aviation Safety award.

13 – The Joseph P. Cribbins Department of the Army Civilian of the Year award winner, Mr. Richard W. Kretzschmar, deputy project manager of the Unmanned Aircraft Systems Project Office, U.S. Army Program Executive Office Aviation, poses with his wife, Vicki, and son Will.

14 – CW3 Scott W. Peterson, HHC, 2nd Bn., 3rd Cbt. Avn. Bde., poses with family members after receiving the Michael J. Novosel Army Aviator of the Year Award.

Recognition



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15 – The oldest AAAA national unit award, the Outstanding Aviation Unit of the Year, was presented to 160th Special Operations Aviation Regiment (Airborne), the Night Stalkers, and was accepted by (from left) CSM Gregory M. Chambers; COL John R. Evans, Jr., commander; and CW5 Ivan S. Murdock, command chief warrant officer.

16 – 1st Battalion, 135th Aviation Regiment was awarded the John J. Stanko Army National Guard Aviation Unit of the Year award. Unit commander, LTC James P. Schreffler, holds the trophy while Emily

Howerton, wife of unit executive officer, MAJ Paul Howerton (behind), gets a close-up.

17 – The U.S. Army Reserve Aviation Unit of the year, 6th Battalion, 52nd Aviation Regiment, Los Alamitos, CA, commander, LTC Lori L. Daniels and command sergeant major, CSM Jim C. Salas are congratulated by 11th Theater Aviation Command commanding general, BG Troy D. Kok (right).



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18 – SSG Dean S. Helmecci, Co. A, 2nd Bn., 160th Spec. Ops. Avn. Regt. (Abn.), is congratulated following his award, the Henry Q. Dunn Crew Chief of the Year.

19 – The Robert M. Leich award for sustained contributions to Army Aviation was presented to the Special Operations Aviation Training Battalion, U.S. Army Spec. Ops. Avn. Cmd. The award was accepted by unit commander, LTC Jeffery J. Bragg (left center); and its senior NCO, SGM Jay Blessing (center right).

20 – 4th Battalion, 160th Special Operations

Aviation Regiment (Airborne) is the 2013 Active Aviation Unit of the Year. Accepting the award on behalf of the unit are its commander and senior NCO, LTC Chad E. Chas-teen (left center) and CSM James D. Wilson (center right), respectively.

21 – SFC Ronald G. Latour, Co. B, 603rd Avn. Spt. Bn., 3rd Cbt. Avn. Bde., poses with his wife, Wendi, following his recognition as the Rodney J.T. Yano Noncommissioned Officer of the Year.

22 – Each day of the Summit, AAAA pro-

vided multiple buses to transport Soldiers from Fort Campbell, KY to the Opryland Hotel in Nashville, TN for the Summit. Daily buses also brought Soldiers and civilians from Redstone Arsenal, AL.

23 – Former Aviation Branch Chief and National AAAA President, MG (Ret.) Carl H. McNair, Jr., makes a personal donation for the newly established Families of the Fallen scholarship to AAAASFI President, Mrs. Connie Hansen, during the May 5th Scholarship Foundation luncheon.



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Voice



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24 – It was standing room only as key Army aviation leaders and aviation industry executives fielded questions on May 5, during a question and answer session at the Army Aviation Community Pavilion in the middle of the exhibit hall floor.

25 – BG Robert L. Marion (2nd from right), Program Executive Officer Aviation, addresses an attendee during the question and answer session in the Aviation Community Pavilion on the exhibit hall floor May 6. MG Lynn A. Collyar, commanding general of the U.S. Army Aviation and Missile Command (right) and the various aviation program managers addressed questions from the audience.

26 – BG Michael D. Lundy, commanding general of the U.S. Army Aviation Center of Excellence and Aviation Branch Chief, briefs attendees at the May 6 professional session.

27 – AAAA National Senior Vice President, BG (Ret.) E.J. Sinclair, opens the second day professional session on May 6.

28 – Former Aviation Branch Chief and currently U.S. Army Deputy Chief of Staff, G-8, LTG James O. Barclay III, makes a point during his presentation on operations in a fiscally constrained environment.

29 – 101st Airborne Division (Air Assault) Commanding General and Master Army

Aviator, MG James C. McConville, gives an Eagle 6 update at the Tuesday morning professional session.

30 – Program Executive Officer, Aviation, BG Robert L. Marion, updates attendees on the PEO portfolio during the second day professional session.



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31 – COL (Ret.) William S. Reeder, Jr., Ph.D. (right), and his escort, Dr. (COL, Ret.) Hal C. Kushner, Board of Trustees Chairman, unveil his portrait during the Army Aviation Hall of Fame formal induction dinner, May 5.

32 – The stage is set for the 2014 Army Aviation Hall of Fame induction banquet, May 5, at the Opryland Hotel, Nashville, TN.

33 – Army Aviation Hall of Fame inductee, CW5 Stephen L. Davidson, addresses the

audience following his induction. Standing behind him are (left to right) Dr. (COL, Ret.) Hal Kushner; CW5 David F. Cooper, Hall of Fame inductee and Davidson's escort; Mr. Bill Harris, AAAA Executive Director; and BG Michael D. Lundy, Army Aviation Branch Chief.

34 – LTC (Ret.) Van T. Barfoot, Jr. (right), unveils the portrait of his father, COL (Ret.) Van T. Barfoot, assisted by his escort, Hall of Fame inductee, MG (Ret.) Carl H. McNair, Jr., during the elder Barfoot's induction into the

Army Aviation Hall of Fame. Also pictured in the background is BG Lundy.

35 – Attendees enjoy the atmosphere and festivities at the Army Aviation Hall of Fame "Oscar Night" induction dinner.

36 – Members of The Originals, also known as the "Cub Club," gather for their annual reunion during the Aviation Mission Solutions Summit in Nashville.



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Support



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37 – New for 2014 at the Army Aviation Mission Solutions Summit were “Deep Dive” sessions held in exhibit hall rooms where specific focus area discussions were held with attendees participating. Here, BG Michael E. Bobeck (at podium), Special Assistant to the Director of the Army National Guard, and COL Mark W. Weiss, chief of the Army National Guard Aviation and Safety Division, facilitate a discussion on Army National Guard Aviation.

38 – Brig. Gen. Harry S. Bendorf, U.S. Air Force Retired (right), is presented the Art and Dotty Kesten Founders award by AAAA National President, BG (Ret.) Howard W. Yellen, at the Annual Meeting and Soldier Appreciation Dinner Concert May 6 for

outstanding dedication to the improvement and growth of AAAA over more than 30 years of service on the National Executive Board.

39 – AAAA National President, BG Yellen (right), presents Mrs. Judy Konitzer with the newly established AAAA Outstanding Soldier and Family Support award for her dedicated long-term support of Aviation Soldiers and their families. Also pictured is her husband, BG (Ret.) Tom Konitzer.

40 – MG (Ret.) Jeffrey Schloesser, AAAA National Treasurer, moderates a panel of senior industry executives during a question and answer session in the Aviation Community Pavilion on the exhibit hall floor May 6.

41 – Tennessee Valley Chapter president, Mr. Gary Nenninger, accepts the Top Super Chapter of the Year award from AAAA National President, BG (Ret.) Yellen.

42 – LTC (Ret.) Ed Carnes and Mrs. Kit Roache, president and secretary respectively of the Mid-Atlantic Chapter accept the Top Master Chapter of the Year award from AAAA National President, BG (Ret.) Yellen.

43 – AAAA National President, BG (Ret.) Yellen, presents the Top Senior Chapter award to Connecticut Chapter president, Mr. Douglas Shidler, and VP Programs, Mrs. Maureen Fino.



44 – Country music star, Trisha Yearwood, entertains during the Soldier Appreciation Dinner and Concert on May 6 at the Opryland Hotel.

45 – AAAA National President, BG (Ret.) Howard Yellen, addresses members and guests at the casual Soldier Appreciation Dinner and Concert on the final evening of the 2014 Army Aviation Mission Solutions Summit in Nashville, TN.

46 – Spouses toured the Grand Ole Opry and Belle Meade Plantation and Winery in Nashville on Monday and Tuesday, respectively, in conjunction with the Summit.

47 – A new initiative in this year's Summit, the Soldier Café, sponsored by Army Aviation Publications, Inc., was a popular hang-out where Active, National Guard, and Reserve Soldiers and family members with military IDs could relax and enjoy a meal at greatly discounted prices.

48 – Country music entertainer, Trisha Yearwood, meets privately with some of the 22 Wounded Warriors and their families following her concert the last evening of the 2014 Summit.

See you at next year's Army Aviation Mission Solutions Summit in Nashville, TN, March 29-31, 2015!

Thank You to All of Our Summit Sponsors!

Army Aviation Hall of Fame Induction Dinner and Soldier Appreciation Dinner Concert

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ARMYAVIATION MAGAZINE

Soldier Café



HAI-AAAA: Working Together for the Future of Vertical Flight

By Mr. Matt Zuccaro

Never has the adage “Our strength is in our unity” been more appropriate than in the relationship between Helicopter Association International and Army Aviation Association of America. This was readily apparent to me as I attended the recent Army Aviation Mission Solutions Summit in Nashville.

The mutual benefits to the membership base of each organization are obvious upon even the most cursory examination. One of the most critical concerns of the civilian helicopter industry is a shortage of experienced helicopter pilots and maintenance technicians, which is starting to affect our ability to meet market demand. On the other side of the fence, many military helicopter professionals will be getting out of the service and are wondering about the opportunities awaiting them in the civilian helicopter community.

This is where the HAI – AAAA relationship becomes valuable in facilitating the ability of each organization to assist its members in fulfilling their needs. Let us not forget that the employment aspect is only one of many ways we can assist each other. Other areas of coordinated efforts relate to safety, Fly Neighborly community relations, research and development, technology advancements, maintenance, and economy of helicopter operations.

As reported by AAAA President, BG Howard Yellen, U.S. Army Ret., in his HAI ROTOR magazine guest editorial, our joint efforts on behalf of our respective members are well under way. At the recent Army Aviation Mission Solutions Summit, HAI sponsored an industry job fair for attendees. This provided them the opportunity to meet actual helicopter operators, aircraft professionals and other employers who are currently recruiting helicopter professionals. Additionally, HAI conducted a free workshop for military personnel to assist them with the transition from military to civilian. I was also fortunate enough to serve as a member of the Summit-sponsored C-Suite Perspective Industry Panel, where I provided the current status and future projections of the civilian helicopter industry.

In terms of shared safety initiatives, HAI has been conducting safety briefings and forums for all of the Armed Services Aviation Branches and field units. Military personnel have also been included in the civilian safety forums we conduct. During these events we also take the opportunity to provide training in the area of Fly Neighborly protocols and community relations. This is a critical subject matter since we are subject to airspace restrictions and heliport constraints as a result of perceived noise impact on the communities we fly over.

In the area of research and development, HAI is current-



Helicopter Association International (HAI) teamed with AAAA to provide a job fair and seminar for attendees at the AAAA 2014 Army Aviation Mission Solutions Summit at the Opryland Hotel, in Nashville, TN, May 5-6.

ly administering a Federal Aviation Administration grant to study flight data monitoring and health usage monitoring systems. As part of this effort, HAI has engaged Army aviation organizations as a critical resource stakeholder to take advantage of existing military flight data monitoring (FDM) and health and usage monitoring system (HUMS) operations.

The benefits of this type of relationship have previously been proven via such initiatives as night vision goggle (NVG) operations. Military NVG research and implementation ultimately led to civilian NVG operations in helicopter emergency medical services and law enforcement.

When one looks at the changing protocols in both civilian and military helicopter operations, the differences between the two are starting to disappear. In some cases military helicopters are being operated utilizing the standard civilian aircraft operating and maintenance manuals. Significant maintenance activities as well as pilot and maintenance training are being conducted by civilian contractors. In recent legislative activities that affect helicopter operations, military helicopter activities are being referenced. As time goes on, it is a reasonable expectation that military and civilian helicopter operations will blend closer to each other, ultimately sharing many of the same constraints and issues.

One thing was apparent at the AAAA Summit in Nashville – both HAI and AAAA stand to benefit from a focused, coordinated, and expanded relationship. This initiative will facilitate safe, operationally efficient, economically viable helicopter operations utilizing the most advanced technology within both the civilian and military venues.

As I have noted previously, many of HAI's members and staff are former Army aviators and technicians who have successfully navigated the military-to-civilian transition, subsequently enjoying rewarding careers. Accordingly, we are committed to helping those who now wish to make that same transition into the civilian helicopter community. We need you and are waiting for you to join us.

What are your thoughts? Let me know at tailrotor@aol.com.

Mr. Matt Zuccaro is a former Army helicopter pilot and currently president and chief executive officer of Helicopter Association International, Alexandria, Virginia.

Army Aviation Association of America Scholarship Foundation, Inc.



Children and Soldiers of the 2nd Squadron, 8th Cavalry Regiment, 25th Combat Aviation Brigade, 25th Infantry Division, stop for a quick group photo during the 2-6 CAV Kiki Spur Ride to earn their spurs on Wheeler Army Airfield, Hawaii, Nov. 23, 2013.

COMBAT AVIATION BRIGADE PHOTO

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 250 other AAAASFI scholarships totaling over \$400,000 annually to members of AAAA and their families. Scholarship applications/procedures are on the AAAA website, www.quad-a.org, and must be received by 1 May 2014. Contact Deb Cavallaro, deb@quad-a.org or call 203-268-2450 with any questions.

AAAA Scholarship Foundation, Inc.

593 Main Street, Monroe CT 06468-2806 • 203-268-2450 • F: 203-268-5870 • www.quad-a.org



First Place



Second Place



Third Place

ARMY AVIATION 2013

Photography Contest Winners

ARMY AVIATION Magazine is proud to present the winners of our eighth annual photography contest. 44 qualified AAAA members, submitting 94 Army Aviation related photographs taken during CY 2013, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2014 contest. Visit the AAAA website, quad-a.org for details and submission requirements.

Bill Harris, Publisher

First Place - "10th CAB Black Hawks on the Move" by CPT Peter K. Smedberg

Headquarters and Headquarters Company, 10th Combat Aviation Brigade, Fort Drum, NY, December 4, 2013; Kabul International Airport, Afghanistan

CPT Lisa Klekowski, a UH-60M Black Hawk helicopter pilot and commander of Company C "Warlords," 2nd Battalion (Assault), 10th Combat Aviation Brigade, Task Force Knighthawk, prepares the cockpit of her aircraft prior to launching on a personnel movement mission December 4, 2013, at Kabul International Airport.

Second Place - "In for the Kill" by SGT Scott J. Tant

Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Savannah, GA, February 12, 2013; Forward Operating Base Tarin Kowt, Afghanistan

An AH-64 assigned to Task Force Brawler, 4th Battalion, 3rd Combat Aviation Brigade moves into position prior to launching a Hellfire missile at stationary ground targets in the Uruzgan valley on February 12, 2013.

Third Place - "Long Reach" by Mr. John M. Dibbs

Redmond, WA, August 26, 2013; Everett, WA

An MH-47 Chinook from the 4th Battalion, 160th Special Operations Aviation Regiment (Airborne) in flight near its home station, Joint Base Lewis-McChord, WA.

Fourth Place - "Sling Load Training" by SSG Marc R. Belo

Company A, 2nd Battalion, 135th Aviation Regiment, Colorado Army National Guard, Aurora, CO, April 12, 2013; Kuwaiti Desert

A Black Hawk from Company A, 2-135th General Support Aviation Battalion hovers over a hook-up crew from Company B, 4th Brigade Support Battalion, 4th Infantry Division, before moving supplies, and equipment, during an exercise in the Kuwaiti Desert. Both units were deployed to Camp Buehring, Kuwait.



Fourth Place



**Honorable Mention –
“Ready”**

by SPC Gagan D. Dhiman

Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Savannah, GA

January 27, 2013; Forward Operating Base Tarin Kowt, Afghanistan

AH-64 sits on the ramp mission ready at Forward Operating Base Tarin Kowt, Afghanistan.



**Honorable Mention –
“Honoring the Raiders”**

by Mr. John M. Dibbs

Redmond, WA

August 26, 2013; Everett, WA

A UH-60 Black Hawk and MH-47 Chinook from the 4th Battalion, 160th Special Operations Aviation Regiment (Airborne) fly in formation with a B-25 Mitchell bomber as used by WWII’s legendary Doolittle Raiders in a flyby to commemorate the tradition and honor of long range secret operations both past and present.



**Honorable Mention –
“Dawn Patrol”**

by CPT Bradley C. Gates

Falcon Team, Joint Multinational Readiness Center, Hohenfels, Germany

November 10, 2013; Hohenfels, Germany

A UH-72A Lakota from Falcon Team departs on a sunrise mission to observe an air assault at the Joint Multinational Training Center in Hohenfels, Germany.



**Honorable Mention –
“The Kiowa and Mount Rainier”**

by CPT Jesse A. Paulsboe

Headquarters and Headquarters Company, 16th Combat Aviation Brigade, Joint Base Lewis-McChord, WA

January 23, 2013; Joint Base Lewis-McChord, WA

An OH-58D Kiowa from 4th Squadron (Attack Reconnaissance), 6th Cavalry Regiment transits the snow-swept face of Mount Rainier.



**Honorable Mention –
“Awaiting Guidance”
by CPT Christopher W. Moskoff**

*Headquarters and Headquarters Company, 2nd Battalion, 135th Aviation Regiment, Denver, CO
January 27, 2013; Prince Hashim Royal Base, near Amman, Jordan
SSG Marc Belo awaits further guidance while loading a Task Force Blackjack (Forward) UH-60 Black Hawk onto a U.S. Air Force C-17 Globemaster.*



**Honorable Mention –
“Task Force Brawler in Action”
by SGT Scott J. Tant**

*Headquarters and Headquarters Company, 4th Battalion, 3rd Combat Aviation Brigade, Savannah, GA
January 18, 2013; Forward Operating Base Tarin Kowt, Afghanistan
Six UH-60 Black Hawks and two CH-47 Chinook helicopters assigned to Task Force Brawler simultaneously launch a daytime mission from multinational base Tarin Kowt, Afghanistan.*



**Honorable Mention –
“Hoisting a U.S. Navy Diver”
by MAJ Randall M. Stlinger**

*Headquarters and Headquarters Company, 36th Combat Aviation Brigade, Keller, TX
October 10, 2013; Arabian Gulf
Soldiers from Company C (MEDIVAC), 2nd Battalion, 238th Aviation Regiment, 36th Combat Aviation Brigade conduct hoist training during Helocast operations with U.S. Navy divers in the Arabian Gulf.*



**Honorable Mention –
“Quenching the Thirst”
by MSG Paul R. Wade**

*California Military Department Public Affairs, Sacramento, CA
August 29, 2013; Near Yosemite, CA
California Army and Air National Guard pilots from the 1st and 3rd battalions of the 140th Aviation Regiment, based at Los Alamitos, Stockton and Mather, and the 129th Rescue Wing, out of Mountain View, drop water from their UH-60 Black Hawks and HH-60 Pave Hawks to help contain the Rim Fire around Yosemite National Park in August, 2013.*

28th Combat Aviation Brigade Hosts 55th Annual Aviation Ball

By SGT Neil Gussman and CPT Israel Miller



SPRINGFIELD COURTESY PHOTO BY OPT USMC WALTERS/STEELE GOSWAMI



After one of the worst winters in decades, Spring finally arrived in Central Pennsylvania. On a beautiful Saturday evening in late March, more than three hundred aviation soldiers and their guests gathered at Hershey Lodge, Hershey, PA for the 55th Annual Aviation Ball.

In the last decade, the 28th CAB was involved in numerous deployments in support of overseas operations. Because of this high operational tempo and the versatility of the brigade, it is a rarity to have all of the units present for an event. In 2009-2010 the entire brigade deployed to Iraq, providing aviation support for all of southern Iraq, from south of Baghdad, to Basra to Kuwait. In 2012, the Johnstown-based 1-104th Attack Reconnaissance Battalion deployed to Afghanistan followed by two flight companies and a MEDEVAC detachment of 2-104th General Support Aviation Battalion.

Since the last aviation ball, each of the battalions within the brigade welcomed a new commander. Also, in January 2014, COL John Kovac took command of the 28th CAB replacing COL David Wood who became the State Army Aviation Officer.

The guest speaker for the evening, BG Wilbur Wolf, III, Assistant Division Commander – Maneuver, 28th Infantry Division, spoke about the challenges facing the 28th CAB and all National Guard units in an era of military cutbacks.

To close the formal ceremonies for



the evening, five new members were inducted into the Order of St. Michael. Following a tradition he established as a battalion commander, COL Kovac dubbed each inductee with a ceremonial sword. Then, six women were received into the Order of Our Lady of Loreto, a parallel program to the order of St. Michael to honor spouses and other

supporters of Army Aviation. The Army Aviation Association of America helped subsidize the event through its Keystone Chapter.

CPT Israel Miller is the Public Affairs Officer and SGT Neil Gussman the Public Affairs NCO for the 28th Combat Aviation Brigade, Pennsylvania Army National Guard.



1. More than 300 soldiers and their guests attended the 55th Annual Aviation Ball, hosted by the 28th Combat Aviation Brigade, Pennsylvania Army National Guard.
2. COL John Kovac, commander of the 28th CAB, welcomes soldiers and guests to the 55th Annual Aviation Ball, hosted by the brigade and partially funded by AAAA.
3. Michael Beaver receives the Pennsylvania Meritorious Service Medal from COL John Kovac for his support of outstanding service to Pennsylvania National Guard soldiers and their families from January 2010 to December 2012.
4. The 28th CAB Soldier and NCOs of the Year are introduced by the 28th CAB Commander. Front row, l to r: SGT Ryan Fuller, NCO of the Year, 1-104th Attack Reconnaissance Battalion; SGT Christopher Sterner, NCO of the Year, 1-104th ARB; and SPC Sarah Mosso, Soldier of the Year, 1-104th ARB. Standing behind them are (l to r) SGT Samantha Steinmetz (at podium), HHC, 28th CAB; CSM Dell Christine, brigade senior NCO; and COL John Kovac, 28th CAB commander.
5. Pennsylvania Army National Guard Aviation Senior Leaders: left to right, COL David Wood, State Army Aviation Officer; COL Robert Allison, Commander, Army Aviation Support Facility 1; and BG Timothy Hilty, Director of Joint Staff, Pennsylvania National Guard.
6. Five members were inducted into the



7. Six women were inducted into the Honorable Order of Our Lady of Loreto at the Aviation Ball. From left: Evelyn Bale, Randi Lippy, Lisa Wood, Tamara Patrick, Michelle Johnson and Kathy Kling.

8. COL Kovac, presents the Iron Eagle Award to COL David Wood, former commander of the 28th CAB from December 2009 to January 2014.
9. The 28th CAB Color Guard brings the formal ceremonies to a close. From left: SPC Samuel Edwards, PFC Brandon Nelson, SGT Samantha Steinmetz, SGT Bradley Meloy, and SGT Jordan Bannister.



Research and Development for Army Aircraft Communications and Electronics:

Past, Present, Future

By Charles V. Maraldo Jr.

The Communications-Electronics Research, Development and Engineering Center's (CERDEC) Flight Activity has the mission to support a broad spectrum of aviation related projects in support of the advancement of command, control, computers and communications and intelligence, surveillance and reconnaissance (C4ISR) technologies. The need to get technology in flight and into its intended environment early in the development cycle is evident. Whether a new type of antenna, a heliborne Electronic Warfare system, or a sensor technology destined for use on a fixed-wing aircraft, the CERDEC Flight Activity must be able to support it all.

The CERDEC Flight Activity is a

division of CERDEC's Intelligence Information Warfare Directorate (I2WD). The government staff includes approximately 30 CERDEC employees from I2WD. Also on site are employees from CERDEC's Space and Terrestrial Communications Directorate, Command Power and Integration Directorate, and Software Engineering Directorate, and the Communications-Electronics Command (CECOM).

In the Beginning

In March 1918, six Curtiss JN-4D Jennies arrived at Camp Alfred Vail, later renamed Fort Monmouth, in New Jersey. By May 1918, these aircraft were supporting development and test-bed activities related to airborne communications and navigation. As soon as the Army started using aircraft for reconnaissance and scout duties, the problems of air-ground communications and radio navigation needed to be addressed. Just like today, new technology for airborne applications had to be flown on the proposed aircraft in order to gain confidence in its proper performance and to ensure it operated as intended in an airborne environment.

The Army stood-up its first airborne test-bed for communications and electronics integration and flight test capability in 1918 at Ft. Monmouth to conduct this type of research and de-

velopment. Although there have been several breaks when the Army assigned airborne communications and navigation development elsewhere in the country, those six sturdy biplanes represent the historical lineage associated with the current CERDEC Flight Activity (CFA). Through the first half of the 20th century, the mission of the flight detachments assigned to Ft. Monmouth varied. However by the early 1950s, the need for a consolidated organization centrally located near Ft. Monmouth was obvious, and the Army established the Signal Corps Aviation Center at a commercial airfield in New Jersey. In 1963, the Signal Corps Aviation Center moved into Hangar 5, constructed in 1943, at what was then the U.S. Navy Air Engineering Station in Lakehurst, NJ. Despite name changes, the center of aviation support for C4ISR technology advancement has remained headquartered in the huge wooden hangar

development. Although there have been several breaks when the Army assigned airborne communications and navigation development elsewhere in the country, those six sturdy biplanes represent the historical lineage associated with the current CERDEC Flight Activity (CFA).

Through the first half of the 20th century, the mission of the flight detachments assigned to Ft. Monmouth varied. However by the early 1950s, the need for a consolidated organization centrally located near Ft. Monmouth was obvious, and the Army established the Signal Corps Aviation Center at a commercial airfield in New Jersey. In 1963, the Signal Corps Aviation Center moved into Hangar 5, constructed in 1943, at what was then the U.S. Navy Air Engineering Station in Lakehurst, NJ. Despite name changes, the center of aviation support for C4ISR technology advancement has remained headquartered in the huge wooden hangar



New CERDEC Hangar – perspective view looking Northeast at Joint Base McGuire-Dix-Lakehurst, NJ.

to this day; however, within a couple years that will change.

Built of wood during WWII to house U.S. Navy blimp squadrons for coastal maritime patrols and one of the largest single-arch structures in the world, Hangar 5 has been deteriorating and the Army determined a need for a new CERDEC Flight Activity headquarters to ensure its core mission could continue unabated. To that end, the U.S. Army Corps of Engineers recently awarded a \$42 million contract for the construction of a 107,000 square foot aviation facility that includes approximately 63,000 square feet of modern, heated hangar floor space in two large bays, and more than 43,000 square feet of lab, office, shop and maintenance space.

The ground breaking for the new facility was held within a half mile from the current hangar at Joint Base McGuire-Dix-Lakehurst (JBMDL).

April 11, 2014 and will be ready for occupants in 2016. The bulk of CFA staff will move into this state-of-the-art facility, which will be dedicated to the advancement of aviation related C4ISR programs. Having a government run, highly-skilled workforce that can support integration and experimentation across multiple programs, allows the cross fertilization of ideas and lessons learned across multiple projects.

The CFA has built upon extensive government investments made to it during the last 50 years. The hangar will allow for the continued work conducting integration for all types of electronic systems destined for use on aviation platforms and allow for the maintenance and operations of the aircraft assigned to the CFA to be done safely and efficiently. This breadth of mission capability all in one location allows for the maximum efficiency of resource usage, which is crucial in the current fiscal environment.

Accomplishing the Mission

The CERDEC Flight Activity operates a fleet of aircraft maintained in strict accordance with Army Standards. The fleet includes three UH-60 Blackhawks including a UH-60M, several UH-1 aircraft, a UV-18 Twin Otter fixed wing aircraft and two C-12 type aircraft. The CFA has ready access to all of the resources required to accomplish a broad mission set due to its location. Whether it is overflight of targets on the ground, stand-off flights executed in restricted airspace over the



From left to right – Robert Locklear, staff member to NJ Senator Bob Menendez; CERDEC I2WD Flight Activity Director Charles Maraldo; CERDEC Associate Director Robert Zanzalari; NJ Third District Congressman Jon Runyan; RDECOM Director Dale Ormond; CERDEC I2WD Director Henry Muller; NJ Fourth District Congressman Chris Smith; and Army Corps of Engineers, New York District Commander COL Paul Owen break ground at the CERDEC Flight Activity Hangar groundbreaking ceremony at Joint Base McGuire-Dix-Lakehurst April 11. The hangar is scheduled to be completed in early 2016.

Atlantic Ocean, or low level rotor-wing aircraft missions over the vast New Jersey Pine Barrens, these scenarios can be accomplished from the single location at the country's only Tri-Service Joint Megabase.

Due to JBMDL's unique location, MG Fred D. Robinson, Jr., then commanding general of the U.S. Army Research, Development, and Engineering Command (RDECOM), signed a memorandum to exempt the CFA from the 2005 Base Realignment and Closure Act, which moved CERDEC's Ft. Monmouth activities to Aberdeen Proving Ground, MD in 2011 after the base closed. In it Robinson stated, "The CFA's requirements cannot be met at Aberdeen Proving Ground (APG). Specifically, the capabilities provided by the Lakehurst NAES [Naval Air Engineering Station] footprint (to include the contiguous area of Lakehurst, Ft. Dix, and McGuire AFB, plus the Pine Barrens Test Area, the Warren Grove Bombing Range, and within the restricted Warning Area over the Atlantic Ocean) cannot be replicated at APG and its environs." In addition to the contiguous 20-mile-wide area of JBMDL, the CFA manages the test-bed activities in support of the Program Manager, Sensor-Aerial Intelligence (PM S-AI) and PM Fixed Wing that supports development of sensor and communications capabilities for the Army fixed wing intelligence, surveillance and reconnaissance fleet.

The CFA works closely with other CERDEC elements and takes advantage of the facilities and resources at APG. The cohesive test environment

across location boundaries allows the CFA to integrate systems and perform modifications at the JBMDL facility; base and execute missions in the aforementioned environment and via robust networking capability; and connect to the Systems Integration Lab environments established in APG just as it did when the CERDEC was at Ft. Monmouth. Additionally, the CFA mission will take advantage of Phillips Army Airfield at APG where aircraft can be taken for evaluation, demonstration or display purposes, and not have to replicate the capabilities and investment already made at the CFA at JBMDL.

The CFA also partners with the CERDEC's Night Vision & Electronic Sensors Directorate (NVESD) Flight Activity at Davison Army Airfield in Virginia. CFA and CERDEC NVESD Flight Activity have constantly demonstrated an efficient business model by cooperating and sharing resources such as contracts, Army civilian pilots, aircraft, facilities and airworthiness release boards.

As the CERDEC Flight Activity continues moving its mission forward, it will be poised to provide another several decades of top-notch aviation support and expertise in its new facilities while teaming with the other Army aviation organizations throughout the Army in providing the maximum benefit to the U.S. Army Warfighter.

Charles V. Maraldo Jr. is the director of the U.S. Army Communications-Electronics Research, Development, and Engineering Center Flight Activity located at Joint Base McGuire-Dix-Lakehurst, NJ.



2014 Summit Chapter Highlights

By LTC (Ret.) Jan S. Drabczuk



Chapter presidents and secretaries convene with National Vice President for Chapter Affairs, LTC (Ret.) Jan Drabczuk on May 6 during the 2014 Army Aviation Mission Solutions Summit in Nashville, TN.

Last month, those of you who attended, saw a new format for our annual convention, now called the Army Aviation Mission Solutions Summit. It was shortened by one day and saw the roll out of our new AAAA branding; Network, Recognition, Voice and Support. Another first was a digital conference app for those that keep up with technology. The conference had over 7,500 attendees with most chapters represented. Highlight was the Soldier Appreciation Concert with Trisha Yearwood.

chapter growth, scholarships and the yearly summit. Turnout was great and we were able to have a good discussion at the chapter level. All four chapter size categories were represented. Items covered were; national support, better outreach, annual chapter activities report, chapter of the year, chapter monthly magazine article, member recognition and 2015 summit ideas.

Individual chapter discussions were quite robust. Some highlights were discussions on how to submit the proper level OSM, a possible chapter mentor protégé program, chapter training, chapter affiliation membership and more National Level sponsored events. We had a great feedback and now will look at executing improvements to support our chapters.

Top Chapters

Three of our chapters were recognized at the Summit. Chapters achieving Top Chapter of the Year status for 2013 were Tennessee Valley Chapter, Huntsville, Alabama as the Top Super Chapter (over 750 members), Mid-Atlantic Chapter the Top Master Chapter (301-750 members) and the Connecticut Chapter, Stratford, Connecticut as the Top Senior Chapter (101-300 members). There was no Chapter identified as Top AAAA Chapter (100 members and below).

Chapter Statistics

We presently have 70 active chapters in 4 categories. 174 chapter events were submitted to AAAA National in 2013. Events have been grouped into five categories: Meetings, Golf, Fund Raisers, Runs and Special Events. To date for 2014 the NEG has funded \$69,750 to support 26 events for 21 chapters. The AAR process continues to improve, and we are now able to track activities better at the chapter level. We continue to recognize our members. Last year 38 chap-

ters submitted 508 OSM's. Scholarships still are a big push at the chapter level. The TVC chapter leads the group with 36 scholarships, but most chapters have some level of scholarship participation.

Outreach

One of the biggest goals for the National Executive Group (NEG) is better chapter outreach. Members of the NEG have reached out either visiting, by phone or email to 100% of chapter officers. Chapter magazine articles continue to highlight individual chapters. In May we published the first ever Chapter Directory in the April/May *ARMY AVIATION* magazine. Responses were received from 62 of our 70 chapters. Chapter of the year submissions and chapter activities reports continue to be a problem. We are working a new process to improve this area.

Chapter Presidents and NEB Meeting

A Chapter Presidents session was held at the Summit to discuss AAAA National support for chapter activities,

Looking Forward

Next year our Summit will be back in Nashville. It will be a bit earlier next year – the last week of March. Before you know it the year will pass. We need any feedback from our membership on how to improve our summit and most importantly how to improve our chapters. As I have stated before, each chapter is different. Some have units deployed, some are predominantly military, some mostly contractors. The one goal in common, is that we all support Army Aviation, the soldier, military families and the local community.

We have seen some super rebirth in chapters this year. Leadership continues to be the driving force in distinguishing our best chapters. Feel free to contact me if you need help for your chapter. I can be reached at jan.drabczuk@quad-a.org. I look forward to working with you and supporting AAAA.

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



Mid-Atlantic Chapter



Mid-Atlantic Chapter supported the groundbreaking ceremony for the Communications Electronics Research, Development, and Engineering Center (CERDEC) Flight Detachment new hangar at Joint Base McGuire-Dix-Lakehurst, NJ on April 11, 2014. Pictured are (left to right), **Mrs. Kit Roache**, secretary; **Mr. Kevin O'Brien**, VP Programs; **LTC (Ret.) Ed Carnes**, president; **CW4 Douglas E. Walters**, Sensors-Aerial Intelligence Product Management Office; **Mr. Joe Holt**, former CERDEC Flight Detachment commander; chapter and AAAA Cub Club member, **LTC (Ret.) Tom McNamara**; **Mr. Frank Cansler**, chapter member; and **Mr. Jack Klubnick**, VP Membership.

Oregon Trail Chapter



CPT Mike Bokma, Co. A, 2-641st Avn. Regt., Oregon Army National Guard, stands with his winnings from the Oregon Trail Chapter Texas Hold'em Tournament and Crab Feed Dinner March 7, 2014 at the Salem Elks Lodge, Salem, OR. Held to boost membership, AAAA National helped fund the dinner/tournament which was free to all seven new AAAA members and the Chapter was able to break even.

Savannah Chapter



The Savannah Chapter met on May 13, 2014 to vote on a new chapter logo, and usher in new

initiatives for the chapter's future to include several fund raising activities. The meeting on Hunter Army Airfield included chapter members from 3rd Cbt. Avn. Bde., 160th Spec. Ops. Avn. Regt. (Abn.), 224th Mil. Intel. Bn. (Aerial Exploitation), and the Georgia Air National Guard. The winning logo represents the spirit of Savannah and its rich history with Army Aviation, according to **CPT Christopher Bowen**, Headquarters and Headquarters Company, 2nd Bn., 3rd Avn. Regt. who was declared winner of the design contest. Bowen said the spirit of Savannah is represented first by the fountain in Forsyth Park in the center, and secondly by the Talmadge Memorial Bridge, showing Savannah as a city of progress.

Tennessee Valley Chapter



Dan Skabialka shows his 6.02 lb. catch that netted him big bass honors as the Tennessee Valley Chapter Spring Bob Vlasics Classic Bass Tournament at Goose Pond Marina, Scottsboro, AL on Saturday, April 5, 2014. The tournament registered 33 boats. Those that led the way in the tournament: Ed Overmyer and Britt Perry weighed in 19.53 lbs to capture 1st place; John Frasier and David Forston weighed 19.27 lbs to finish 2nd; Taylor Vinson and Matthew Sherman weighed 17.57 lbs to finish 3rd; Quintin Thompson and Ricky Kleager weighed 12.52 lbs to finish 4th; and Gary Brown and Darren Gero weighed 11.47 lbs to finish 5th.

Three to go to Aviation Challenge Camp



TVC chapter president, Gary Nenninger (left) and Chip Carter (right) VP Scholarships, awarded scholarships to (l to r) **Abigail Carter**, **Kiah Warner**, and **John Higgs** for the U.S. Space and Rocket Center's Aviation Challenge Camp

in Huntsville, AL. The annual program requires each applicant to write a 1 page essay and be recommended by their teachers or other adults for this opportunity to learn more and experience Army Aviation in practice. Aviation Challenge is a military-style program for middle school students that uses simulated, realistic combat scenarios while teaching pride, professionalism and leadership.

Order of St. Michael and Our Lady of Loreto Awards

AAAA National



CW5 (Ret.) Mark A. Grapin (second from right) is inducted into the Gold Honorable Order of Saint Michael by past AAAA National President, MG (Ret.) Carl H. McNair, Jr. (center) during a dinner on April 10, 2014 at the Hilton Washington Dulles Airport, Herndon, VA. The former AAAA National Vice President and Scholarship Foundation Governor, was recognized on the occasion of his retirement with more than 30 years of service for his long-term support of Army Aviation and significant contributions to the growth of AAAA. Celebrating with Grapin is (from left to right) CW5 Dean E. Stoops, Command Chief Warrant Officer for the State of Kentucky; CW4 (Ret.) John "Jack" Du Teil, executive director of the U.S. Army Warrant Officers Association; McNair; Grapin; and CW5 (Ret.) William R. Halevy.



LTC (Ret.) Paul J. Fardink is inducted into the Silver Honorable Order of Saint Michael by AAAA National President, BG (Ret.) Howard Yellen during the AAAA National Executive Board luncheon at the Army Aviation Mission Solutions Summit on May 4th with his wife, Cheryl, by his side. Fardink was recognized for his outstanding consistent support of the Army Aviation community and AAAA as a consultant and author. Subsequent

OSMs continued on next page



to his induction, Fardink received the prestigious American Helicopters International Bernie Lindenbaum Award for Best Historical Paper for his paper, **Glenn Hammond Curtiss and the Aerial Experiment Association and the John Newton Williams' Helicopter of 1908.**



APR PHOTO BY FRANK BIEZ

AAAA National President, BG (Ret.) Howard Yellen inducts **Mr. Peter Martin**, founder, president, and chief executive officer of Ameripack Corp., as a Knight of the Honorable Order of Saint Michael during the Scholarship Foundation luncheon at the Army Aviation Mission Solutions Summit on May 5th for his above-and-beyond support of AAAA and the Foundation.

Iron Mike Chapter



CW5 Michael Yeager, U.S. Army Special Operations Aviation Command (USASOAC) G3 Aviation Foreign Internal Defense (AvFID) Team Leader, is inducted into the Bronze Honorable Order of Saint Michael, by USASOAC deputy commander, COL Dean Heitkamp at Fort Bragg, NC on Mar. 31, 2014. Yeager was recognized for his outstanding support of the Army Aviation community.

**AAAA Members
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On Facebook, LinkedIN, and YouTube search for Army Aviation Association of America.

Mid-Atlantic Chapter



Mr. Kevin O'Brien (second from right), VP Programs for the Mid-Atlantic Chapter, is inducted into the Silver Honorable Order of St. Michael at a Chapter dinner in Nashville May 3rd by National President, BG (Ret.) Howard W. Yellen (right), chapter president, LTC (Ret.) Ed Carnes (left) and COL Dean Hoffman, Product Manager, Sensors for Airborne Systems.

North Country Chapter



CHAPTER PHOTO BY COL. PETER SNYDER

10th CAB commander, COL David J. Francis, inducts 6th Sqdn., 6th Cav. Regt. Executive officer, **MAJ Andrew J. Dial**, into the Bronze Honorable Order of Saint Michael during the 10th CAB Ball in Alexandria Bay, NY on March 21, 2014. Dial was recognized for outstanding performance as Task Force Phoenix XO during Hurricane Sandy Relief and road to war for OEF XIV and XO for 6-6th Cav. during its transition to ULO METL.



CHAPTER PHOTO BY COL. PETER SNYDER

CSM Peter J. Garretson III, senior noncommissioned officer of 3 Bn., 10th Cbt. Avn. Bde., is inducted into the Bronze Honorable Order of Saint Michael by 10th CAB commander, COL David J. Francis during the 10th CAB Ball in Alexandria Bay, NY on March 21, 2014. Garretson was recognized for his 26 years of dedicated support to Army Aviation on the occasion of his

PCS to Joint Base Langley-Eustis where he will serve as the command sergeant major for 1st Bn., 222nd Avn. Regt., 128th Avn. Bde.



CHAPTER PHOTO BY COL. PETER SNYDER

COL David J. Francis, 10th CAB commander, inducts 1st Bn., 10th CAB senior noncommissioned officer, **CSM David R. Paul**, into the Bronze Honorable Order of Saint Michael during the 10th CAB Ball in Alexandria Bay, NY on March 21, 2014. Paul was recognized on the occasion of his retirement with more than 31 years of service for his outstanding support of training during the fielding of the MH-60 Blackhawk (with 160th SOAR), trainer as a CSM in the school house, and training reservists mobilizing for deployment. He will be moving to Florida.

Savannah Chapter



3RD CAB PHOTO BY PACT

CSM James P. Snyder, command sergeant major for 3rd Combat Aviation Brigade, is inducted into the Silver Honorable Order of St. Michael by COL John D. Kline, 3rd CAB commander, in Savannah, GA March 28.



PHOTO BY OPT. DARRIN BUE, 3RD CAB PHOTO BY APFMS

MSG James C. Finney, **CSM Daryle W. Pilkinton**, and **MAJ Jason S. Raub** are inducted into the Bronze Honorable Order of St. Michael by COL John D. Kline, commander, 3rd Combat Aviation Brigade commander, on Hunter Army Airfield April 9.



The Membership Corner

This month I'd like to introduce another new member, Mr. Bob Fuller. While Bob is new to AAAA, he is definitely not new to aviation. He possesses an Airline Transport Pilot ticket and is Rotorcraft qualified. He is a Certified Flight Instructor - Rotorcraft Helicopter & Instrument Instructor (ATP, CFI, and CFII). He has type ratings in the Bell Helicopter 206, B737, ERJ-170, and ERJ-190. He is also an Advanced Instrument Instructor. Bob has logged more than 11,000 flight hours.

However, he took "the road less traveled." Bob enlisted in 1976 in the U.S. Marine Corps. He was commissioned via the Enlisted Commissioning Program in 1978 as an Infantry Officer at Camp Lejeune, NC where he served until 1980 when he was accepted to flight school. Upon graduation Bob was detailed as an A-4M attack pilot at VMA-214, the Blacksheep, in El Toro, CA. He quickly impressed the squadron and was assigned as Weapons & Tactics Instructor (WTI) in 1982.

He said the A-4 was a great airplane and a pilot's jet. There was absolutely no automation – you had to hand-fly it. It taught A-4 pilots a great deal about planning, execution & weapons delivery. Bob also said, "It was a great dogfight aircraft too!" He later became an A-4 Flight instructor at Pensacola, FL. It was here that Bob requested and was granted an inter-service transfer to the U.S. Navy and received an A-6 transition and assignment to VA-85, aboard the USS America where he flew combat missions in support of Desert Shield and Desert Storm. He became an instructor pilot at Oceana NAS, VA. Bob said the A-6 was a pilot's jet.

We've all heard the saying that the apple does not fall far from the tree. Truer words cannot be spoken about Bob and his father Byron. The senior Fuller entered the U.S. Navy in 1945 and graduated USN Academy in 1951. He went to flight school and was an A-4 Squadron Commander in 1967. Byron was shot down over North Vietnam and was a Prisoner of War for 5 ½

years of which 2 ½ years were in solitary confinement. After repatriation he commanded at all levels including a carrier and carrier battle group. Bob said his father is 86 years old and still going strong!

Bob served with the Navy for 10 years before he retired. One of his proudest accomplishments is having been in flying assignments for 17 of his 20 years of service! He wasn't done flying though. He was hired at Delta and flew with them for more than 10 years before retiring again.

Today he is a business development professional with AEgis Modeling and Simulations providing services and technologies. His colleagues are all members of AAAA's Central Florida Chapter and they encouraged him to join.

"This is a very active chapter. Their monthly meetings are well attended," Bob said. He described last month's chapter barbeque as "...nothing short of awesome"! When asked why he joined AAAA he explained that aviation is a small world and everyone has shared experiences. "Besides," he said, "It's always great to gather with aircrews and talk about flying, whether they are land based or carrier qualified."

Bob Fuller belongs to another aviation organization, called the Tailhook Association. They are a non-profit organization, recognized as the premier supporter of the aircraft carrier and other sea-based aviation. Bob assured me things have changed since 1991. Like AAAA, they have a scholarship program and yearly gatherings. There



CPT Bob Fuller

are professional development discussions and panels; one in particular that caught my attention was the Flag panel. Bob explained it's make up is entirely Flag officers. There is a microphone in the middle of the audience where you can stand, be recognized and ask your question without fear of retribution. He said questions range from tactics, techniques, and procedures (TTPs), to aeromedical, to maintenance procedures, to fielding new equipment, to fleet operations. This is not a chance to stump the admiral; rather, it's an opportunity to ask a burning question or get clarification on an issue. If the "Flags" don't know the answer they call the person that does know immediately; almost all questions are answered before the end of the session. Finally, the questions are self-critiquing – that is the audience will unmercifully boo the questioner that is not respectful or just asks a dumb question.

As one of our newest members, Bob Fuller brings a wealth of aviation experience to the Central Florida chapter and to AAAA. Bob, thank you for all your service; we're very glad to have you on board with AAAA as we continue to Support the Army Aviation Soldier and Family.

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



New Life Members

CW3 Scott J. Bostic
 LTC Boyce B. Buckner, Ret.
 George L. Castle
 LTC Charles C. Cook
 COL Lynn Verne Coriell
 1SG Harold L. Empett, Ret.
 MAJ Matthew P. Fix
 COL William W. Fraker, Ret.
 Kent Hulse
 CSM James M. Kampsen
 CW3 Patrick Conan Kelly
 CW4 Lawrence K. Kylman
 CW4 Joseph R. Lanflois Jr.
 CW3 Robert M. Lyon
 Travis Massa
 CPT William J. Miller, Ret.
 LTC Anthony Nieto, Ret.
 LTC Stanford Oliver, Ret.
 CSM Robert D. Parmer
 CPT Teresa M. Parrotta
 COL Curtis D. Potts, Ret.
 MSG Samuel Richards, Ret.
 Edward L. Rose Jr.
 LTC Ken Smith
 MAJ Stephen T. Smith
 MSG David L. Terry, Ret.
 MAJ John VanBuskirk, Ret.
 MAJ Patrick E. Wade Jr.
 LTC David G. Wildes, Ret.
 COL Kenneth A. Wheeler
 CPT Trevor C. White

New Members May 2014

Air Assault Chapter
 1SG Robert Armstrong
 SGM Jay Blessing
 SSG Colby Borgeson
 CW5 Matthew Brown
 SPC Derek J. Burge
 MAJ John Collins
 1LT Elizabeth Connors
 SFC Joseph Crutchfield
 CW3 Foster Edwards
 CW5 William Ferguson
 Mitzie L Forrest
 SSG Jorge Fournier
 SFC Ryan Freese
 SFC Michael A. Fuller, Ret.
 SPC Jordan J. Garibaldi
 SPC William Greenwood
 1SG Thomas Floyd Hale
 SGT Michael A. Harris
 SPC Randall A. Hodge
 MAJ Kyle Hogan
 SFC Chad A. Hostetter
 SSG Niki J. Jones
 CW4 Roby Jorstad
 SGT Robin Glenn Kempton
 CW2 Jason Kidd
 CW2 Aaron Lewis
 SPC Sam R. Libke
 CW5 Gary Linfoot, Ret.
 CPT Bryan Mathena
 SGT Chase O. McGuire
 PFC Melvin A. Medina
 SFC Matthew Meyers
 SGT Seth G. Mix
 CW3 Joseph Morra
 MAJ Christopher Morton
 CPT Samantha Muchmore
 SPC Mikal D. Murray
 SPC Anthony R. Neirouz
 SSG Claiborne Norman
 SPC Jesse Olson
 SPC Michael E. Olson

SSG James Pelkey
 SSG Dave Powell
 1LT Eric Sapyta
 SPC Christopher J. Schade
 SPC Christopher D. Schrack
 SSG John C. Slough
 SGT Amanda L. Smith
 MSG Jason Lee Smith
 MAJ Adam Soto
 SGT James A. Starnater
 CW4 Thung Thepsiri
 SPC Conrad R. Tschogl
 PFC Brandon J. Vorhees
 CPT Christopher Wardlaw
 1SG Devon M Weber
 CW4 Brad Yeager
Aloha Chapter
 1LT Jennifer MacGibbon
 1LT Lara Stack
 MAJ Altwan Whitfield
 SFC Marvin Whitney
Arizona Chapter
 Donald Eugene Brubaker
 LTC Jonathan Gass
 MAJ Luke Schmidt, Ret.
 Thomas Smith
Armadillo Chapter
 CW3 Dustin Lee Mortenson
 CW2 Steven Ramos
 CW4 Randall J. Smith, Ret.
Aviation Center Chapter
 WO1 James R. Adams
 WO1 Michael R. Aldridge
 2LT Dustin E. Allard
 2LT Gabriel J. Almonte
 2LT Kevin C. Alsbro
 2LT Matthew M. Angelo
 David Arnold
 1LT Christopher C. Aultman
 CW4 Keith Barker
 2LT Kathryn E. Bauchpies
 CW4 Scott A. Bean
 WO1 Bruce J. Beideman
 2LT Jeremy D. Bowling
 WO1 Michael T. Brasfield
 SFC Marvin Brown, Jr.
 WO1 Spencer D. Bush
 WO1 Chase G. Carney
 WO1 Matthew A. Chaney
 SFC Shane E. Cook
 WO1 Joseph C. Copley
 Donna Crawford
 2LT Nathaniel D. Cumming
 WO1 Matthew A. Davis
 SSG Christopher Delancey
 WO1 Kevin J. Deveau
 2LT Brett A. Donahoo
 WO1 Nathan A. Dooley
 WO1 Walter N. Eiman
 WO1 Bryce A. Ernst
 CW4 Chad Fenner
 WO1 Trevor J. Fox
 WO1 Andrew M. Gehling
 2LT Kaleb A. Gilmore
 WO1 Steven J. Gnau
 WO1 Timothy D. Govea
 2LT Alexander D. Green
 WO1 Zachary A. Gurtner
 CW3 Russell C. Harris
 2LT Matthew S. Harris
 2LT Brian A. Harris
 WO1 Samuel T. Harvill
 WO1 Matthew C. Haynes
 SFC Edgardo Hernandez
 LTC Michael Higgenbotham
 2LT Joshua M. Holcombe
 WO1 Shawn M. Holland

1LT Andrew W. Hollen
 SFC Michael D. Holmes
 1LT Matthew M. Holmes
 WO1 Jason C. Honeycuh
 2LT Peter J. Kamisars
 2LT Nickolas T. Kopacka
 2LT Adam F. Kruse
 2LT Benjamin J. Krzeczowski
 CPT Steven Kuhni
 WO1 Nate A. Lamb
 WO1 Luis A. Lazu
 CW5 Steven Lott
 1LT Derek J. Marchant
 WO1 Jordan B. McCoy
 2LT Collin McDermott
 James W. Miller, Ret.
 WO1 Dustin A. Moll
 WO1 Timothy A. Moore
 WO1 Michael S. Newgard
 WO1 Samuel T. Nielsen
 WO1 Jason A. Nolda
 WO1 Adam L. Nyitray
 WO1 Nathan R. O'Donnell
 CW3 Shawn Paris
 WO1 Matthew L. Plicque
 WO1 Joseph L. Pradillo
 2LT Daniel E. Prior
 2LT Jeff A. Pruett
 2LT Ronald L. Ramsey
 WO1 Colin A. Ravenscraft
 2LT Matthew L. Rawlings
 2LT Daniel P. Roberts
 2LT Joshua M. Robinson
 WO1 Kaitlyn E. Rose
 WO1 Paul E. Schroader
 WO1 Wiley Seals
 1LT Robert M. Shapiro
 Noel A. Shorts
 WO1 Leif A. Skindrud
 WO1 Gregory T. Smithson
 2LT Lacey L. Sovern
 WO1 Nathaniel J. Strand
 2LT Christopher J. Sullivan
 WO1 Joshua R. Thompson
 COL Garry Thompson
 SSG Daryl Timothy
 2LT Christopher J. VanSlyke
 2LT Chase P. Vara
 WO1 Christopher Walaszek
 WO1 Jeffrey R. Wells
 CPT Dwayne Young
 2LT Ryan E. Zimmerman
 2LT Kevin A. Zuniga
Badger Chapter
 SPC Nicole M. Allman
Bavarian Chapter
 SPC Chad M. Anderson
 CW4 Thomas Paul Berglund
 CW4 Malcol McCutcheon
 MAJ David Morgan
Black Knights Chapter
 CDT Domenic Casinelli
 CDT Craig Fentress
 CDT Peter McClain Marx
 LTC Juan Vega
 CDT William S. Viana
Central Florida Chapter
 LTC Thomas Atkinson, Ret.
 William T. Brennan
 Damon F. Curry
 CAPT Rick Easton, Ret.
 Robert A. Heinlein
 Andrew M. Hutton
 Karl Pisarik
 Richard T. Plenge
 Janio R. Sanchez
 Michael Schmid

CAPT Charles Allen Tennant
 Chris C. Wanitshka
 Christopher Worrell
Colonial Virginia Chapter
 Joseph Bonish, III
 Chris Burgess
 SGM Christopher Coolbaugh
 SFC David Hood
 CW3 Daren N. Johnson
 SFC Steven Reynolds
 CW5 Lynwood Todd Saville
 SSG Kevin W. Shaffer
 SFC Brandon Sifford
 SSG Clinton J. Walter
 SFC Steven Weeks
 SFC Marvin Whitney
 MAJ Joy Young
Connecticut Chapter
 CW2 John Victor Steponaitis
Corpus Christi Chapter
 Tara L. Jones
 Lisa Ramirez
 Richard Rodriguez
 Nicholas R. Spinhirne
Delaware Valley Chapter
 William Hyndman
 Andrea L. Smalls
Empire Chapter
 SGT Michael J. Aquilina
Flint Hills Chapter
 SGT Kade Poore
Flying Gator Chapter
 CSM Marty L. Lacey
 CW5 James G. Porter
 SGM Scott D. Reed
 CW2 Nicholas Valenti
Flying Tigers Chapter
 Mike Gibson
Frontier Army Chapter
 SGM Robert H. Maze, Jr.
 MAJ Bryan Woodcock
Greater Atlanta Chapter
 CW3 John Keith
 Margaret Ann Olmstead
 CW5 Jeffrey R. Zito, Ret.
High Desert Chapter
 CW2 Takia T. Allen
 CW3 Brien Cauty, Jr.
 CW2 Marc Anthony Jones
 CPT Phillip Schantlin
Iron Mike Chapter
 CW5 Michael Ray Randall
 MAJ Joshua Severs
 COL Paul A. Tate, Sr. Ret.
 Melissa Vaughan
Jack H. Dibrell/Alamo Chapter
 CPT Lisa Murphy
Jimmy Doolittle Chapter
 SGM Joe N. Clavon
 CSM Larry D. Taylor
Keystone Chapter
 Joe Bottenfield
 SFC Bruce E. Facer
 SSG Derrick E. Noel
 SSG Joshua L. Partner
 CW4 Timothy W. Seesholtz
 CPT Jason T. Smith
Lindbergh Chapter
 COL Mike Annen, Ret.
 Lou Badami
 John Phillip Carson
 Jim Meier
MacArthur Chapter
 1LT Salvatore Garcia
 Richard C. Schmitt

CW5 Louis G. Timolat, Ret.
Magnolia Chapter
 CPT Jay Patton
Mid-Atlantic Chapter
 SSG William J. Becker
 SSG Michael A. Casterline
 SGT Marco J. Gaskin
 SSG Scott D. Hash
 SPC Rex O. Hicks, III
 Kelly L. McDonald
 SPC Ronald E. Miller
 SSG Kevin W. Shaffer
 SFC Jesse J. Spencer
 CPT Marshall J. Stevens
Morning Calm Chapter
 1LT Cody Barron
 CSM Lourdes Berrios-Powell
 CPT Nicole Jordan
 1LT Mark Jun Lee
 LTC Mark Ott
Mount Rainier Chapter
 SGT Michael Lane
 Bruce Maxwell
Narragansett Bay Chapter
 CPT Eric Beauregard
 CW4 Mark De Souza
North Country Chapter
 1LT Daniel K. Nix
North Texas Chapter
 CW3 Jeffrey Epperson
 Russel Hicks
 Keith Lindsey
 SGT Todd Lockman
 Vicki Sosko
Northern Lights Chapter
 CW4 Dan Berriochoa
 SSG Thomas Christian
 SPC Taylor Joseph Ferry
 SFC Laura Hull
Oregon Trail Chapter
 CW3 David A. Long
 CPT Dustin Perkins
Phantom Corps Chapter
 LTC Neil Chaffee
 MAJ Cayton Johnson
 SFC Gabe Loftin
 SGT Jared Mauck
 CW5 Peter Walsh Rondeau
Pikes Peak Chapter
 LTC Gary Lee Prater
Rio Grande Chapter
 LTC George Benter IV Ret.
 1SG Michael D. Kirkland
 MAJ Michael Ryan Meador
 CPT Nathaniel A. Plunkett
 CW4 Michael Robertson
 CPT Jordan O. Rubin Sr.
 CPT Theo Van Dam
Savannah Chapter
 CPT Timothy Chrisman
 CW4 Lorenzo Key
 SPC James Kirby
Southern California Chapter
 Tom King
 CPT Stephen Kramer
 1SG Patrick Kuykendall, Ret.
Tarheel Chapter
 SSG Raymond H. Ryals
Tennessee Valley Chapter
 Birvid Atkins-Warner
 Steve Below
 Eddie Cunningham
 Robert Danzer
 Linda D. Feres
 Dana Gail Fristoe
 CW5 James Gaddis, Ret.
 Clint Gilbertson



Mark V. Glynn
 Dale Greer
 Ben Harrison
 Kevin Jackson
 Morgan Lowell Lovvorn
 CW5 Darren Keith Mann
 Barry Manning
 Jay P. Merkel
 Martin H. Rogers
 Jeremy Royster
 Jim Scala
 Robin O Scarbrough
 Bob Simpson
 Melissa Steelman
 Taylor Vinson
 Katinka Wallace
 LTC David Warnick
 Dallas Wolf
 CPT Andrew J. Woltman
Thunder Mountain Chapter
 CW4 Johnny Thompson, Ret.
Thunderbird Chapter
 PFC Justin Daniel Conlee
 CW2 Levi Farmer
 1LT Dustin Gabbert
 SPC Merle B. Keesee
 SPC Anthony E. McCall
 CW2 Adam Ryan Stephens
 SGT Daniel J Ziegler
VMI/VWIL Chapter
 Brig. Gen. Teresa Djuric
Volunteer Chapter
 SFC Shelia Barker
 CPT John A. Keutmann
 SFC Michael Russell
 CW2 Robert Stevens
 SSG Joseph S. Webb
Washington-Potomac Chapter
 Daniel Bagnell
 CW4 Doug Finstad
 MAJ Joseph Fluet, III Ret.
 MAJ Michael Ober
 LTG David Ohle, Ret.
 MAJ David J. Phillips
 Peggy Scott
 MAJ Shawn Stanley
 James Truxel
 LTC James D. Willson
 Deb Yeagle
Winged Warriors Chapter
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 CW3 Jeffrey R. Brinley
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June 2014
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Attendees patiently wait in line for a morning "Cup O' Joe" just prior to the opening professional session of the AAAA Army Aviation Mission Solutions Summit, May 5th at the Opryland Hotel, Nashville, TN.

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 SGT Birane Dioum
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 CW2 Adam Ryan Stephens
 SPC Carlotta N. Wigington



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 CDT Jacob Colburn Glenn
 Sheron Gray
Volunteer Chapter
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 Ray Clark
 SGT Robert De Nise
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 CPT John A. Keutmann
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Tom and I had the distinct pleasure of being able to participate in the 25th CAB Organization Day festivities held at Wheeler Army Airfield, Hawaii on April 18, 2014. We were able to meet many Soldiers and their families, and I had the opportunity to learn about some innovative programs taking place thanks to Grace Hawley who has been gracious enough to share these with our readers. Judy Konitzer

Getting Back to Basics - “Moving Forward to the Past”

By Grace Hawley



Ladies from 2nd Bn., 25th Avn, Regt, Wheeler Army Airfield enjoyed a “Mai Tai’s and Monet” painting party at their Bravo/Charlie Company hangar for a battalion spouse social on January 25, 2014. An instructor from a mobile paint party company in Oahu, Hawaii took the ladies “step by step” through producing their paintings.

prior to a deployment. However while spouses remained connected to the unit and military community resources, they were no longer connected to each other on a social level. All FRG activities were focused on family support, availability of community services, and education of unit activities. I have noticed that as deployments have slowed, the focus seems to be shifting yet again.

Reestablish Social Connections Within the Unit After Deployments

Spouses are no longer only interested in gaining knowledge and staying informed of unit activities, but they are now interested in reestablishing social connections with others in the unit. Unfortunately, the tradition of hosting coffees was a thing of the past. There also seemed to be a gap in education of military customs and courtesies and social etiquette. Additionally, and for a variety of reasons, we now have a generation of spouses that are not familiar with many of the traditions and customs of old.

Renewing the Traditions of our Army Customs and Courtesies

So as our spouses search for the increase in social interaction beyond the FRG meetings, a new emphasis has been placed on educating spouses regarding protocol and etiquette among other customs and courtesies. Some have looked to the Army Family Team Building program (AFTB) for their in-

When I first became an Army spouse over 22 years ago, I was told to purchase “The Army Wife Handbook” by Ann Crossly which would serve as my introduction and guide into this military life steeped in tradition. Back then, the only groups for spouses were coffee groups, which were mostly social in nature. Over the past two decades, however, I have seen coffee groups grow into family support groups and on to the family readiness groups (FRGs) of today.

The Family Readiness Groups serve to provide spouses and families support and assistance and a network of communication among the members, the chain of command, and community resources (DA Pamphlet 608-47). This transition occurred initially out of necessity because of the challenges from Desert Shield/Desert Storm, and then continued on due to the constant deployments. It was vital to educate spouses and families on the services available to them and to keep them as informed as possible.

Virtual FRGs and Facebook Provide Communication Support but not Social Opportunities

During this time, we saw many spouses return to their extended family while their Soldier was deployed to have their support structure nearby. With the growth and development of the internet we saw the inception of the Virtual FRG and unit Facebook pages as a means to maintain contact with these families who chose not to stay where their Soldier was stationed

struction, while other FRGs have used resources such as handbooks and the internet to instruct their groups. We have also placed an importance on educating our FRG leaders on the proper use of social and traditional media to tell the unit's story. While my Army Wife Handbook remains a staple with updated editions now in print, many other support sources are also available.

Etiquette Classes & Casual Social Activities Are Becoming Increasingly Popular

We have found that conducting classes on etiquette has been very popular, and are now addressing the desire to increase social interaction among the spouses. We are reestablishing coffee groups and coordinating casual social activities for spouses to satisfy that need. It is also important to ensure that the FRGs remain viable organizations for the commanders to ensure families remain informed of unit activities.

Volunteers are More Important than Ever

To that end we are also increasing our awareness of the different types of volunteers needed and how to recruit more spouses and family members to become involved. This is critical since due to budget constraints, the Family Readiness Support Assistants (FRSA), which are paid positions, will soon disappear. This means that Soldiers will be tasked as Family Readiness Liaisons, and more FRG volunteers will be needed to complete the tasks that FRSAs performed. The 25th Infantry Division senior spouses recently held a "What's My Role" seminar where topics such as discovering the type of leader you are as well as volunteer/leadership roles available to spouses were discussed.

To aid in these efforts, the Army Community Service Mobilization and Deployment Program sponsors quarterly FRG Forums focusing on such topics as welcoming FRG members and increasing FRG participation. While the groups for spouses have evolved over the last twenty years, we find ourselves looking to return to the past as we reinvent our future.

Grace Hawley is the wife of COL Kenneth A. Hawley, commander of the 25th Combat Aviation Brigade at Wheeler Army Airfield, Hawaii. Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

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

L-3 WESCAM Delivers 100th MX-15i Turret to ARNG



L-3 WESCAM COURTESY PHOTO

L-3 WESCAM announced on May 6, 2014 that it has now delivered 100 MX™-15 electro-optical/infrared (EO/IR) imaging turrets in support of the U.S. Army National Guard's UH-72A Security and Support Mission Equipment Package (S&S MEP). L-3 WESCAM was awarded the contract for this program in 2009 as a subcontractor to Airbus Helicopters, Inc.; the first system was delivered in March 2011. The UH-72A S&S MEP is a U.S. Army National Guard asset that carries out homeland security, counter drug, border patrol and natural disaster support missions. Each MX-15i is configured with a four field-of-view thermal imager, daylight continuous zoom TV, daylight spotter TV, laser illuminator, auto-tracker, MX-GEO, moving map and searchlight interfaces.

Kaman Delivers 1,000th H-60 Cockpit

Kaman Aerosystems announced April 1 the delivery of its 1,000th H-60 helicopter cockpit to Sikorsky Aircraft Corporation. The milestone UH-60M Black Hawk helicopter cockpit was incorporated into an H-60 airframe that underwent final assembly at Sikorsky's Bridgeport, Connecticut facility and was delivered to the U.S. Army. Kaman manufactures the detail parts, conducts final assembly, and manages the extensive supply chain for three different H-60 cockpit models – L, S, M and other derivatives, including the MEDEVAC. All H-60 cockpits have been manufactured at its Kaman Aerosystems facility in Jacksonville, Florida.

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

AAI Corp., Hunt Valley, MD, was awarded a \$75,010,510 cost-plus-fixed fee contract to support the Army Aviation and Missile Research, Development and Engineering Center, Software Engineering Directorate's Joint System Integration Laboratory for technology integration into the contractor's fleet of unmanned aircraft systems, including the Shadow, and associated ground support equipment to allow the demonstration of enhanced or improved UAS platform, payload, and ground systems performance. The estimated completion date is May 29, 2018; funding and work location will be determined with each order.

BAE Systems, Nashua, NH, was awarded a \$447,051,113 modification to contract W58RGZ-13-D-0245 to increase the ceiling by the announcement amount for the acquisition of Common Missile Warning Systems (CMWS) and associated spare parts, and systems engineering, technical, and logistics support services for both CMWS and Advanced Threat Infrared Coun-

termeasures (ATIRCM). This modification is to establish negotiated prices for all part numbers in all ranges and increase the ceiling for both hardware and services support. Funding and work location for systems and services will be determined with each order with an estimated completion date of Sept. 29, 2016.

Columbia Helicopters Inc.*, Aurora, OR, was awarded a \$30,552,180 firm-fixed-price contract for the after rotor head and the forward rotor head for the Chinook weapons system. The minimum quantity (combined for the rotor heads) is ten and the maximum quantity is 198. Funding and performance location will be determined with each order. Estimated completion date is April 24, 2019.

EADS North America, Inc. (Airbus), Herndon, VA, was awarded a \$33,797,867 modification to W58RGZ-06-C-0194 to increase funds and exercise an option for contractor logistic support for the Utility Helicopter-72A. Work is to be performed in Columbus, Mississippi, with an estimated completion date of June 30, 2016.

Longbow LLC, Orlando, FL, was awarded a \$25,197,219 modification to contract W58RGZ-12-C-0049 for the production of seventeen radar electronics units and unmanned aerial system tactical common data link assemblies, a P4.00 software upgrade, and associated gold standard hardware for production testing. Estimated completion date is July 31, 2015.

Overhaul Support Services LLC., East Granby, CT, was awarded a \$7,469,306 firm-fixed-price contract for the Drag Brace Landing for the Blackhawk weapons system with a minimum quantity of 300 each and a maximum quantity of 1,224 each. Funding and work location will be determined with each order. Estimated completion date is April 23, 2019.

Sikorsky Aircraft Corp., Stratford, CT, was awarded a \$24,000,000 modification to contract W58RGZ-12-C-0008 to realign the funding between the fiscal 2014 advance procurement funds and the planned aircraft production funds for fiscal 2015, with no change to the UH-60 or HH-60 contract price. Work will be performed in Stratford, with an estimated completion date of Dec. 31, 2015.

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Aviation General Officer Assignments

The Chief of Staff, Army announced the following assignments:



BG Laura J. Richardson to chief, legislative liaison, Office of the Secretary of the Army, Washington, DC. She most recently served as deputy chief of staff, communications, Headquarters, International Security Assistance Force, Operation Enduring Freedom, Afghanistan.



BG Frank M. Muth, deputy commander, 1st Infantry Division, Fort Riley, KS, to director, Army Quadrennial Defense Review Office, Office of the Deputy Chief of Staff, G-8, U.S. Army, Washington, DC.

Activations

Iron Eagle Comes of Age
4th Combat Aviation Brigade commander, COL



Robert T. Ault, activated the CAB's remaining four battalions – 1-4th Attack Reconnaissance Battalion, 3-4th Assault Helicopter Battalion, 4-4th Attack Reconnaissance Battalion, and 404th Aviation Support Battalion – during a ceremony on Founders Field, Ft. Carson, CO, May 1 making it the Army's newest fully activated CAB.

The CAB's senior warrant officers gathered just



prior to the ceremony. Pictured left to right are: **CW4 Doug Sanders**, 4-4th ARB Standardization Pilot (SP); **CW4 Adam Wagner**, 2-4th GSAB SP, **CW5 Leann Fraka**, Brigade Safety Officer; **CW5 John Moseley**, Brigade Command Chief Warrant Officer; **CW5 Roger Graf**, Brigade SP; **CW4 Joe Goode**, 1-4th ARB SP; **CW4 Rodney Weiss**, 4-3rd AHB SP; and **CW4 Paul Glad**, 404 ASB Section Leader.

Changes of Command Kenyon Takes Over at 36th CAB



On April 5th, 2014 COL Rick Adams relinquished command of the 36th Combat Aviation Brigade (36th Infantry Division), Texas Army National Guard, to **COL Bo Kenyon** at the Army Aviation Support Facility, at Austin-Bergstrom International Airport, TX. Kenyon received the colors from division commander, MG James K. Brown. The brigade's colors were also uncased after its successful deployment to the Middle East in support of Operation Enduring Freedom.

WOCC Welcomes Thompson



COL Garry L. Thompson, Warrant Officer Career College (WOCC) commandant, receives the unit colors from BG Christopher P. Hughes, Combined Arms Center Leadership, Development and Education deputy commanding general. Thompson assumed command from COL Stanley O. Smith during a change of command ceremony at the U.S. Army Aviation Museum, Fort Rucker, AL, on May 2.

Change of Charter New ATC Product Manager



COL Gerald Davis, project manager for the Aviation Systems project office, PEO Aviation, presents **LTC John Frasier** with the charter for the Air Traffic Control Systems product office during

a ceremony held at the Bob Jones Auditorium, Redstone Arsenal, AL May 16. Frasier had most recently served as the product director for Fixed Wing Transport Aircraft within the PEO AVN Fixed Wing project office. The outgoing product manager for ATC, LTC Mike Rutkowski, heads to the Pentagon to serve on the Joint Staff J8 in the Capabilities and Acquisitions Division.

Lane Takes Over CH-47 Mod PO



COL Rob Barrie, Cargo Helicopter Project Manager, presents **LTC Calvin Lane** with the charter for the CH-47 Modernization Product Office during a ceremony held at the Bob Jones Auditorium, Redstone Arsenal, AL May 19. Lane most recently served as the product director for Mission Support Aircraft within the Fixed Wing Project Office where he was responsible for managing the Army's fleet of Quick Reaction Capability (QRC) aircraft. He replaces LTC Joseph A. Hoecherl.

Awards

1-17th CAV MTP Gets Broken Wing Award



LTC Rick Zampelli, 1st Squadron, 17th Cavalry Regiment commander, congratulates **CW2 Gene Tidwell**, Troop B, 1-17th CAV maintenance test pilot after presenting him with the Broken Wing award during a ceremony at the 82nd Combat Aviation Brigade, Apr. 29. The award recognizes an individual who demonstrates a high degree of professional skill while recovering from an in-flight failure or malfunction requiring an emergency landing. Tidwell earned the award as a result of his actions on March 24, 2011 when, despite engine failure, he turned his OH-58D Kiowa Warrior Helicopter into the wind and autorotated without further incident to a grass field. His actions ensured survival of the occupants and preserved the aircraft for continued service.

People On the Move

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FY 2014 COL and LTC Command and Key Billet Selection Board Results

The fiscal year 2015 COL & LTC, Army competitive category, command and key billet selection board results were released April 30. Congratulations to the following 69 Aviation officers selected for aviation commands/key billets.

COL Principals (16)

DV0P AVIATION OPERATIONS

LTC/P Alia, Craig Joseph AV
FORSCOM 159 CAB (M) (Ft Campbell) *

COL Chase, Kenneth Douglas AV
USARPAC 25 CAB (L) (Schofield Brks)
COL Cyrulik, John Michael AV
FORSCOM 1 ID CAB (M) (Ft Riley) *
COL Gilbert, Erik Othan AV FORSCOM
101 CAB (M) (Ft Campbell) *
LTC/P O'Connor, Thomas Walter Jr AV
FORSCOM 1 AD CAB (H) (Ft Bliss) *
LTC/P Robinson, Lori Lynn AV
FORSCOM 4 CAB (H) (Ft Carson) +
LTC/P Ryan, William Aloysius III AV
FORSCOM 16 CAB (M) (JBLM) *
LTC/P Ryan, Philip John AV Unslated +

DV0T AVIATION TRAINING

COL Hines, Kelly Earl AV TRADOC 110
Avn Bde (Ft Rucker) *
COL Hopkins, Woodard Brownfield AV
TRADOC 1 Avn Bde
(Ft Rucker) *

DV0X AVIATION INSTALLATION

LTC/P Miller, Shannon Tanyelle AV
IMCOM USAG Ft Rucker

DV6T AVIATION MAINTENANCE TRAINING

COL Smith, John Lipscomb AV
TRADOC 128 Avn Bde (JBLE)

Z01X BRANCH IMMATERIAL INSTALLATION

COL Dunham, Landy Donnell AV
IMCOM USAG West Point *

E35P MILITARY INTELLIGENCE OPERATIONS

COL Levine, Mark Schiller AV INSCOM
470 MI Grp (JBSH) *

H51K ACQUISITION KEY BILLET FY 15

LTC/P Hannah, Mathew James AC
AAC Aviation Sys (RSAAL) *
COL Jackson, William David AC AAC
Utility Helicopters (RSAAL) +

LTC Principals (53)

G51K ACQUISITIONS KEY BILLET

LTC Cassino, Anthony Joseph AC AAC
Apache Block III (RSAAL) +
LTC Kuetemeyer, Curt Earl AC AAC
Common Engine (Ce)
(RSAAL)LTC Maher, John Joseph AC
AAC Air Warrior (RSAAL)
LTC McDonald, Timothy David AC AAC
Sp Ops Acrtf Msn Eqp (SOAME) (Ft
Eustis) *
LTC Miller, Burr Hans AC AAC Aviation
Mission Equipment (RSAAL)

A15P AVIATION OPERATIONS

LTC Bragg, Jeffery Joseph AV

FORSCOM 1 101 ARB (Ft Campbell) *
LTC Brott, Mervin G AV FORSCOM 601
ASB (Ft Riley) *

MAJ/P Bryant, Robert Kevin AV
FORSCOM 2 158 AHB (JBLM) *
MAJ/P Bunker, David Russell AV
FORSCOM 1 229 ARB (JBLM)
LTC Davis, Jason Savage AV
USARPAC 2 25 AHB (Wheeler AAF) +
LTC Dlugosz, Jacob Joseph MS
FORSCOM 2 1 GSAB (Ft Riley)
LTC Fennema, Lee Sang AV
FORSCOM 1 82 ARB (Ft Bragg) *
LTC Frederick, Adam Blake AV
FORSCOM 1 17 Ars (Ft Bragg)
LTC Gallagher, Brady Allen AV
USARPAC 3 2 GSAB (Cp Humphreys) *
LTC Gibson, Hise Orenthial AV
FORSCOM 3 82 GSAB (Ft Bragg)
LTC Graham, Andrew Roy AV
USARPAC 3 25 GSAB (Wheeler AAF)
LTC Habhab, Travis Matthew AV
FORSCOM 1 1 ARB (Ft Riley)
LTC Hodgson, Joseph John AV
FORSCOM 7 101 GSAB (Ft Campbell) +
LTC Isaacson, Matthew Lars AV
USARPAC 209 ASB (Wheeler AAF) *
LTC Ivy, Michael Richard AV USAREUR
412 ASB (Katterbach GE)
MAJ/P Lee, Eddy June AV Unslated
MAJ/P Martin, Aaron Michael AV
USARPAC 2 6 Ars
(Wheeler AAF) +
LTC McAfee, Ryan David AV INSCOM
204 MI Bn (AEB) (Ft Bliss)
MAJ/P McIntosh, Travis Lyn AV
FORSCOM 2 82 AHB (Ft Bragg) *
LTC McPeake, Aaron Matthew AV
USAREUR 5 158 GSAB
(Katterbach GE) *
LTC Moore, Daniel Joseph MS
USARSO 1 228 GSAB (Honduras)
LTC Owen, Stephen Wilford AV
FORSCOM 122 ASB (Ft Bragg) *
LTC Parker, Joseph Houston AV
FORSCOM 563 ASB (Ft Campbell) *
LTC Petraitis, Mathieu N AV FORSCOM
7 17 Cav (Ft Campbell) *
MAJ/P Reynolds, Jennifer A AV
FORSCOM 3 1 AHB (Ft Riley)
LTC Skou, April Dawn AV INSCOM 3
MI Bn (AEB) (Cp Humphreys)
MAJ/P Smith, Kenneth Earl AV
FORSCOM 3 101 ARB (Ft Campbell) +
LTC Smith, Kenric Mack AV FORSCOM
96 ASB (Ft Campbell) *
MAJ/P Stull, Michael Clarke AV
FORSCOM 2 4 GSAB (Ft Carson)
LTC Taylor, William Bradford AV
FORSCOM 4 101 AHB (Ft Campbell)
LTC Turner, Steven Alan AV FORSCOM
1 25 ARB (Ft Carson) *
LTC Verenna, Tony Koplin AV INSCOM
224 MI Bn (AEB) (Hunter AAF)
LTC Welch, Ryan Kristopher AV
FORSCOM 46 ASB (JBLM) *
LTC Yastrzemy, James Ross AV
FORSCOM 6 101 GSAB (Ft Campbell)
LTC Zygadlo, Richard Marcell AV
FORSCOM 2 501 GSAB (Ft Bliss)

A15R AVIATION STRATEGIC SUPPORT

LTC Ashburn, James Matthew AV
FORSCOM Unslated
LTC Bentley, Michael Patrick AV
USAREUR 1 214 Avn Bn
(Wiesbaden GE) *
LTC Meyers, Edward AV MDW 12 Avn
Bn (Ft Belvoir VA) +
LTC Moffitt, Matthew Wilson AV

FORSCOM 2 291 Avn Rgt (Ft Hood)
LTC Toti, Frederick Joseph AV
USAREUR 3 58 AOB (Illshheim GE)

A15T AVIATION TRAINING

LTC Bamford, Thomas William AV
TRADOC 2 210 Avn Rgt (JBLE) *
LTC Berg, Paul Eric AV TRADOC 1 223
Avn Bn (Ft Rucker) *
LTC Dahlgren, Jeffrey Scott AV
TRADOC 1 14 Avn Bn (Ft Rucker)
LTC Heidel, Ralph Russell Jr AV
TRADOC 1 210 Avn Rgt (JBLE)
LTC Isabell, Daniel Lawrence AV
TRADOC 2 13 Avn Rgt (Ft Huachuca)
LTC Nelson, Ross Fredrick AV
TRADOC 1 212 Avn Bn (Ft Rucker) *
LTC Schultz, Todd AV TRADOC 1 145
Avn Bn (Ft Rucker)

AVSO AVIATION SPECIAL OPERATIONS

LTC Harper, Reginald Richard AV
USASOC 3 160 Avn Bn (Hunter AAF)

FY14 (AY2015-2016) Army Competitive Category ILE Selection Board Results

The fiscal year 2014 Army competitive category intermediate level education (ILE) selection board results were released May 13, 2014. The following officers will attend the ILE venue listed below on a start date to begin in academic year 2015 (January - December 2015). Congratulations to the following 120 Aviation promotable captains on their selection.

10-month ILE Resident Course (94)

Anthony Christopher R
Baillif Andrew J
Bales Michael David
Barno Robert James
Berg Lukas Benjamin
Bess Jeffrey C *
Bolton John Quentin *
Brana Mark *
Braswell Erin E *
Buehner Katherine A
Carrion William li
Chen Deborah L
Clemmons Joshua William *
Coe Jonathan A
Colbert Christopher Thomas *
Colgary Anthony Francis
Conklin Mark E
Connors William F
Corsentino Joseph R
Cotto Ricky
Creel Adam Brewster
Davis Sean J
Divico Matthew C
Dimitrovich Robert James
Espinoza Tyler J
Glassman Eric Michael
Goode Delvin Maurice
Haas Brian L
Hanson Paul W *
Heath Aaron Eli
Horton Jeremy Neil
Huffman Ty *
Irvine Jeremy L
Kaplan Matthew J
Keller Adam Christopher *
King Charles W *
Laird Morgan H *

Langford James E
Lazzarini Joshua D
Lee Mark Jonathan
Linnington Michael Steven
Livingston Lisa Marie *
Longworth Nathan P
Lossing Christopher R *
Maksim Nicholas James +
Mallicoate Natalie Graham
March Benjamin Heverin
Matovich Jason John
Mattingly Scott K
McCarthy Thomas Joseph *
McDaniel Benjamin Anthony
McMillan Terence Lasure *
McNeal Matthew D *
Meinders Jeffrey B *
Mendez Daniel N
Merritt Sean A
Meyer Joshua A *
Monas Kent B *
Moore Jeffrey P +
Morse Daniel Duane
Murphy Ryan A
Natter Joseph M
Noyes Erika Ann *
Pangallo Laura E
Pasquantonio Greg Alan *
Pierce Thomas G *
Powers James Matthew
Price Samuel M III *
Pyant William Clarence
Ridge Ross M
Romaneski Jonathan
Russell Lawrence Wayne Jr *
Ryan Kevin Edward
Ryan Lindsay Ann *
Schaeffer Clifford
Shands Kirk Kojac
Sheehan Jeremia Z *
Snipes Anthony James *
Stapler Sean R
Stark Anne Margit
Summers Benjamin Thomas
Swaintek Stanley Stephen
Swiney Mark Allen
Thomas Anne Nicole *
Toerber Timothy R *
Travis Ryan Thomas
Trent David C
Vanepps Matthew Robert
Wardlaw Christopher M *
Webb Christopher D *
Webb Justin T
Wilson Linus D
York Amoreena L
Zayas Russell D *

14-week Satellite Blended Learning Course (26)

Axtell Mark A
Bright Devin Ray *
Burleson Clint Edward
Chandler Jared A +
Cochran Sean R *
Crabtree Lucas Mitchell
Errico Vito John
Green Brian Patrick *
Haralson Todd Jeffrey
Hughes Jayson L
Johnson Jacob T *
Kenerly Christian Scott *
Kivioja Kyle Albert *
Loughnane Kevin M
Menn Thomas Jefferson
Middleton Brian M *

* = AAAA Member
+ = Life Member

Milas Paul J
Moyer Michael J
Overmyer Alan R
Reyna Efrain
Richert Thomas C
Rossi Christopher Paul
Sullivan Lynn W
Swann Nathaniel L *
Vaughn Phillip T
Wharton Jacob A

Flight School Graduates

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

32 Officers, April 17

IERW OH-58 D Track

WO1 Jason Coleman * – DG
WO1 Jimmy Lamon *
WO1 Amanda Lecarno
WO1 Franklin Schrote *

IERW AH-64D Track

WO1 Kyle Finley

IERW UH-60 Track

WO1 Andrew Casavant * – DG
WO1 Aaron Peloquin * – HG
WO1 Robert Burcham
WO1 James Dorsey
WO1 Michael Knutson
WO1 Russell Kuhlman
WO1 Raymond Liedlich *
LT Justin Price
WO1 Michael Walter *
WO1 Ryan West

IERW UH-60A/M Track

WO1 Hans Johnson – DG
LT Nicholas Simpson – DG
WO1 Matthew Holcombe * – HG
WO1 Marshall Brooks
LT Mark Carpenter
LT Christopher Cooper *
LT Luis Flores-Olmeda *
WO1 Mauricio Garcia *
WO1 Andrew Griffin
WO1 Christopher Hall
WO1 Hunter Holder
WO1 James Kelly
LT Weston Martin
LT Matthew McGehee *
WO1 Clinton Ochoa
WO1 Michael Reyes
WO1 Jesse Shamrock

44 Officers, May 1

IERW AH-64D Track

WO1 James Tolley – DG
LT Adam Barber * – DG
WO1 Spencer Emch – HG
LT Jayce Ackerman
CPT Aaron Amacker *
WO1 Glen Baum
WO1 Devans Browder
WO1 William Burden *
LT Michael Jeffers
WO1 Andrew Keller *
LT Harrison Moder *

WO1 Christopher Parker

LT Matthew Powell *
WO1 Keith Radcliff
LT Jessica Sexauer
CW3 John Tokarz
IERW CH-47F Track
WO1 David Kirkpatrick – DG
LT Matthew Brockgreitens
WO1 Adam Cole
WO1 Zachary Reynolds

IERW UH-60 Track

WO1 Souk Detsouvanh * – HG
WO1 Steve Alexander *
WO1 Christopher Converse
WO1 James Harp
LT Wade Jeffries
WO1 Walter Long
WO1 Matthew Sapya
LT Austin Smith *

IERW UH-60 A/M Track

WO1 Eric Tirro – DG
WO1 Andrew DeMeritt – HG
LT James Rogers – HG
LT Courtney Claus *
WO1 Alexander Cummings *
LT Matthew Dobbs *
WO1 Taylor Ferre *
WO1 Clinton Hatch *
WO1 Zach Jenkins
LT Zachary Johnston
LT Christopher Moser *
WO1 Stephen Nawrocki
WO1 Patricia Osborn *
WO1 Justin Patin
WO1 James Pinkston
WO1 Michael Reyes

42 Officers, May 14

IERW CH-47D Track

WO1 Matthew Fey – DG
WO1 Jerry Foster
LT Jessie Guajardo
WO1 Stephanie Krabbe *
LT Robyn Miller *
WO1 Samuel Zweifel *

IERW CH-47F Track

WO1 Warren Buchanan
WO1 John Nicola *
LT Alex Simpson *

IERW OH-58D Track

LT Jaryd Bailey * – DG
WO1 Krunal Modi – HG
LT Ryan Becker *
LT Zachary Bontrager *
WO1 Robert Collie *
WO1 David Edwards *
WO1 Jared Runyon

IERW UH-60 Track

WO1 Charles Ullery – DG
WO1 Aaron Chiu *
WO1 Torrence Hunt *
LT Kevin Jeffries *
LT Troy Koors
WO1 Richard Minton +
LT Andrew Nicolucci
LT Justin Schade *
LT Heath Spence
WO1 William Stafford
WO1 Matthew Whitt
IERW UH-60 A/M Track
LT Joseph Graffeo – DG
WO1 Phillip Kelly – DG

LT Sean Rutan-Heningham * – HG

WO1 Scott Anderson *
WO1 Nicholas Bilacic
WO1 Baldwin Fajardo
LT Ryan Gardner *
LT Michael Golden *
WO1 Michael Horton *
LT Jordan Huff
WO1 Justin McLaughlin
LT John Polczynski
LT Maxwell Taylor *
LT Joshua Wilcox *
LT Jacob Wood *

Advanced Individual Training (AIT) Graduations

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

Aircraft Pnedraulics Repairer (15H)

Class 14-005, March 14 6 Graduates

PFC Daniel A. Irwin
PFC Christopher I. Orozco
PFC Logan C. Overby
PV2 Cody J. Makowski
PV2 Kayla N. Thommies
PVT Abel J. Simon

Class 14-006, April 25 11 Graduates

PVT Christopher D. Ellis – DG
PVT Joel B. Patterson – HG
SPC LeuWillie J. Donelson
SPC Allen A. Valerio
PV2 Robert N. Espinoza
PVT Steven M. Conn
PVT William D. Duncan, II
PVT Kameron M. Kappen
PVT Adam L. Osip
PVT Johnathon G. Stone
SSG Kun Lin

Class 14-007, April 25 12 Graduates

PVT Ryan M. Mulford – DG
PFC Estefany Agudelo
PFC Darius C. Turner
PV2 Omarie B. Burton
PV2 Marianna J. Conway
PVT Travis W. Beaudoin
PVT Brian D. Kearney, Jr.
PVT Dalton J. Lathrop
PVT Jason S. Lefevre, Jr.
PVT Ryan N. Polk
PVT Daryl S. Sellers
PVT Clarence E. Spottsville

Aviation Operations Specialist (15P)

Class 14-202, March 7 9 Graduates

SPC Victor G. Whitelock
PFC Genesis Cruz-Pinto
PFC Juan C. Lassalle
PFC Marvin E. Cox, Jr.
PV2 Kolten S. Durham
PV2 Isiah R. Mitchell
PV2 Jaime Preciado
PVT Sean R. Rowley
PVT Desmond D. Tolliver

Class 14-013, March 21 11 Graduates

PFC Devante D. Marsh
PV2 Adriana A. Lora
PV2 Chance W. Thompson
PV2 Philip D. Woolfenden
PV2 Eyosas Zemelak
PVT Kelvin J. Cabassa
PVT James D. Chase
PVT Jonathan E. Chittenden
PVT Caitlin C. Ellis
PVT Jake A. Roach
PVT Donovan O. Ventura

Class 14-014, March 28 15 Graduates

PV2 Joseph D. Burton (DG)
PFC Jovan Bou
PV2 Noah A. Graham
PV2 Alajuwon D. McCoy
PV2 Derrick D. Moser
PV2 Joseph A. Morales
PV2 Adam J. Stachnik
PVT Karla H. Diaz
PVT Joseph T. Fox, Jr.
PVT Melina A. Gonzales
PVT Lauren M. Isaacs
PVT Jose P. Jaimes
PVT Deonidre M. Johnson
PVT Itzell A. Moreno
PVT Steven Q. Howard

Class 14-015, March 28 13 Graduates

PFC Morico A. Cone
PFC Craig L. Flemming
PFC Shaterricka R. Stewart
PV2 Goya S. Kanyinda
PVT Tyler L. Burns
PVT Devon R. Cohen
PVT Jeremy W. Garner
PVT Tony L. Grigley, Jr.
PVT Cody D. Jonas
PVT Carl E. Jones, III
PVT Latavia L. Mumford
PVT Marie O. Togialua
PVT Aurelio V. Tovar, II

Class 14-016, April 11 13 Graduates

PV2 Bryson K. Allison – DG
PVT Matthew T. Amick
PV2 Rachel L. Baney
PVT Kellen L. Burnes
PVT Edgar A. Castrejon
PV2 Justin A. Fahr
PV2 Eboni M. Gilbert
PV2 Joseph K. Mensah
PV2 Jeremy Perry
PVT Grant M. Puchalla
PVT Kylan M. Rowland
PVT Santos Sanchez IV
PVT Katie M. Sullivan

Class 14-017, April 18 11 Graduates

SPC Devinn J. Pearson
SPC Kenneth F. Pena
PFC Jonathon T. Cobb
PFC Jennifer L. Scudder
PV2 Tiffany J. Brown

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

People On the Move

NETWORK | RECOGNITION | VOICE | SUPPORT

PV2 Brittany S. Johnson
PV2 Alyson M. Reed
PVT Jason D. Davis
PVT Jeffery L. Herring, Jr.
PVT David E. Philbrick
PVT Colby A. Schmall

Air Traffic Control (ATC) Operator (15Q)

Class 14-003, March 21 9 Graduates

PFC Allison E. Bradley
PFC Quentin J. Joy
PFC Johan Orozco
PV2 Kristopher Ayala-Moore
PV2 Markis E. Humphrey
PV2 Nicholas W. Saxton
PV2 Patrick M. Tinkam II
PV2 Chelsea A. Valento
PVT Joshua S. Limauro

Class 14-004, March 28 9 Graduates

PV2 Geromie E. Stewart – DG
PFC Keith B. Nevel – HG
PV2 Ray A. Arguello
PV2 Alexander R. Frese
PV2 Bryan C. Hall
PV2 Joshua D. Hall
PV2 Zachary O. Jones
PV2 Cameron B. Zielinski
PVT Cade A. Howe

Class 14-502, March 28 7 Graduates

PFC Mathew D. Scott – DG
PFC James S. Arnold – HG
PFC David J. Garnica
PFC Mark L. Mahowald
PV2 Emilee C. Klocke
PVT Walter L. Robinson III
SPC Jeffrey N. Cavnar

Class 14-005, April 11 8 Graduates

SPC Catherine A. Free – DG
PFC Steven A. Bridgewater
SPC Rickey Currie, Jr.
PV2 Brennan G. Dailey
PFC Jeffrey K. Luss
PV2 Kyle C. Perchinske
PV2 Roman A. Steszewski, Jr.
PFC Stephen M. Waun

Class 14-006, April 18 11 Graduates

PV2 Terrance A. Williams, II – DG
PV2 Krista L. Kramer – HG
SGT Benjamin P. Willis
SPC Jessica N. Prouty
PFC ChiAnne D. Tucker
PV2 Christopher A. Burton
PV2 Hope K. Deetz
PV2 Brandon T. Filer
PV2 David M. Polidoro
PV2 Brodie A. Wood
PVT Dillon Corrigan

Class 14-007, April 25 10 Graduates

SPC Nicholas G. Foust – DG
PVT Connor McKinnon
SPC Kelly L. Young
PFC Kelse B. Gilliard

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

PV2 Joseph T. Heath
PV2 Anderw R. Garrette
PV2 Attalia Gooden
PVT Michael E. Bailey
PVT Grady E. Bryant
PVT Shawn O. White

Class 14-503, April 25 6 Graduates

PFC Matthew R. Phillips – DG
PV2 Zachary T. Conrad
PV2 Joshua D. Masters
PV2 John T. Renfro
PV2 Thomas W. Tincher
PV2 Lukas C. Zurcher

Unmanned Aircraft Systems (UAS) OPERATOR

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

Shadow UAS Operator Course 27 Graduates, April 14

PFC Taylor R. Ellis * – HG
PV2 Joshua N. Rhoda – HG
SPC James A. Vickery
PFC Samuel T. Anderson
PFC Skyler M. Curtin
PFC Joseph L. De Los Santos
PFC Hector K. Rojas
PV2 Jacob D. Chavira
PV2 Arturo Enriquez, Jr.
PV2 Gabrielle J. Gonzalez
PV2 David J. Ordaz
PV2 David A. Ridgeway
PV2 Brookelyn A. Tramble
PV2 Shelby T. Willie
PV2 Kimberly M. Barenburg
PV2 Anthony M. Davis
PVT Logan W. English
PV2 Juritzi L. Enriquez
PV2 Ahmed Ibnabdulaziz
PV2 Colton T. Jones
PV2 Kamil P. Kolkowski
PV2 Raymond L. Lounsbury
SPC Kyle T. McCartney
PV2 Natasha Y. Penn
PV2 Joshua R. Pannebecker
PVT Willie J. Parker
PV2 Christopher R. Vanzant

Gray Eagle UAS Operator Course 11 Graduates, April 18

SPC Sandro B. Vicente – DHG
PV2 Jared D. Johnson – HG
PFC Dylan C. Becker
PV2 Jannine A. Casil
PFC Ashley M. Howard
PFC Ashley B. Jones
PV2 Tymisha C. Perry
PV2 Kristopher T. Smith
PV2 Elizabeth A. Vanheeswyk
PV2 Jacob T. Worsham
PV2 Nicole T. Zavala

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 10 Graduates, March 27

SPC Alexander R. Norman – DHG
SPC Zachary S. Schooner
PFC Arianna F. Desantos

PFC Jesse J. Hocker
PFC Nicholas M. Johnson
PFC Michael D. Moore
PFC Taquan J. Staton
PVT Juan C. Heredia
PVT Brian A. Davenport
PVT Troy C. Mansfield

Shadow UAS Repairer Course 9 Graduates, April 14

PFC Kyle W. Ewan
PFC Pablo A. Gonzalez
PFC Byron L. Praetor
PFC Dennis A. Rios
PV2 Jamie L. Ruffino
PV2 Raymundo M. Dejesus
PVT Joshua J. Anderson, Jr.

PVT Darrian B. Garrett
PVT Anthony B. Smith

Shadow UAS Repairer Course 12 Graduates, April 29

PVT Jordan T. Armstrong – DHG
PFC Christian R. Gonzalez – HG
SSG Kristopher W. Rangel
SGT Brannon O. Wonacott
PFC Travis J. Bernas
PV2 Micah L. Haines
PVT Kory K. Mertens
PVT Michael W. Evans
PVT Alexander P. Brissette
PVT William L. McKinney
PVT Carlos V. Santiago Santos
PVT Kyle K. Watson

AAAA Awards

NETWORK | RECOGNITION



Recognize the Hard Work of Your Fellow Army Aviators!

The following Functional Awards are open for nominations now!

Presented at the Aviation Mission Survivability Symposium

- AMSO Award
 - ASE Award
 - Avionics Award
- Suspense: July 1

Presented at the Cribbins Aviation Product Symposium

- Logistics Unit of the Year Award
 - Materiel Readiness Award for a Contribution by a Small Business or Organization
 - Materiel Readiness Award for a Contribution by an Individual Member of Industry
 - Materiel Readiness Award for a Contribution by a Major Contractor
 - Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
 - UAS Soldier of the Year
 - UAS Unit of the Year
 - Donald F. Luce Depot Maintenance Artisan Award
 - Fixed Wing Unit of the Year
- Suspense: August 1

Presented at the Annual Aviation Senior Leaders Conference, Fort Rucker

- Air/Sea Rescue
 - ATC Facility of the Year
 - ATC Company of the Year
 - ATC Technician of the Year
 - ATC Controller of the Year
 - ATC Manager of the Year
 - DUSTOFF Medic of the Year
 - Medicine Award
 - Trainer of the Year
- Suspense: September 1



Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available at www.quad-a.org and from the AAAA National Office, 593 Main Street, Monroe, CT 06468-2806
Telephone: (203) 268-2450
FAX: (203) 268-5870

Fallen Heroes

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

CONUS



SGT Burn

The Department of Defense announced on May 5 a soldier from the 82nd Airborne Division's combat aviation brigade was killed and three others injured in a helicopter accident on May 3 at Fort Bliss, TX.

SGT Dwight William Burn, 27, of Barstow, California, died from his injuries when a CH-47 Chinook helicopter, on which he was a crew member, crashed about 8:15 p.m. at the northern training area near Orogrande, New Mexico. Based at Fort Bragg, NC, the unit was conducting high altitude mountainous environment training strategy (HAMETS) training at Fort Bliss.

The accident is presently under investigation. May he rest in peace.

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

AAAA Awards

NETWORK

RECOGNITION

VOICE

SUPPORT



New Order of St. Michael Recipients

Silver

CW5 Leonard Kieth Pearson

Bronze

CW4 Mark D. Nielsen
SFC Jason C. Adkinson
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 Sullivan
CSM Jean Thomas
CW4 Damian Balthaser
CW3 Ney Torres
MAJ Veronika Reynolds
CW3 Kevon Yearwood
CW4 Tod Clark
CW3 Christopher Zimprich
CW3 Casey Pfannenstiel
MSG Gabriel Gonzalez
CW4 Brett L. Beavers
CW4 William G. Creaney
SFC Richard J. Detommaso
CW3 Wincent J. Harelson
CW4 Heath A. Hielsberg
MAJ William H. Rudder
1SG Darell W. Salmon
CW4 German Sanchez
CW4 Matthew A. Sheridan

CW5 Ronald R. Smith
CW4 Daniel J. Hiestand
1SG Howard A. Wright III
MSG Christopher R. Jager
1SG Ronnie B. Littler
CW4 Carl Fox
CW4 James Adams
CW4 Michael McDougald
CW4 William Liller
CW5 James O'Gorman
SGM William Steen
CW3 Eric Pope
MSG Jovana Meyer
CPT Douglas L. Hill, II
1SG David Beauchamp
SFC David Chandler
CW3 Michael Weisskopf
COL Frederick Seok Choi
MAJ Andrew J. Dial
CSM Peter J. Garretson III
CSM David R. Paul
CPT Brad Graves
MAJ Trevis Isenberg
CPT Jeff Pearson
CW2 Benjamin Bower
CW3 Jason Lacrosse
CPT Brad Gray
MAJ Philip Singleton
SGM Christopher S. Sweeney
1SG Karl H. Thomas
LTC Robert Jarrett
MAJ Robert Guevara
CW5 Kevin M. Purtee
CW4 Gerald J. Staton, Jr.
CW4 Rick E. Dillenbeck
CW5 Matthew B. Reynolds
CPT Christopher Hanna
LTC Joanna E. Gale
CPT Stacy J. Rostorfer
CW5 Gary M. Yeager
CW5 Douglas W. Phillips
CPT Jordan A. Boyd
MAJ Angel A. Perez
MAJ Christopher M. Spahn
CW4 Shaun Breth
CW3 Jacob Marceaux
1SG Antonio Lovett
MAJ Scott E. Wohlford
CPT Jason S. Kittlesen
CW5 Kevin E. Smith
CW4 John D. Wellington
CW3 Dennis C. Snyder, Jr.
CW4 Andre Kidd
CPT Matt Easley
CW2 Edward Balli
CW4 Curt Conlin, Ret.
CW4 Robert Bryant

CSM Sean P. Ward
CW4 Christopher Janis
CW4 Joseph Carr
CW4 Daniel McConeghy
CW3 Chad Olsen
CW3 Aaron M. Michaud
MAJ Christopher L. Logan
CW4 Heath Wieseler
CW4 Brian Lenander
MAJ William J. Griffith
CW3 Lee Reichbaum
CW3 Daniel Rook
MAJ Nicholas Plotez
SFC Jimmy Clayton
CW3 Christian W. Beck
1SG David E. Lee
MAJ Joseph McLaine
SFC Benjamin St. Pierre
SFC Blaine Stubbs
LTC Matthew W. Braman
MAJ Jonathan K. Shaffner
MAJ Richard Tucker
CW2 Cliff Exley
Christopher Pipkin
CW3 David Ferguson
CW3 Joseph Deschner
SSG Don White
CW4 Kristopher Powers
CW3 Jay Pofcher
SSG Steven Karker
CPT John F. Robichaux
CW4 Joe Weeks
CW5 John W. Bailey, Jr.
MAJ Kenneth Ferguson
CW3 Gary Simmons
CW3 Mark Ulsh
CW2 Jason Opperman
MAJ Trent Miller
CW4 Robert Forney
SFC Michael J. Diehl
SFC James Francis
SFC Duane Helman
SFC Damir A. Hodzir
SFC Douglas J. Holm
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MSG David W. Green
1SG James M. Beck
1SG Fredrick J. Sample
CW3 Matthew W. Bulford
CW4 Christian Frobenius
CW4 Mark A. Jernigan
MAJ Simon Y. Kim

MAJ Lee Robinson
MAJ Jason T. Woodward
LTC Fred J. Dufault
CW4 Eric Shires
CPT Jason Nolan
CW2 Robert Kilpatrick
CW3 Thomas Cloran
CW3 Brandon Helms
CW3 Jesse Johnson
CW3 Michael Nelson
CW3 Christopher Stewart
CW5 David Zumbach
James Cooney
LTC Joshua Hegar
MAJ Douglas Fullerton
CW3 Philip Learn
CW3 Emmanuel Vero
SFC James Borchert
CW4 Michael Liepold
MAJ Michael G. DeStefano
LTC Steven T. Hopingardner
LTC Michael Williams
CPT Nathaniel A. Plunkett
CW4 Barry L. Sledd
CPT Kyle R. Sylvester
CPT Lindsay A. Ryan
CW4 Brian R. Seligson
COL James T. Kenyon
CW4 Gerald J. Stayton, Jr.
LTC James Brandon Haynie
LTC Troy Glen Flowers
LTC Robert Shane Corley
LTC James H. Fitzgerald III
LTC William J. Clark
CW5 Karl-Erik B. Olson
CW5 Vincent D. Kubisch
LTC Jami C. Shawley
1SG Terry A. Timmons
LTC Mark S. Fritz
LTC James D. Lord
MAJ John Toohey
CW4 Drew Gaboriaux

Marilyn Phillips
Sandi Ward
Cathy Thompson
Lori Gabram
Anita Hernandez
Judy Chandler
Melinda Reese
Debra Noland
Elsie Dunn
Teresa Rassega
Karyn Weunsch
Sondra Cook
Margaret (Meg) Meador
Rebecca J. Braman
Carrie Williams
Melissa Sotorosado
Maria Felio
Jennifer Bartholomew
Lori S. Starnes
Jennifer Woods
Cindy Leaphart

Distinguished Instructor of the Quarter

SSG Kevin W. Shaffer
Colonial Virginia Chapter - 1st Quarter 2014

Soldier of the Month

SPC Merle B. Keesee
Thunderbird Chapter - March 2014

Soldier of the Quarter

SPC Nicole M. Allman
Badger Chapter - 2nd Quarter 2014

NCO of the Month

SFC Nathan J. Edwards
Empire Chapter - Feb 2014

SGT Michael J. Aquilina
Empire Chapter - March 2014

SGT Kade C. Poore
Flint Hills Chapter - March 2014

New Our Lady of Loreto Recipients

Barbara A. Petrik
Jaime Keyes
Laura Heape
Sheri Meierle
Judith McWayne
Kelly Siech
Laura Huff





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

House and Senate Defense Authorization Bill

Both the House and Senate took major steps to firming up the 2015 National Defense Authorization Act (NDAA), going in different directions than laid out in the 2015 Presidential Budget (PresBud) submission, and providing different funding solutions that will certainly make the upcoming congressional caucuses interesting to say the least. On May 22nd, the House passed the Defense Authorization Bill with bipartisan support across the aisles by a vote of 325-98. This vote now sends the NDAA over to the Senate for approval.

With the White House veto looming as a back drop, the House challenged the President by reducing the expenditure \$2.7 billion from the original request bringing the totals to \$529 billion in defense outlays and a total of \$495 billion for the base budget. The bill also kept many of the personnel expenditure programs intact to include a 1.8% raise vice the Pentagon's recommended 1%, kept over \$31 billion for defense health programs intact and suppressed TRICARE copay raises for visits and medication. Most importantly to this audience the House bill prohibits the transfer of the 8 National Guard attack reconnaissance battalions (ARB) to the Active Component. Additionally, the House bill trimmed \$1.2 billion from operations and maintenance (O&M) outlays.

On May 23rd, the Senate Armed Services Committee (SASC) took a different track supporting the defense industry and softening the transfer of the 8 Army National Guard AH-64 ARBs to the Active Component by adding significant funding to the LUH-72 Lakota program.

The SASC approved version of the NDAA provides for \$514 in authorizations for the Pentagon base budget programs. Included in the increase was an additional \$200M over the 2015 PresBud providing 90 Lakotas in the 2015 budget plan. Additionally, the SASC bill provides more than \$98 million for UH-60 Blackhawk A-L recapitalization and new build UH-60M's bringing the total outlay

to approximately \$1.4 million. Moreover the Senate bill authorizes \$892.5 million for CH-47F's and \$651.3 million for AH-64E Apaches.

Another key element for both of the SASC and House Armed Services Committee (HASC) versions of the bill was a stipulation prohibiting the retirement of the Air Force A-10 Warthog aircraft which would have had a residual effect on the Apache fleet since A-10s provide close air support to Army maneuver units and their retirement would likely increase the number of AH-64s required for combat operations in the future.

Based on the entire churn over the force structure of the active component Army and the Army National Guard, both the HASC and SASC versions of the bill propose the establishment of a committee to study the balance within the force management of both components. The Senate version of the Defense Authorization bill will probably not be voted on until after the summer break and could be as late as November based on mid-term congressional elections.

VA Secretary Resigns

Veterans Administration Secretary Eric Shinseki resigned on May 30th amidst wide ranging accusations of impropriety throughout the VA. Although attributed to poor management and manipulation of statistics by senior-level leaders at the various regional VA centers, Shinseki took full responsibility calling the actions of the administration "indefensible."

Shinseki is widely respected for the improvements that have taken place at the VA since he assumed his position January 21, 2009; yet with growing congressional pressure and outside concerns from notable veterans such as former Senator Bob Dole and Rep. Tammy Duckworth (D-IL), the President accepted the former Chief of Staff of the Army's resignation.

President Obama noted that the acceptance of General Shinseki's resignation was difficult but he believes this is the best direction so as not to cause any distractions toward the implementation of

the initial steps Shinseki laid out to remove problem leaders, particularly at the Phoenix VA Medical Center.

That center became a flashpoint of the scandal this May when it was discovered that 17 veteran deaths resulted while they were awaiting care. At Congressional testimony earlier this month, acting VA inspector general Richard Griffin, cited over 23 cases VA wide where veterans had died while awaiting treatment but could not conclusively attribute this to intentional mismanagement of appointment lists.

The crux of the matter surmised throughout this crisis is that VA leadership annual bonuses are tied to the amount of time veterans were on the waiting list meeting the thirty day threshold. Typically VA policy mandates that a veteran must receive routine care within thirty days but in the case of the Phoenix VA medical centers, VA employees would manipulate the lists causing veterans to not be seen for sometimes up to six months in several cases.

While most of the 300,000 employees of the VA remain focused on assisting veterans, with the lack of resources which had been on a path to recovery under Shinseki's tenure, and the mass influx of veterans into the VA medical system inevitably encouraged some to ignore proper procedures at the cost of veterans' health. VA Deputy Secretary Sloan Gibson was announced as the replacement following the President's acceptance of Shinseki's resignation.

In the wake of the resignation there is an ongoing review conducted by the Justice Department to determine if the VA inspector general's initial investigation warrants additional criminal proceedings against members of the VA staff in Phoenix.

Hopefully, with the focus of congress, the renewed emphasis on oversight at VA facilities and implementation of actions to remove those responsible for the manipulation of the system, the VA will be able to continue to move forward with the increased funding levels they are programmed to receive in the 2015 VA budget.



UPCOMING EVENTS

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-1 Mohawk Association Annual Reunion, Dallas, TX

ARMYAVIATION
Upcoming Special Focus



July
Simulation & Training
Aerial Gunnery Update
Aviation Maintenance



**August/
September**
Blue Book Directory
AAASFI Scholarship
Winners

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



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 since the beginning 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. Donors marked with an * are partially or totally for the newly established Families of the Fallen Scholarship. 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!

- | | | | |
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| <ul style="list-style-type: none"> * Sidney W. & Ruth R. Achee Trust Airbus Group, Inc. (EADS NA) Aloha AAAA Chapter Ameripack, Inc. Army Aviation Center Federal Credit Union AugustaWestland North America, Inc. BAE Systems * LTC (Ret.) James R. Barkley, Sr. * Elisabeth Cassel Baugh The Boeing Company Bonham Technologies, Inc. * Billy & Glenna Brashear Albert W. Buckley, Jr. Charlie Horse Air Cav Troop Assoc. * COL (Ret.) Colin D. Ciley, Jr. & Yhanh Thi Ciley Michael Coffey * Cub Club Digiflight, Inc. Elbit Systems EXTEC | <ul style="list-style-type: none"> Fidelity Charitable Gift Fund FLIR Darel Gallagher * Leslie H. Gilbert Donald and Alestin Graham * Susan G. Guerrant Carol A. Harmon * Thomas M. & Katrina B. Harrison COL (Ret.) Curtis & Caroline Herrick Keith R. & Elayne C. Hertenberg * Kathleen Howard COL (Ret.) Larry M. Jonas William A. & Andrea J. Johns BG (Ret.) James & Joyce Hesson COL (Ret.) James E. & M. Roberta Hyers Idaho Snake River AAAA Chapter Iron Mike AAAA Chapter MG (Ret.) Richard D. Kenyon Art & Dotty Kesten Gregory L. & Kimberly R. King Dr. (COL./Ret.) Hal Kushner | <ul style="list-style-type: none"> * Edward L. Landry Lockheed Martin FLIR Stephen J. & Debra S. Lyding Daniel T. Madish Magnolia AAAA Chapter Geoffrey W. & Rebecca A. Mann Roger C. & Nancy S. Martin Marvin Test Solutions, Inc. David & Maria Paola Mawhinney * MG (Ret.) Carl H. & Jo Ann W. McNair, Jr. LTC (Ret.) Thomas McNamara Magnolia AAAA Chapter * Mid-Atlantic AAAA Chapter Mount Rainier AAAA Chapter Munsch & Co. Aeromechanics Nammo, Inc. Northrop Grumman Old Tucson AAAA Chapter Pelican Realty Edward S. & Nan V. Rebholz Robertson Fuel Systems, L.L.C. | <ul style="list-style-type: none"> Rockwell Collins Safran Group Sigmatech, Inc. Sikorsky Kenneth M. & Linda Slye Tarheel AAAA Chapter Techno-Aide, Inc. Textron * TJK Consulting Inc.(5/6/14) * COL (Ret.) Harry Townsend & Ms. Diana Townsend Transportation Corps Aviation Association United Technologies Vietnam Helicopter Pilots Association Volunteer AAAA Chapter Washington Potomac AAAA Chapter * Mr. & Mrs. P. D. Walker * David M Zieff & Deborah Zieff |
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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.

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 June 30, 1989

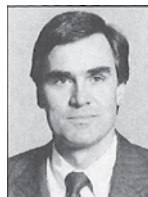
Special Report: UH-60 Black Hawk And They Walked Away . . .

Following a midair collision with another UH-60, this Black Hawk made contact with an up-sloped stretch of terrain, rebounded like a billiard ball,

spun to the right then pancaked hard amid broken blades, smashed glass and a crushed fuselage. Though injured, all three crewmembers walked away.



Black Hawk: Army Success Story

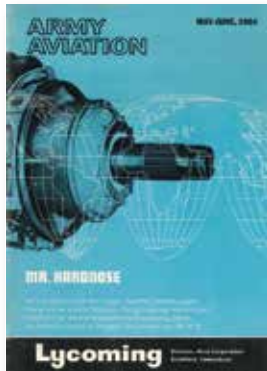


The Black Hawk is now in its second decade of production; and, is one of the finest success stories in the annals of the U.S. Army. The Black Hawk has amassed more than 900,000 flying hours. Total number of UH-60s delivered to the Army is closing on 1,200 units. The current Army Aviation Modernization Plan calls for 2,253 Black Hawks, owing to the versatility of the UH-60 with such applications as troop assault and redeployment, artillery transport, medevac, logistics and other utility requirements. (The above is based on the observations of (Pictured) Mr. Arthur J. O'Leary, Jr.; VP, Army/Air Force H-60 Product Line, Sikorsky Aircraft, Stratford, CT)



Enhanced Black Hawk

Major Donald M. Makaruk, Commander, B Company, 1st Battalion, 501st Aviation Regiment, stands beside one of the first five Enhanced Black Hawks delivered to EUSA. Nonstandard equipment shown includes the M-134 minigun, a rescue hoist mounted externally, internal auxiliary fuel tanks and the FAST rope system.



50 Years Ago May-June, 1964

Birthday Message

On behalf of the men and women of the United States Army, I extend heartiest congratulations and best wishes to our Army pilots and crew members on the occasion of the twenty-second anniversary of Army Aviation. As Army Aviation begins its twenty-third year of service, all members of the Army join me in expressing pride in its many accomplishments and confidence in its ability to meet the challenge of the future.



*Earle G. Wheeler,
General, United States Army, Chief of Staff*

XC-142A Rollout

The world's first V/STOL transport prototype, the LTV-Hiller-Ryan XC-142A, was rolled out on June 17 at the Ling-Temco-Vought plant at Dallas. Five of the 18.5 ton, tilt-wing transports will be turned over to the U.S. Army, Navy and Air Force for a tri-service operational evaluation.



Designed to carry 32 fully-equipped troops or 4 tons of cargo in the VTOL mode, the XC-142A can lift an additional 4,000 pounds in STOL operations. The tri-service evaluation will start in January 1965 with the full evaluation scheduled to be completed in July 1966.

Acceptance

A U.S. Army YCH-54A Sky Crane is shown hoisting a 6X6 truck weighing over 12,000 pounds. The flight demonstration occurred at Sikorsky's Stratford, Conn. plant. The helicopter was the first of six purchased by the Army, accepted June 30 by the Army's Material Command.





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

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

The deadline for nominations for the 2016 induction is June 1, 2015

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

Army Aviation Hall of Fame

Lieutenant General John Mark Curran, Retired

Army Aviation Hall of Fame
2012 Induction - Nashville, TN



Lieutenant General Mark Curran distinguished himself and Army Aviation by exceptionally meritorious service to the United States Army, through over 33 years of service as a gifted leader and warrior.

Commanding at all levels, he served as an instructor pilot and branch chief of the Aero Scout Branch, and played a key staff role in the formulation of the Aviation Branch and its inaugural officer basic and advanced courses. While commanding 3rd Battalion, 101st Aviation Regiment, 101st Airborne Division during Operation Desert Shield and Storm, the battalion attacked and assisted in the capture of two Iraqi infantry battalions. He later served in leadership positions for Operation Joint Endeavor in Hungary and Bosnia-Herzegovina, and Operation Joint Guard and Task Force Eagle in Bosnia-Herzegovina.

His leadership and experience were recognized by the Army leadership by his selection as the first Deputy Commanding General-Futures for the U.S. Army Training and Doctrine Command, Ft. Monroe, Virginia, and director of the Army Capabilities Integration Center. He was responsible for bringing concepts and requirements together into meaningful warfighting strategies for the future of the Army. He oversaw the transformation of the Army's combat formations into the modular, joint enabled, full spectrum force. These new formations performed superbly during combat operations in Iraq and Afghanistan, validating the design work he empowered.

He also served as the Army Aviation Branch Chief, and commander of the U.S. Army Aviation Center and School at Ft. Rucker, Alabama. Under his leadership, a dynamic new program was initiated, Flight School XXI, which resulted in aviators graduating flight school with more proficiency in flying tasks and trained to a higher standard. This was the first effort to modernize flight school since the Vietnam War. His vision and vast aviation experience enabled the transformation of Army Aviation during a time of war.

Throughout his work in changing the Army and Army Aviation, he maintained a focus on Aviation Soldiers and their families. These changes are his legacy. His leadership and drive for excellence have been documented by numerous awards, decorations, and badges that he earned throughout his distinguished career. His contributions to Army Aviation and its future will shape Army Aviation dominance for decades to come.

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