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Publisher William R. Harris Jr.

Associate Publisher COL (Ret.) Daniel L. Ball

Editor

CW4 (Ret.) Joseph L. Pisano Sr. editor@guad-a.org

Director of Design & Production Anne H. Ewing

Contributing Editor Mark Albertson

Family Readiness Editor Judy Konitzer

Advertising Director Robert C. Lachowski bob@guad-a.org

Marketing Director Jennifer Chittem jenn@quad-a.org

Circulation Department

Deb Cavallaro
Debbie Coley
Erika Isolda
Elisabeth Mansson
Barbara McCann
Corey Stokes

Web Master Mary Seymour

Editorial Address

755 Main St., Suite 4D Monroe, CT 06468-2830 Tel: (203) 268-2450 Fax: (203) 268-5870 www.quad-a.org

ON THE COVER

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Briefings...

Late Breaking News - Announcements - Notes

Scaparrotti Nominated for Top Slot in Korea



Secretary of Defense Chuck Hagel announced that the President has nominated Army LTG Curtis M. "Mike" Scaparrotti for appointment to the rank of general and assignment as commander,

United Nations Command/R.O.K.-U.S. Combined Forces Command/U.S. Forces Korea, Republic of Korea. He is currently serving as director of the Joint Staff, Washington, DC. Following confirmation by the Senate, Scaparrotti will succeed GEN James D. Thurman, who has held the command since Jul. 14, 2011 and who is scheduled to retire in December.

Fort Rucker Wins Installation Award

Secretary of Defense Chuck Hagel announced on May 20th the U.S. Army Garrison, Fort Rucker, AL is the Army recipient of the 2013 Commander in Chief's Annual Award for Installation Excellence. The Commander in Chief's Annual Award for Installation Excellence recognizes the outstanding and innovative efforts of the people who operate and maintain U.S. military installations. The five recipients of this highly competitive presidential award were selected for their exemplary support of Department of Defense missions. Installation excellence enables better mission performance and enhances the quality of life for servicemembers and their families; Fort Rucker succeeded in providing excellent working, housing and recreational conditions. Each winning installation will receive a commemorative commander in chief's award trophy and flag, along with a congratulatory letter from the president.

Flight Paramedics Get New ASI

Effective Oct. 1, 2014, all 68W, health care specialist, sergeants and staff sergeant positions that are coded with additional skill identifier (ASI) F3, rotary wing aeromedical evacuation, will also be coded with ASI F2, nationally registered flight paramedic.The

National Defense Act of 2013 has mandated that all flight medics are trained to newly established ASI F2 flight paramedic standard by the end of FY17. The Army Medical Department's goal is to eventually remove ASI F3 once an acceptable inventory level is established among 68W soldiers, but not later than fiscal 2018. For specific details on the F2 program, contact the AMEDD, Enlisted Personnel Proponent Division, at 210-221-9963/9925 (DSN 471), or appd.enlisted @amedd.army.mil.

Flight School Escapes Budget Cuts for Now

In a May 17 letter to Rep. Martha Roby (R-AL), Army Chief of Staff, GEN Ray Odierno stated he has scrapped plans to cut 500 helicopter pilot training slots and 37,000 flight hours at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. The Army found money to pay for the training in the defense funding measure Congress passed in March; however, it is unclear how long flight training will be safe as Odierno said, "I cannot guarantee training in many areas, including flight training, will not be affected by the end of the fiscal year."

Obtaining Military Records

The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214s online: http://vetrecs.archives.gov/. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use the new online military personnel records system to request documents.

CORRECTIONS:

In the May, 2013 issue, page 27, the name Dr. (COL) Hal Kushner, Retired, was misspelled. We apologize for the error.

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IATION MAGAZINE





Our Leadership Team and The Way Ahead

ummer is almost upon us but we at AAAA are not resting. Our new leadership team is in place and I want to make sure you know who they are. The National Executive Group, (NEG), consists of me as President; BG (Ret.) E.J. Sinclair, Senior VP; BG (Ret.) Steve Mundt, Secretary; MG (Ret.) Jeff Schloesser, Treasurer; and two appointed members – LTC (Ret.) Jan Drabczuk, VP Chapters; and CW5 (Ret.) Dave Cooper, VP Membership.

I have asked each of these men to take oversight responsibility for different areas of our operations. My intent is to increase standardization and make sure we are serving all our members as best we can.

First, I am refining the Senior Executive Associates program. This enterprise features retired three and four star general officers (all are non-aviators) under the chairmanship of our former Army Vice-Chief of Staff, GEN (Ret.) Jack Keane. These great Americans have made a significant impact for Army Aviation in advocacy at the highest level of our government and industry.

E.J. is going to work with our Hall of Fame Chairman, Dr. (COL) Hal Kushner, Ret. to ensure we induct only the most deserving personnel into the Army Aviation Hall of Fame. We will endeavor to clearly spell out the process, procedures, and definitive criteria for nominative consideration.

Steve is going to shotgun a review of the AAAA By-laws by our By-laws and Legal Committee to ensure we are not only operating in compliance with them, but that they are current and relevant to the future health of the Association. Our last review was almost eight years ago, so it is time to undertake this important review.

In addition to his routine responsibility to ensure your out-of-cycle funding requests are expeditiously handled



BG (Ret.) Steve Mundt, then National Treasurer, reports out to the National Executive Board at their Apr. 10th meeting during the Annual Professional Forum and Exposition, in Fort Worth, TX.

to maximize support to all Aviation Soldiers and their families, Jeff is working a comprehensive review of our investment portfolio asset allocation, future contract negotiation with AAPI, and aligning all in-cycle funding requests for consideration by the National Executive Board.

Jan is already starting to standardize the chapter reporting of what they do with AAAA National funds at specific events so we can track the effectiveness of the almost \$100,000 we donate to our chapters each year. He intends to contact each and every chapter over the next six months.

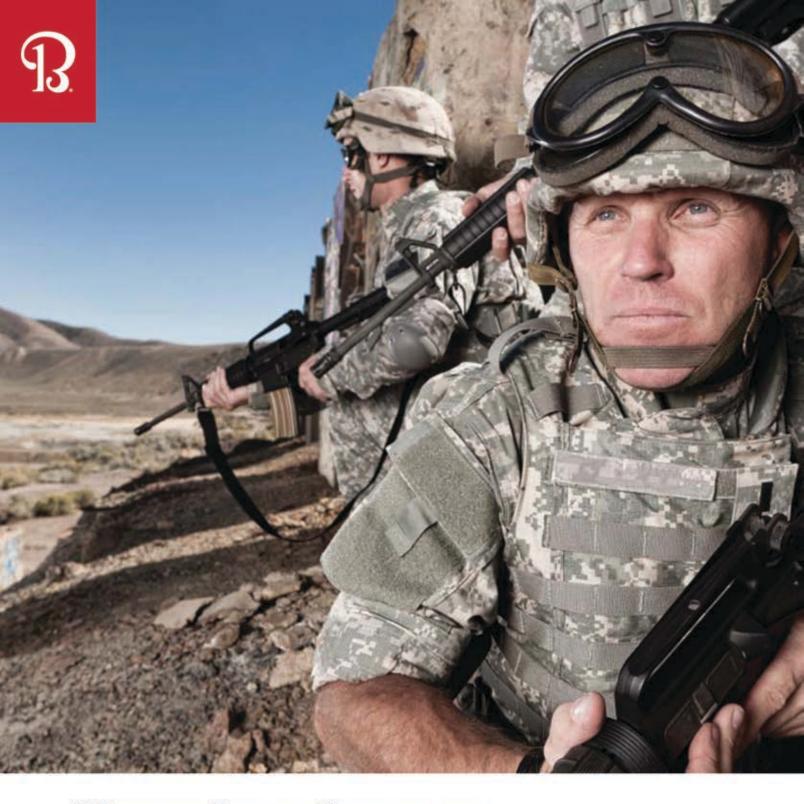
And, Dave is working membership issues such as placement of every member into a chapter who may fall outside the current, geographic 50-mile radius of their area, reaching out to the National Guard and Army Reserve, and broadening our ties with industry; all of this to make sure we deliver on our Mission statement, "AAAA: Supporting the U.S. Army Aviation Soldier and Family."

Don't hesitate to contact any of these officers with your thoughts and concerns. ej.sinclair@quad-a.org/steve. mundt@quad-a.org/jeff.schloesser@quad-a.org/jan.drabczuk@quad-a.org/dave.cooper@quad-a.org. I will report out on our various new committee chairmen in the next issue and review their areas of responsibility.

Finally, this month is our annual issue focused on Special Operations Aviation, Reserve Component Aviation and Safety. Look for some great articles submitted by the U.S Army Special Operations Aviation Command (USASOAC), the 160th Special Operations Aviation Regiment (Airborne) SOAR (A), Army National Guard, U.S. Army Reserves and the Safety Center.

This exchange of information and concepts is instrumental to building an even stronger, more formidable Aviation branch.

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



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From The Aviation Branch Chief



Working Together Like Never Before: SOF/Conventional Army Aviation

By MG Kevin W. Mangum



pecial Operations Aviation's unique blend of skills and training are practiced at home and abroad every day and in every imaginable environment. Their professionalism and capabilities affect mission success under both hostile and non-hostile conditions across the globe.

As you can imagine, such capability is in great demand. The question then arises, how do we address the increased requirement for this capability and become more effective as an aviation force? As the Global War on Terrorism has stretched our formations, we have begun to collaborate more and more.

First, simply by conventional Army Aviation picking up missions where there was not enough special operations aviation to go around. The collaboration has continued to grow and now spans the full range of doctrine, organization, training, materiel, leadership and education, personnel and facilities (DOTML-PF). Over the past

few years we have found that effectively leveraging the capabilities of both the Special Operations Aviation's units and conventional Army Aviation strengthens our ties and provides a symbiotic benefit to both formations.

Aviation Foreign Internal Defense (AvFID) engagements

Army Special Operations Aviation Command (ARSOAC) continues to employ ARSOA personnel on Subject Matter Exchanges to assess, advise, and assist with Aviation Foreign Internal Defense (AvFID) engagements. They have made significant gains in capability and force projection for our partner nations, as well as built skills as trainers through sharing tactics, techniques, and procedures.

Teaming to Train Unmanned Aircraft Systems Personnel

ARSOAC continues to build an unmanned aircraft systems (UAS) force and experience base across

United States Army Special Operations Command (USASOC).

ARSOAC's Special Operations Aviation Training Battalion (SOATB) is in the process of developing three Special Operations Forces (SOF) UAS courses in support of future operations. Currently however, ARSOAC does not have the training facilities or resources required to conduct initial Gray Eagle qualification for its 150U MOS personnel.

Until these courses are developed, ARSOAC will temporarily station, field and train its first Gray Eagle company, which will replace the Quick Reaction Company (QRC) mission in ongoing combat operations, with its conventional counterparts at Fort Huachuca, AZ.

The 2nd Battalion, 13th Aviation Regiment, which trains conventional force UAS personnel, will provide available training slots to train Special Operations Aviation's soldiers.

Additionally, the Directorate of



Training and Doctrine here at Fort Rucker is working to provide a training support package (TSP) to ARSOAC to facilitate training its soldiers once the program of instruction (POI) is approved later this year.

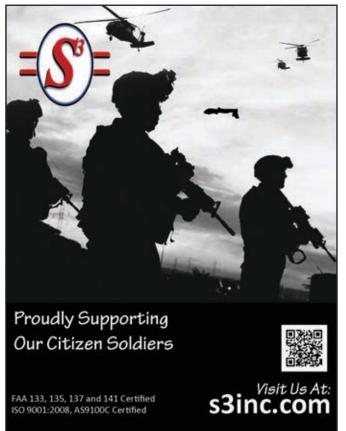
Preventing Materiel Loss Due to Corrosion

Each year we lose a significant amount of aviation parts due to corrosion. Special Operations Aviation, working with the Corrosion Prevention Office from the Army Materiel Command, is finding ways to stop this loss. This collaborative effort to develop basic techniques and procedures can help stop the loss for both Special Operations Aviation and conventional units alike.

Working Together for the Future

U.S. Special Operations Command (SOCOM) is an integral part of all aspects of the Future Vertical Lift (FVL) effort. They have served as a core member of the FVL Working Group and continue to provide representation and subject matter expertise in support of the FVL Requirements Integrated Product Team (RIPT), the Acquisition Integrated Product Team (AIPT), and the Joint Multi-role (JMR) Science and Technology (S&T) Demonstration.

SOCOM played a pivotal role in the development of the Capabilities Based Assessment (CBA), directed by the Under Secretary of Defense for Acquisition, Technology and Logistics, which provided the analytical underpinnings for FVL capability needs and attributes. They supported development of the FVL Strategic Plan, signed by the Deputy Secretary of Defense. SOCOM worked with the Joint FVL team to ensure their capability requirements were reflected in the recently approved FVL Family of Systems (FoS) Initial Capabilities Document (ICD). As



refinement of FVL capability requirements continues, we have initiated development of a detailed FVL Concept of Operations (CONOPS).

SOCOM has been out front in this effort, recently hosting a CONOPS development workshop to address 'key' Special Operations mission tasks and attributes required for the future. Their continued participation remains essential as we move toward a truly Joint and revolutionary vertical takeoff and landing (VTOL) capability to address the challenges of the future.

Female Integration into SOA

Congressional notification to open enlisted and officer aviator positions to females in the 160th Special Operations Aviation Regiment (Airborne) (SOAR)(A) began in mid April. After completion of the notification period, they anticipate starting the recruiting process this summer, where they will begin their assessment program for 16 positions. This will help maximize capabilities and fill critical pilot and crew chief positions with experienced aviators, while supporting the Army's efforts to expand roles for women.

ARSOAC Distinctive Unit Insignia (DUI) and Shoulder Sleeve Insignia (SSI)

ARSOAC unveiled its new Distinctive Unit Insignia (DUI) and Shoulder Sleeve Insignia (SSI) after receiving approval by the Army's Institute of Heraldry in April.

The insignia includes a Fairbairn Sykes dagger, with upswept red wings forming a spearhead reminiscent of the 1st Special Service Force, which symbolizes the unit's role as the aviation element of USASOC.

The Aviation ultramarine blue shield with black border reflects 1st Special Operations Command lineage, but also serves as a constant reminder that the Command is inseparable from Army Aviation branch. The motto "VOLARE OPTIMOS," "To Fly the Best," embodies the ARSOA ethos of enduring commitment to maintain the sacred trust of the Special Operators they support.

Closing

No matter what patch you wear, I have no doubt that the collaboration between Special Operations Aviation and conventional Army Aviation units will continue to grow and make us all that much better. This collaboration ensures that we all benefit and will guarantee that we leverage the best of each organization's doctrine, organizational structure, training, materiel solutions, leadership and education, and personnel capabilities to support the Soldier on the ground, regardless of the mission.

As we continue to work through the many common issues and topics to maintain relevancy and flexibility in the future, we must not forget those who remain in harm's way defending our way of life each and every day.

I thank all of you for the extraordinary sacrifices you and your families make for our Nation and our Army every day. Please keep our fellow Soldiers in your thoughts and prayers! Above the Best!

**

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



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Chief Warrant Officer of the Branch Update



ARSOA Warrant Officer 2025

By CW5 Ivan S. Murdock

CW5 Ivan Murdock, the Command Warrant Officer of the 160th Special Operations Aviation Regiment (Airborne), provides insight on the history and accessions for the warrant officers in this outstanding organization. Like the conventional force, 160th SOAR (A) will be challenged with issues regarding the transition from combat to training and a competitive promotion system. CW5 Murdock describes how his organization's warrant officers will develop in the future in order to enhance their skills and improving competitiveness. Above The Best!

CW5 Michael L. Reese Chief Warrant Officer of the Branch

s the 4th Command Chief Warrant Officer of the 160th SOAR (A), I would like to lay out our assignment vision and what we are as part of Army Aviation war fighting force.

I have served with special operations for 19 years. There has always been tribal lore vs. the fact of an assignment, and the mystery of the assessment is still there partly by design because although the general events stay in order individuals change to continue to evolve the process and keep it unique to each officer/warrant officer who comes to assess to be in our ranks.

We are part of our Army and our Aviation Branch. Our warrant officers come from the same pool as every other warrant officer – whether through Ft. Rucker, or the other Army warrant officer producing schools. So what is the difference?

First, from our beginnings – let us start with some of the rumors. We have always had W01s and LTs in our ranks. In the beginning (Operation Honey Badger) we were taken from the 101st Airborne Division, Ft. Rucker, and other places to form what we now know as the 160th SOAR(A).



A warrant officer assigned to the Special Operations Aviation Training Battalion (SOATB) applies a field-dressing to a simulated casualty during medical trauma lanes for the combat skill training at Old Clarksville Base, Ft. Campbell, KY. Each cycle, aspiring officers looking to join the elite 160th SOAR organization go through "Officer Green Platoon," where they are assessed on a multitude of combat skills and aviation tasks before being assigned to the Regiment.

As we grew and our mission evolved over 30 years of combat engagements we have refined the role. So how are we different – surprisingly, not as much as people think.

The Special Operations community is unique in that we maintain a nonotice mission set to strike anywhere in the world, plan brief and execute targets as directed by the National Command Authority +/- 30 seconds in any environment. Being able to do this is what makes us a little different.

First, it takes a special person (family) to even want to when he is tired, just got home from some other Army adventure to be called and immediately re-engage in what his country needs from him. Many times that call is for training, so the sacrifices can be hard on a family if they are not prepared.

To maintain that capability we must train in all environments and modify our equipment to be able to perform and guarantee success even when it would appear that we can't or almost shouldn't execute. I assure you though when debriefed it would almost sound unsafe but the exact opposite is true.

We train the safety back into the mission set by design. We hold a more stringent weather minimum than our conventional counterparts, even for training. To facilitate our ability we added forward looking infrared (FLIR), and multimode radar (MMR) to our larger airframes to assist and allow us to have an electronic vision of the terrain and obstacles associated with tactical terrain flight with synthetic vision and other degraded environment electronic enhancements on our future aircraft being incorporated each year.

With all of that, what will our future warrant officer look like as our Army returns from an Army at war to an Army training for war? We will, as in every post-combat draw down, have to remain competitive in our promotion system. Our future warrant officers will be aligning more with our commissioned counterparts as the future links our Primary Military Education to our promotion system and our civilian education will move towards a mandatory level to remain competitive.

This strays from the original 1956 study where the Army established civilian education as the primary difference in our standards.

Our next generation warrant officer will be more fit, more agile, and better educated, to compete alongside his conventional brethren for promotion and school. The role of special operations warrant officers will evolve as defined by our Army and Nation.

Incorporating from our ground special operations mission we will participate more in Foreign Internal Defense (FID) missions, and Subject Matter Expert (SME) Exchanges, training and assisting our global partners as we continue to bring the fight to the enemy in their land. This work will expand to a more strategic part of our National Defense.

We will work in even smaller displacements of soldiers as we move away from the sustained theatres we have had for a decade-plus of combat and more specific mission sets.

This means that many times the Special Operations Aviation Warrant Officer will have to wear many hats, as he will be the ARSOA planner, the officer in charge, and have to combine the roles of SME with the overall responsibility of control (the second part of command and control).

We will move beyond the standard Army Physical Fitness Test (APFT) and to a physical standard that continues to guarantee our Nation's special operations ground forces that we are a viable part of that team, not allowing age or other parts of the test to skew or endanger our ability to be part of that ground team in the event we are all on the ground at the same time.

Flight time to come to our unit will change. In the 80's and 90's the party line was 1,000 total hours, to include a minimum of 100 night vision goggle (NVG) hours; that was a discriminator and not always carved in stone, as many had believed.

After 9-11 and a decade of combat operations, we have grown over 100%

as an organization, and the pool of aviators having those minimums is commonplace.

We have always sought out younger aviators, those who excel – i.e., top 5-10% in flight school, a quick progression to pilot in command in their units. The assessment is a time proven process. We approve about 65% of the packets for assessment, and about 65% make it – gives us about a 38-40% packet to assignment rate.

What makes for a good packet?

- Good OERs if you are a promotion risk or not at the top your game we can't make the investment in you; also, since you will be an OIC at some level we have to ensure the best officers/warrant officers are selected.
- *APFT* the standard is to pass; there aren't many packets that make it through the review process with a score below 250.

This also falls back on investment – if you are young and not putting in that extra effort when you are doing it on your own then often you will struggle and this is a professional issue that will negatively affect your career.

- Letters of Recommendation from your command and others; these are Army recognized indicators of your performance.
- Flight PIC, tracked, mid-grade CW2 is the perfect time in your career;

If you're a junior aviator, APFT, flight school ranking, and OERs become even more critical as potential vs. performance is being judged.

■ *Finances* – every officer in our formation has to qualify for a top secret clearance.

In short swim, study, and run – those are the things you have control over to be ahead of your peers.

The good news is if you do those things you will enhance your career opportunities regardless of a decision to join our ranks in Special Operations.

In a time of dwindling resources, we are returning to an Army where those discriminators will be the difference between an average and a great career with enhanced opportunities along the way.

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

CW5 Ivan S. Murdock is the 4th command chief warrant officer of the 160th SOAR (A), Fort Campbell, KY.



Branch Command Sergeant Major Update



Citizen Soldiers

By CSM James H. Thomson Jr.

A well regulated militia, composed of the body of the people, trained in arms, is the best most natural defense of a free country.

James Madison

his issue of Army Aviation Magazine includes an update on Army National Guard (ARNG) and Army Reserve Aviation so I thought it appropriate to highlight some of the missions ARNG Aviation are currently conducting as essential members of U.S. Army Aviation and our profession.

The ARNG makes up just over 40% of the Army's total aviation force including eight combat aviation brigades (CAB). Elements of ARNG Aviation are deployed today in support of operations in Kuwait, Afghanistan, Kosovo, Horn of Africa, and the Sinai.

Last year 195 ARNG aviation units from 38 states and territories deployed overseas in support of the Global War on Terrorism and other contingency operations.

I recently had the privilege of visiting the 36th CAB from Texas which is currently deployed in support of Operation Enduring Freedom-Kuwait. Their task force is comprised of units from both the active duty and reserve components operating complex and vital mission sets throughout the Persian Gulf region.

When not mobilized, ARNG Aviation units are well suited to provide rapid and responsive forces to homeland security and natural disas-



Members of the 1st Bn., 108th Avn. Regt., 36th Cbt. Avn. Bde., TX ARNG work on a UH-60 Black Hawk in support of Operation Enduring Freedom-Kuwait.

ter missions when ordered out by state governors. Last year ARNG Aviation units flew 30,899 hours in support of 12,355 domestic operations ranging from southwest border security, counter drug interdiction, hurricane and tornado disaster relief, wildfire suppression, search and rescue and MEDEVAC.

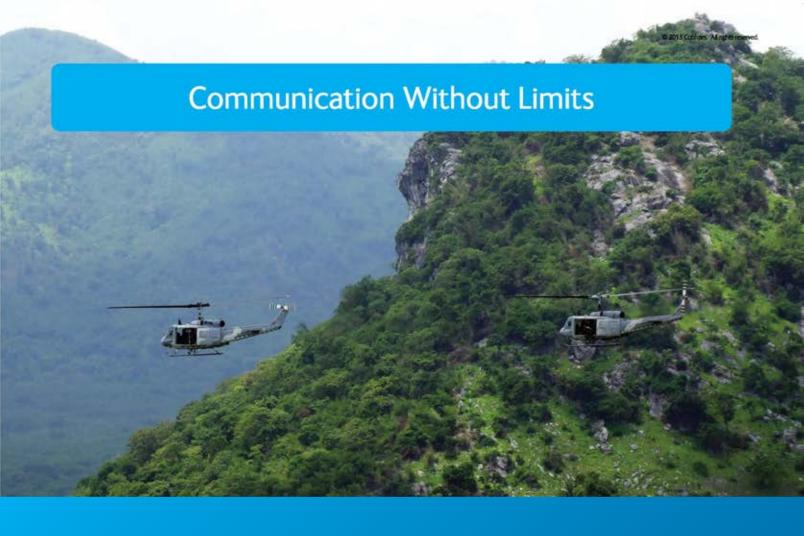
During Hurricane Sandy alone, ARNG Aviation provided more than 230 aircraft flying almost 900 hours playing a crucial role in providing relief to thousands of citizens affected by the devastating storm.

ARNG Aviation is also a valued member of our training base with four training sites conducting critical training for active duty and reserve aviation forces. The High Altitude Aviation Training Site (HAATS) in Colorado is the only DoD training site

for high altitude power management environmental training. HAATS trains over 400 aircrews annually providing "graduate level" training in mountainous terrain and/or high temperatures.

The Unmanned Aerial System Regional Flight Center (UASRFC) at Camp Shelby, Mississippi is a prime location possessing the necessary equipment, personnel, facilities, and airspace to allow a "turn-key" capability for the conduct of Shadow Tactical Unmanned Aircraft System (TUAS) platoon level sustainment training for the 30 TUAS platoons within the Army National Guard, as well as for TUAS units from both the active Army and other Services on a space-available basis.

The Western Army Aviation Training Site (WAATS) in Arizona conducts aviation training as directed





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by the National Guard Bureau, the U.S. Army Training and Doctrine Command (TRADOC), and Joint Forces Headquarters-AZ in support of Army aviation readiness.

All formal courses taught at WAATS are TRADOC approved and the U.S. Army Aviation Center of Excellence (USAACE) provides oversight in the form certification, quality assurance, and standardization of the courses. Some of the courses offered at WAATS are aircraft qualification and instructor pilot courses for AH-64D, UH-60, and UH-72A. Also available are the AH-64 Repairer and 15P Operations Specialist transition courses and the UH-72 Enlisted Flight Instructor course.

Additionally, WAATS instructs the Advanced Leaders Course for Aviation Operations, AH-64 Maintenance Supervisor, and the Common Aircraft Maintenance Course.

In Pennsylvania, the Eastern Army Aviation Training Site (EAATS) is a fully-integrated educational system which trains Soldiers of all components to a single standard to: safely conduct individual aviation MOS qualification and professional development courses in accordance with The Army School System (TASS) standards; conduct virtual simulation training in modern and legacy aircraft flight simulation systems; and provide for the aero medical requirements of assigned students, cadre and other authorized personnel.

Upon mobilization, EAATS augments the TRADOC aviation training mission as an activity under command and control of USAACE.

The training curriculum at the EAATS consists of more than 36 formal courses providing technical and functional training to over 1,500 Soldiers annually from all 54 states and territories, the active Army, Army Reserves and various international military students.

The Flight Training Company conducts aircraft qualification courses and instructor pilot training in the CH-47D and UH-60A/L, as well as institutional training in the UH-72A.

The Enlisted Training Company conducts MOS qualification/transition courses as well as Advanced Leader Courses for 15 M/T/U, as well as hosting the Aircraft Crewmember Standardization Instructor Course for

UH-60 and CH-47 crewmembers.

EAATS also offers a 35 acre campus consisting of full motion flight simulators, UH-60 and CH-47 Hardware Maintenance, and Remove and Replace Trainers, a state-of-the-art multimedia classroom for Distance Learning classes and computerized classrooms to facilitate and support interactive multi-media instruction and automation initiatives.

Army National Guard Aviation is clearly an integral part of Army Aviation and essential to our ability to remain relentlessly focused on and dedicated to honoring a sacred trust with commanders and Soldiers on the ground and is likewise a key component of the USAACE mission to train, educate and develop Army Aviation professionals.

Above the Best!

CSM Thomson jim.thomson@us.army.mil

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

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Army Aviation Maintenance Safety Starts Here!

By CW3 Jennifer L. Stubbs

I have asked the Skymaster safety officer, CW3 Jennifer Stubbs, to share her insights on safely training the initial entry and advanced individual training students passing through the brigade annually and instilling in them the safety philosophy and techniques required to succeed.

COL Heitkamp, Commander

ost of the enlisted Soldiers of our branch start their careers as student Soldiers in the 1st Battalion, 222nd Aviation Regiment, the *Skymasters* of the 128th Aviation Brigade. The battalion's mission is to conduct Initial Entry Training (IET) and Advanced Individual Training (AIT) soldierization by focusing on Army values, physical conditioning, warrior tasks and battle drills, and the Warrior Ethos, in order to provide aviation maintenance Soldiers to the field who can immediately contribute to the combat readiness of their gaining unit.

Implicit in that mission is to inculcate Army aviation safety philosophy and techniques into every Soldier that passes through our formations.

Whether performing daily activities ranging from physical readiness training, marching to and from academics, training on aircraft and subsystems or



Skymasters physical training.

basic household maintenance, safety is paramount.

Safety professionals within the unit ensure measures are in place to mitigate hazards and to provide a safe environment for all Soldiers as they engage in daily activities to accomplish their mission safely. The majority of mishaps occurring in the *Skymasters* bat-

talion are related to sports, recreational activities, physical training, combatives or hands-on tasks in academics.

Sports and recreational activities help Soldiers achieve and maintain a high level of physical fitness, stress relief, as well as high morale within the unit but they are not without risk.

Conducting MAC Safely

In February 2013, *Skymasters* held their biannual combatives tournament with 100 Soldiers participating in Modern Army Combatives (MAC). MAC provided Soldiers the basic skills to help protect them in unarmed combat. Although the tournament was designed as a competition, it began with all Soldiers receiving instruction, a demonstration of the proper techniques from Level II and III certified instructors. This was the first step in mitigating risk of a serious injury.

In the course of the MAC training Soldiers learned to listen and understand their partner. The competitors trained two hours a day, five days a week for an entire month, in preparation for the tournament.



1st Bn., 222nd Avn. Regt. commander, LTC Michael R. Williams (left), and battalion senior NCO, CSM Estevan Sotorosado (far right), present awards to the 2013 Modern Army Combatives (MAC) winners.

Ever conscious of the safety risks, several in-process reviews were held prior to the event to develop a detailed composite risk management plan and safety brief to reinforce the core objective of the completion, to accomplish it safely. Medical screening for all Soldiers was done to ensure no pre-existing conditions were present that could cause further injury to themselves.

As the tournament began the Soldiers were stoked! The combatives area rang with unit chants and cheers.

When it was over, the tournament was a huge success mainly due to the diligence of the first line leadership executing the appropriate safety measures put in place to prevent injuries – the second step in mitigating risk.

Systemically Avoiding Complacency

During a typical week the *Skymasters* cadre administer over 100 Army Physical Fitness Tests, conduct physical readiness training in all companies twice a day, march Soldiers to and from academics, and perform numerous other duties. The downside of this hectic weekly schedule for cadre and IET Soldiers is that it can become like a "groundhog" day that keeps repeating day after day. This "groundhog" effect can lead to chronic fatigue and complacency in everyone. Individuals have to know their limits and know when they need to take a break.

Knowing your limits is the final step in mitigating risk by both the cadre and Soldiers. In an effort to combat this "groundhog" effect, the 1-222nd facilitates "reset" days to vary schedules for the cadre to forestall fatigue and complacency. So far this has proven successful.

Soldiers receive a detailed safety brief during their initial in-brief after arrival to the battalion. This sets the tone for safety within the unit. Medical conditions to include allergies and cold or hot weather injuries that would impact training or need special attention are identified during this initial interchange.

This also affords the battalion commander the opportunity to stress his command philosophy on the importance of safety in Army aviation and how it translates into all we do both to prevent injuries that could possibly hold the Soldier back from graduating on time and to prevent an aircraft accident or serious injury in the field.

Assessing Feedback

Risk awareness and accident reporting are critical factors in maintaining a great safety program. Each company safety representative is in direct communication with commanders and the battalion safety officer to cross talk and share data with other companies.

Companies conduct a weekly risk assessment covering general risks the company will most likely encounter in its training. Completing the composite risk management worksheet is not to just check the box but a way we are able to identify and assess the hazards, determine the risks, develop controls and implement measures to mitigate the risks of each training task.

Prior to completing a task within the battalion, the activity/task briefer will conduct a brief and modify the activity if required. The commander or safety representative briefs the assessment for their activities.

Cadre are required to complete online courses such as the Composite Risk Management Course, Additional Duty Safety Officer Course, the Commander's Safety Course and the Army Accident Avoidance Course.

Overconfidence in one's athletic abilities has been the cause of many mishaps. These activities carry some

level of injury risks; fortunately many of these injuries can be prevented.

The 1-222nd has already reduced the number of mishaps in the 1st quarter FY13 by 70%, compared to the total of mishaps for 1st quarter FY12.

As the result of leader engagement, accompanied by a decrease in mishaps and overall safety awareness, the 1-222nd Avn. Regt. ranked in the top 25% of more than 900 units in the Army during the most recent Army Readiness Assessment Program survey.

It is the *Skymasters* challenge to instill safety awareness in Army aviation's newest Soldiers. The degree to which we are successful will be measured when our Soldiers arrive at their first unit of assignment.

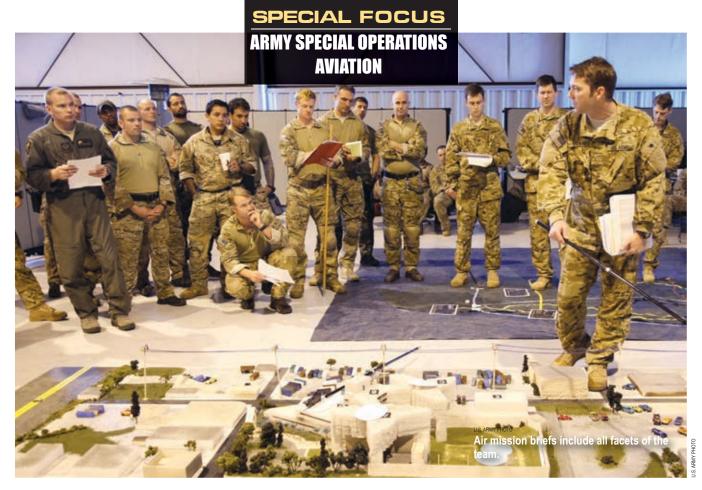
Implementing and maintaining an effective unit safety program is the cornerstone to success in every mission or task we undertake.

It requires vigilance from leaders at all levels down to the newest Soldiers, and family members, to ensure that we truly remain *Above the Best*.

- ** -

CW3 Jennifer L. Stubbs is the safety officer for 1st Battalion, 222nd Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.





U.S. Army Special Operations Aviation Command Year in Review The Way Ahead By BG Clayton M. Hutmacher

ver the past year, the U.S. Army Special Operations Aviation Command (USASOAC) transitioned from a provisionally activated headquarters (March 25, 2011) and became the Aviation Enterprise within Army SOF. Created out of the need to separate the combat role of Army Special Operations Aviation from resourcing responsibilities, USASOAC transformed the original Directorate of Special Operations Aviation into the USASOC Aviation staff proponent and command headquarters. With an official effective date of October 1, 2012, the headquarters is now staffed at over 80% strength, providing experienced and knowledgeable oversight to "all things aviation." As we continue to mature the SOF Aviation Enterprise, leader development remains our number one priority.

We recently broke ground on a new headquarters building at Fort Bragg, NC, and the Army's Institute

of Heraldry approved our own USASOAC distinctive unit insignia and crest. Our insignia combines elements of our lineage from SOF and Army Aviation, and embodies our ethos of enduring commitment to the special operators we support.

Transformation Highlights

Other transformation highlights of the past year include:

■ Transfer of the Special Operations Training Battalion (SOATB) from 160th SOAR(A) to fall directly as a subordinate unit within USASOAC.

This move allows USASOAC to invest directly in professional force development by generating, managing, and retaining the personnel necessary to sustain operational capabilities. With USASOAC oversight of generating operational forces, we can provide combatant commanders and civil authorities with uniquely trained and ready units.

- The Unmanned Aircraft Systems (UAS) Division sponsored the inaugural USASOC UAS Symposium in January 2013 that brought together stakeholders, sister-services and commands that are supported by or support USASOC UAS. The first SOF Gray Eagle UAS company, E/160th, is being stood up at Fort Huachuca, AZ this year with the assistance of 2nd Bn., 13th Avn. Regt. They will continue to support the Gray Eagle Quick Reaction Company mission with manning, training and equipping while waiting for facilities at Fort Campbell, KY. This is the first SOF UAS company and will set the standard for an additional company next year.
- With assistance from Army Materiel Command's Corrosion Prevention Office, our corrosion control program continues to lead by example in preventing damage to our aircraft through materiel initiatives, personnel training, and establishing standards for

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LTG Raymond V. Mason, the Army Deputy Chief of Staff, G-4, is briefed by CW3 Joseph D. Morra, 2nd Bn., 160th SOAR(A), during a visit to the unit.

oversight and inspections. Examples include construction of facilities or overhangs to reduce exposure to the elements, dehumidification capabilities, using corrosion-resistant electrical connectors and resourced corrosion prevention training.

- The Supply Directorate implemented a Single Point Logistics Facility (SPLF) at Fort Campbell. The SPLF concept was developed in parallel with the Lean Logistics Initiative to ensure efficient, effective and "Lean" future logistical support to 160th's fleet of special operations aircraft. The overall concept was to create a "one stop shopping facility" for customers which would alleviate multiple locations of parts and decrease the frequency a product is handled.
- USASOAC's Supply Support Activity transitioned from Class IX only to a Multi-Class Support Activity. The multi-class SSA transition was also in line with the Lean Logistics Initiative to ensure efficient, effective and one stop shopping for all customers within 160th SOAR (A) under the USASOAC umbrella. This initiative had an enormous cost savings effect in multiple areas of logistics, transportation, parts availability, customer wait time and requisition wait time.

Being an effective supply chain management team is critical to supporting our SOF Aviation war fighters across the globe. In a continuing effort to define and refine critical requirements

and to continually increase our support, this consolidation afforded effective and efficient inventory management for other than class IX(A) items, allows for actively predicting demand for other than class IX (A) spares, increases ability and effort for requirements forecasting, improves overall comprehensive asset visibility and better controls material distribution.

The Future

With fiscal constraints affecting the entire nation, our strategic resourcing is more important than ever as we prepare, program, budget and execute resourcing functions necessary to sustain the USASOC Aviation Enterprise. We continue to assess the present and future needs of the force and design plans to generate and sustain all things aviation. While we must modernize to stay relevant, expansion of the ARSOA Enterprise under budget austerity guides us to become better not bigger. Our goal is to be value added to the Aviation and SOF community, and key projects in our future include:

■ Rotary Wing Roadmap

Our bottom line is to maintain and improve our unique capability to insert and support SOF operators anytime, anywhere in the world with precision, and to retain our ability in providing the ground force commander mobility, flexibility and agility through vertical maneuverability. Modernization efforts, particularly of the MH-47 air-

frames which are increasingly SOF unique, are vital. Programmed aviation improvements will prepare our SOF for a complex and uncertain battlefield by putting them in the right place at the right time to accomplish their mission.

■ Future Vertical Lift (FVL)

The USASOAC sees tremendous value in its continued participation in applicable FVL efforts. Working with SOCOM as our lead, we are providing advice and assistance in determining the capability gaps in the future operational environment that the FVL Family of Systems will be able to meet. Concurrently, the FVL efforts will enable us to life-cycle replace our fleet with more common-Joint airframes, which should result in maintenance cost efficiencies.

■ Gray Eagle/UAS

Relative to our Joint SOF Ground Force customer base, ARSOA assets are in low density and high demand, increasing the importance of our UAS growth and employment. One of our top priorities is to "Build the Force" across USASOAC in support of ARSOF UAS. We will continue to develop UAS education and training through SOATB, support Gray Eagle QRC deployments, and be a key player in USASOC UAS programs. As we expand world-wide utilization of ARSOA UAS, connecting assets through programmed modernization efforts allows us to deliver decisive results in the shortest time possible.

■ Female integration

After Congressional notification began in April, USASOAC moved forward with an assessment program to open up aviator positions previously closed to women. This is in support of the Army's efforts to expand the roles for women, and is a natural transition as these MOSs are already open to women in the Army. Opening these positions provides a greater pool of qualified Soldiers from which to draw, maximizing military capabilities and filling critical pilot and crew chief positions with experienced aviators.

After completion of the notification period, the next step will be to begin the recruiting process, which we anticipate will start this summer. USASOAC recruits, assesses, selects and trains highly qualified aviation experts to execute the nation's most complex missions, and we will continue to ensure all applicants meet the stringent stan-

dards and assessment process required to serve in the 160th SOAR (A). With assistance from the TRADOC Analysis Center, we will conduct surveys and focus groups within the unit to facilitate this transition.

We are committed to continued collaboration with the greater SOF community, other service components and conventional ground forces. One example of this is expanding the role of SOATB's Allison Aquatics Training Facility (AATF), traditionally used for aircraft dunker training, to partner with conventional units at Fort Campbell to prevent vehicle rollover drowning deaths. It is imperative we share lessons learned with our conventional counterparts through facilities like the AATF and programs such as our corrosion control initiatives.

The men and women of this unit continue to excel in organizing, manning, training, resourcing and equipping ARSOA units to provide responsive special operations aviation support which will allow our SOF units to finish the current fight and meet the challenges of tomorrow. We are committed to developing and maintaining the right set of capabilities so combatant commanders have relevant and



SPC Alexander R. Bertini, 4th Bn., 160th SOAR(A), and SPC Bateman perform maintenance on a minigun.

flexible options for a changing environment. We will reinvigorate existing capabilities, develop new capabilities and adopt processes to reflect the broader range of requirements while carefully managing our resources in this time of decreasing budgets.

Throughout our transformation and beyond, USASOAC maintains a stead-

fast commitment to balancing our support to SOF on the ground while sustaining the ARSOA force long term. Volare Optimos! To Fly the Best!

BG Clayton M. Hutmacher is the commanding general of the U.S. Army Special Operations Aviation Command located at Fort Bragg, NC.

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SPECIAL FOCUS ARMY SPECIAL OPERATIONS AVIATION

Special Operations Aviation Sustainment: Merging Acquisition & Logistics to Ensure Excellence in Product Support

By COL Patrick H. Mason and LTC Matthew L. Isaacson

rmy Special Operations Aviation (ARSOA) sustainment is the unique merging of acquisition and logistics into one seamless enterprise focused on delivering material readiness while simultaneously achieving maximum value for every dollar spent. As SOA aircraft are hybrid combinations of Army common, commercial, and SOA specific components, numerous stakeholders and supply chains must be fully integrated into one holistic and synchronized operation.

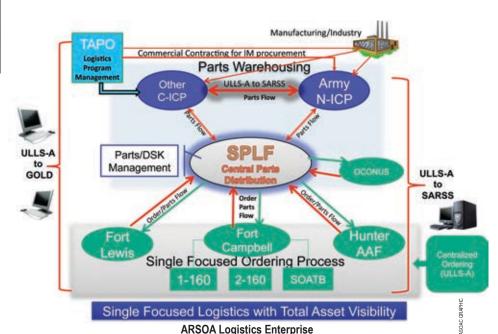
This critical task is accomplished jointly by the U.S. Army Special Operations Aviation Command (USASOAC) G-4 and the Technology Applications Project Office (TAPO).

Through an integrated product team, full life cycle management is executed ensuring readiness on the flight line, an integrated material management process, and optimization of the industry supply chain.

The foundation of SOA sustainment is the Army's logistics infrastructure.

While the ARSOA community does not have its own unique element within the Army Materiel Command (AMC) and Aviation and Missile Life Cycle Management Command (AMCOM), we leverage common support such as training (e.g., corrosion), RESET, Army-common parts, repair transactions, and item management.

Paralleling these Army activities is the SOA unique sustainment management, responsible for life cycle support of all non-Army common components.



ARSOA Lean Logistics/Product Support Modernization

While these parallel yet often separate methodologies have been hugely successful in maintaining reliability, the growth of SOA significantly increased sustainment complexity and taxed the material management system. Given the mission set of the command's subordinate units, these complexities were often addressed through robust inventory and sparing.

Recognizing this method was unsustainable, the 160th Special **Operations** Aviation Regiment (Airborne) (SOAR)(A) initiated a lean logistics initiative aggressively attacking these issues. With the establishment of the USASOAC in 2010, this initiative was expanded into a holistic product support modernization strategy with the purpose of ensuring readiness with affordability. Examining the entire logistics environment, from a problem, people, parts, plan, tools, time, and training (P4T3) perspective through contracts with industry, a value stream mapping exercise was conducted to baseline the current system and assess where changes were required. Only by conducting this "hard scrub" could we optimize our processes, increase support to the flight line, and successfully control costs.

From these efforts, a new ARSOA logistics enterprise structure was established along with several lines of effort that include:

■ Transformation of the 160th SOAR(A) logistics complex to a CLIX (Air) Single Point Logistics

Facility (SPLF) with a Commercial (i.e. non-Army common) Inventory Control Point (CICP).

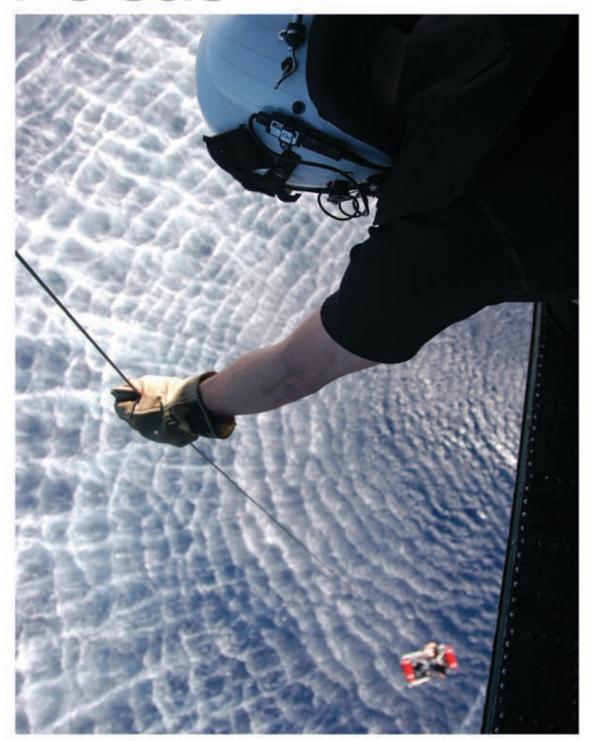
- Inventory "right sizing" thru a combination of demand forecasting, total asset visibility, and increased repair velocity.
- A robust data management strategy utilizing existing systems and industry best practices to interface with Unit Level Logistics System-Aviation (Enhanced) ULLS-A(E), thereby minimizing data duplication, errors, and developmental costs.
- Development of Fleet Analytic Services (FAS) to holistically integrate Health & Usage Monitoring System (HUMS) data, Standard Army Management Information System (STAMIS) demand & maintenance data, and performance metrics into a collective materiel product support strategy.
- Partnership with the AMCOM Corrosion Office to improve corrosion prevention and control from the materiel developer level to the unit level; this program is currently known as Corrosion Control Program One (CCP1).

ARSOA Logistics Enterprise

Additionally, ARSOA's sustainment organizational structure was addressed to ensure roles and responsibilities were clearly defined, process ownership delineated, outputs agreed upon, and a linked set of performance metrics implemented.

The endstate was a true merging of acquisition and logistics organizations capitalizing on the expertise within

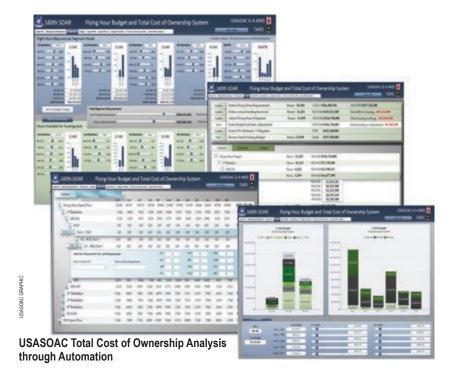
Focus



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TAPO at Joint Base Langley-Eustis, VA and USASOAC G-4 personnel stationed at both Fort Bragg, NC, and Ft. Campbell, KY. In total, both offices have less than 150 personnel to support the complex SOA fleet. TAPO and the USASOAC G-4 must enable all ARSOA materiel support at and above the aviation support battalion level.

This includes, but is not limited to:

- G-4 commodity sustainment managers
- TAPO program managers and item managers
- Non-Army common CLIX (Air) OEM management & support
- Troubleshooting analysts and field service representatives
- Pass-Back maintenance at the G-4 specialized repair activity
- Aircraft modifications
- Contract field team support
- Aircraft configuration management

Sustainment Resourcing Through Total Cost of Ownership Analysis

Another critical element of the product support modernization strategy was financial transparency linking all requirements to validated cost positions and optimized contracts. As with the material management process, this involved merging Army common and SOA unique as we utilize a five part flying hour program.

Parts 1 through 3 are Army-common spares, repairs, and fuel with traceability through standard Army methods. Parts 4 and 5 are non-Army-common spares and repairs executed by TAPO along with other fixed and variable elements of cost that sup-

port the flying hour program. Utilizing "should cost" analysis and the other tenets of the DoD Better Buying Power (BBP) initiative, the team "baselined" all dollars against demands and began transitioning to performance based/incentivized contracts

Contract modifications were also accomplished to improve cost accountability, reduce unliquidated obligations, and implement failure reporting and corrective action systems (FRACAS). Additionally, existing cost avoidance measures were quantified and enhanced to show the value of these efforts to the flying hour program. These elements include contract field team sustainment support, non-Army common material management, field service representatives, and modification work orders. If not for these programs and their associated life cycle cost reductions, the cost per flying hour would be significantly increased.

TAPO and the G-4 also instituted new business practices based on the Army's imperative to reduce total ownership cost as well as the command's need for a materiel support structure that can adjust to shifts in both funding and operational requirements.

Building upon bi-weekly commodity / item manager product reviews, the G-4 and 160th SOAR(A) commanders, maintenance managers, and logisticians meet quarterly for the Aviation Maintenance Resourcing Analysis Council (AMRAC).

This event validates sustainment requirements and ensures commander's needs are identified and resources aligned. Then, TAPO and the G-4 execute a Product Support Program Management Review (PS-PMR) to measure performance against targets, assess and mitigate issues, and validate resourcing strategies using an automated Total Cost of Ownership Tool (TCOT).

USASOAC Total Cost of Ownership Analysis through Automation

The TCOT merges all sustainment funding, elements of cost, spending planning, and cost avoidance relationships in an intuitive dashboard environment. Additionally, a robust "drill down" capability exists that facilitates full transparency and accountability. This allows for rapid assessment of the resourcing strategy, identification of financial "hot spots" and adherence to "should cost" goals.

Ultimately, the efforts to reduce cost and ensure affordability are rooted in the BBP initiatives and the regulatory guidance of Army Regulation 750-1. Whether it is total ownership cost (TOC), cost avoidance milestones, development and implementation of efficiencies, or measures of success, the unified objective is an optimized resourcing strategy capable of carrying our sustainment practices well into the future. The TAPO program manager and the Command's aviation maintenance representatives have never worked so closely toward common goals as they do today. USASOAC has succeeded in uniting previously separate management methodologies into one lifecycle product support management strategy.

For the Special Operations aviators and ground force operators, we owe nothing less than a dedicated partnership through the transparency of collective effort. Automated tools and lean practices are of little value if not based on a core belief. Our mission is to ensure the very best materiel resourcing and services for those in Special Operations Aviation: those who love to fight, fight to win, and would rather die than quit.

- **

COL Patrick H. Mason is the program manager of the Technology Applications Program Office located at Joint Base Langley-Eustis, VA; and LTC Matthew L. Isaacson is the chief of the U.S. Army Special Operations Aviation Command G-4 Maintenance Division at Fort Bragg, NC.



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SPECIAL FOCUS

ARMY SPECIAL OPERATIONS AVIATION

An AH-64 Apache attack helicopter and an MH-47 Chinook helicopter conduct flight operations in an undisclosed location during multilateral exercise Eagle Resolve 2013 in Korea. The aircraft were part of an exercise designed to foster cohesion and partnership amongst SOF and conventional aviation units.



By COL John R. Evans

specified nets.

ne minute!" The scream from crew chiefs and pilots alike is passed back to the Special Operations Forces (SOF) assaulters on the pods of the MH-6M "Little Birds" and inside the Chinooks as they slow their airspeed to conduct the assault. Overhead, intelligence, surveillance and reconnaissance (ISR) platforms surveil the target area, while ISR operators pass a steady stream of intelligence updates to the air mission commander (AMC), flight lead and ground force commander on the

Attack helicopters move ahead of the flight they have been escorting and into position to support the helicopter assault force (HAF) with close air-to-ground fires.

The hour is late and the high value target at this obscure compound somewhere in Afghanistan is less than 60 seconds away from a rude awakening as the Special Operations raid unfolds.

Speed, surprise and violence of action provide a decided advantage to this highly trained and synchronized force as the HAF touches down and SOF operators prosecute the target.

Just another night in Afghanistan for Army Special Operations Aviation (ARSOA) – right?

Wrong. In fact the force supporting this SOF ground unit does not consist purely of ARSOA aircraft. It is comprised of MH-6Ms from ARSOA but instead of MH-47Gs and AH-6Ms, it incorporates and integrates CH-47Fs and AH-64Ds from one of Army Aviation's highly trained combat aviation brigades (CABs).

It is the most significant example of an integration of conventional and special operations Army Aviation that has become a normal part of the fight in Afghanistan over the last several years. It is a deliberate and necessary model that demonstrates the incredible interoperability that the Army Aviation Enterprise is capable of, and marks the collaborative nature of a conventional and special operations aviation force that will continue to grow closer in capability and adaptability in the future.

The SOF Truths

When I entered the Special Operations world as a member of the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) in 1995, one of the first things I learned was the four "SOF Truths." These guiding principles are the cornerstones of why SOF came into existence, why and how SOF trains, and how much SOF values people over technology and equipment.

- 1. Humans are more important than hardware.
- 2. Quality is better than quantity.
- 3. Special Operations Forces cannot be massed produced. 4. Competent Special Operations Forces cannot be created
- after emergencies occur.

It wasn't until some years later that I, and many like me, became aware that there were not four SOF Truths, but five.

5. Most Special Operations require non-SOF assistance.

This fifth truth, always present, but not fully embraced until reintroduced to the SOF community by then U.S. Special Operations Command Commander, Admiral Eric Olson, has been an essential element in how ARSOA approaches current and expanding mission roles and supported forces.

While the 160th SOAR(A) has enjoyed significant growth over the last 12 years, Air Force Special Operations Command (AFSOC) rotary wing forces have been reduced.

Supported ground forces from the Army, Navy, Air Force and most recently the Marines have grown to meet present and emerging SOF missions across the globe.

This makes the SOF supporting role of conventional Army aviation more important now than ever before, and necessitates an increasingly close relationship between conventional aviation and ARSOA forces.

Joint Interoperability

The writing is on the wall – as resources contract, our force must continue to reinforce practices, technologies, networks and modalities that allow us to operate together with agility and effectiveness.

Mission roles and functions may remain distinct, but the incredible speed, agility, maneuver and firepower that aviation brings to the tactical fight requires ARSOA and conventional aviation forces to work together to optimize effects and achieve the joint task force commander's intent.

Twelve years of sustained conflict has conditioned us to seeing our Air Force, Navy and Marine Corps brothers and sisters at our FOBs, COPs and outposts; but we will see them increasingly in our briefing rooms, exercise rehearsals and mission debriefs.

Conventional Army aviation units man the Army's global response force packages, and are training on new mission sets and tactical tasks to provide full spectrum operations to the global combatant commanders. ARSOA can and will lend its expertise to this endeavor.

"Check altitude," the instructor pilot calmly announces to the pilot on the controls of the Chinook as it bores through the dark night across a flat, dark sea over 30 miles from the shoreline.

The flight of five aircraft is practicing navigation and overwater inflight procedures in one of our most unforgiving aviation environments. Each member of the crew understands the cost for inattention while traversing the ocean at 100-300 feet above water level (AWL). For many this is their first exposure to overwater flight, and for almost all it is their first experience with overwater flight beyond site of land.

This could easily be a 160th SOAR(A) training flight, but it's not. The pilots at the controls are from the 159th CAB, and both they and their crewmembers have the advantage of an MH-47G instructor pilot in the "jump seat" of the lead aircraft. They are confident in their ability to execute this mission not only because they are great aviators but because they received hours of platform instruction on overwater helicopter flight procedures from a seasoned 160th SOAR instructor pilot who has trained repeatedly in this environment.

ARSOA aviators and crews paid a heavy price while forging overwater tactics, techniques, and procedures (TTPs) during the 1980s, but now through unit-to-unit





A UH-60 Blackhawk and an MH-47 Chinook helicopter refuel at a forward arming and refueling point in an undisclosed location during multilateral exercise Eagle Resolve 2013 in Korea. Exercises like these highlight the importance of SOF/Conventional and are designed to foster cohesion and partnership among units. Foal Eagle Resolve is a combined U.S.-South Korea field training exercise held annually in South Korea to ensure the operational readiness of air, space and cyberspace operations in the Korean theater of operations.

exchanges, the 159th CAB can reduce risk, maximize training time and conserve precious resources to reach the state of readiness required to assume their mission.

In addition, each crewmember has completed demanding ARSOA Dunker/HEEDS (Helicopter Emergency Egress Device) training at the Allison Aquatics Training Facility at the General Bryan "Doug" Brown Compound at Fort Campbell, KY.

They are prepared for any contingency, and will be ready for operations at sea and on US Naval vessels should that be required of them.

Intergovernmental and Multinational

The Army has a critical role to play in supporting our National Defense Strategy. We represent the decisive arm of land combat power charged with fighting and winning our Nation's wars. We also bring a multitude of skillsets critical to success across the full spectrum of military operations.

The ability to establish theater logistical support, rapidly stage and integrate combat systems, personnel and equipment, and provide humanitarian support to regions devastated by natural disasters reflects the agility and broad capability that the Army can bring to bear.

Essential in supporting operations like these is a collaborative and cooperative relationship with host nations, troop contributing nations (TCNs) and intergovernmental entities.

The tremendous mobility that Army Aviation provides compliments the capabilities of host nation forces in the conduct of combat operations and other military operations.

"Grounded and ready!" The Army refuel specialist yells over the windstorm created by the MH-47Gs rotor downwash. As South Korean Special Forces Soldiers are hustled off the back of the Chinook to the marshaling area, Army refuel and armament personnel from the 2nd CAB move with precision and speed around the five-point forward area refueling/rearming point (FARP).

Their HEMTT tankers, hoses and rearm points are positioned to optimize time and minimize unnecessary movement in this dark and dangerous aviation environment. They have been working over the last week with personnel from the 160th SOAR(A), trading TTPs and SOPs to ensure each refuel iteration, whether conventional aviation or ARSOA, goes off without a hitch. Larger tanker trucks from the South Korean Army wait patiently to refuel the HEMTTs once the large

Chinooks drink their tanks dry.

This carefully choreographed action is yet another example of interoperability by elements of conventional Army Aviation, ARSOA, host nation forces and the Combined Forces Command that has ultimate mission command of forces during this iteration of OPERATION FOAL EAGLE.

Each unit involved brings elements essential to the success of others while demonstrating the ability to conduct full spectrum combined joint operations in support of regional contingency plans. As refueling ends, the South Korean Special Forces Soldiers re-board the MH-47G and continue their mission, never realizing the level of planning, coordination and aviation interoperability required to make this small part of the mission possible.

What the Future Holds

Since September 11, 2001, the appetite for rotary wing aviation by ground forces, both SOF and conventional, has grown exponentially. The ability to conduct precision assault, provide exacting fires, and conduct rapid and efficient resupply operations solidifies Army Aviation's role on future battlefields.

Similarly, SOF units that require more agile and versatile methods to reach and affect the enemy require ARSOA forces that can rapidly project combat power. ARSOA and conventional Army Aviation will continue to rely upon each other to hone their respective skillsets and maximize their benefit to the force.

We already make significant investments in people, bringing the new ideas of conventional Army Aviation professionals into the ARSOA forces and then turning them back out again with experience and expertise born of their time in special operations.

The relationship between conventional Army Aviation and Special Operations Aviation is complementary, cooperative, symbiotic, and better than it's ever been. We must continue to grow together to better serve our Army and our combatant commanders in the joint, interagency, intergovernmental, and multinational (JIIM) environments of our future.

- **

COL John R. Evans is the commander of the 160th Special Operations Aviation Regiment (Airborne), headquartered at Fort Campbell, KY.









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Aeronave 12345, autorizado para aterrizar en la pista 09," the host nation air traffic controller squawked in my helmet. I acknowledged the clearance to land and glanced at my co-pilot, a South American Black Hawk pilot.

He and I had been flying together for the past two weeks, as I and a select team of 160th Special Operations Aviation Regiment (Airborne) (SOAR (A)) pilots and crew chiefs trained with our host nation partners in precision air assault tactics, techniques, and procedures (TTPs). We had just completed a complex, multi-ship fast rope infiltration to an urban target, exfiltration of the ground force, and were now returning to the forward support base.

My partner nation co-pilot had performed flight lead duties independently, while I simply acted as a good co-pilot and took guidance from him.

With the runway in sight and our last training flight complete, I took a moment to reflect on the past few years that brought us to this point.

The Methodology

Five years ago, when we began a more formal approach to Aviation Foreign Internal Defense (FID), I never would have believed we could come so far. When we initially were tasked with building special operations forces (SOF) rotary-wing capacity in a partner nation, we had very little background or knowledge on how to start the process.

Our initial visits with our partnered units were structured as Subject Matter Expert Exchanges. We exchanged tactics, techniques, and procedures (TTPs), learned about each other's units, and discussed the potential for future developments within the organization.

As the demand to conduct Aviation FID increased, we continued with a more formal methodology. We conducted an initial assessment of our partnered unit, starting with several key questions. What is their current level of proficiency? How many hours do their pilots have, and in what modes of flight? Do they have any equipment limitations? Do they have night vision goggles (NVGs), and if so, what model? Are they instrument capable? Is their maintenance program limiting their operational capability? Do they have the budget to fix any of their problems?

With our initial assessment made, we would then work with the partnered unit, the embassy country team, as well as the staff from the theater special operations command (TSOC), to determine the goal for our engagement. Where do they want the partnered unit to be in 1, 3, and 5 years?

Based on the unit's current capa-

A member of the 160th SOAR (A) ensures the surrounding area is secure prior to the departure of an MH-60 Black Hawk helicopter in the Pasco region, located in central Peru, May 7. Night Stalkers are working in the region in support of Special Operations Command South.

bilities and the desired end state, we could then develop a road map to train, advise, and assist the unit in meeting these objectives. We couldn't teach them to fly helicopters, but we could partner with them, guiding them to better tactically employ their helicopters.

Those initial visits seem like a long time ago with us now flying in the cockpit of a partner nation helicopter with a partner nation co-pilot. When we first started our partnership with this particular unit, they had a very basic, rudimentary NVG capability. They could fly goggles but did not routinely fly multi-ship NVG at terrain flight altitudes.

Our first visits were focused primarily on exchanging TTPs in an academic environment. Several pilots would visit the country throughout the year and lead the host nation pilots through both academic classes and planning exercises. Our academic program was designed to introduce the host nation to the "graduate level" skills required for precision air assaults.

We emphasized the need to focus





An MH-60 Black Hawk helicopter from the 160th SOAR (A) in support of Special Operations Command South, takes off on an aerial support mission during a combined U.S.-Peruvian Special Operations exercise in the Pasco region, located in central Peru, May 7. The exercise allowed U.S. and Peruvian special operations to share military tactics, improve interoperability and strengthen partnerships between the two nations.

on the ground tactical plan first, working backwards from there. We introduced terrain flight TTPs, deliberate route planning, and fires integration that would reduce the risk to our partner unit. At the same time, we learned from our partnered unit as they exchanged unique environmental considerations and TTPs with us.

After several years of these engagements, the host nation was adequately versed in the academics and planning required to conduct precision air assaults. It was time to begin flight training, focused on training our host nation's trainers, who could then train the rest of their force.

Our flight training was deliberately designed to focus only on more advanced skills and mission tasks, not to conduct basic flight skills. We focused heavily on crew coordination, fires integration, and non-standard infiltration and exfiltration techniques such as rappelling and fast roping.

A small team of 160th instructor pilots and crew chiefs led the training. Our crew chief standardization instructors conducted specially-focused training with the host nation crew chiefs, teaching them the unique nuances and crew coordination required to safely execute precision assaults to confined and urban areas.

An Evolving Role

As the partnered unit progressed and increased its capabilities, our role evolved from trainers to advisors.

We were constantly in the process

of assessing where the unit's weaknesses were, where we could provide solutions or improvements, and where we would focus our next engagement.

The unit became more self-sustaining with their increased capabilities. They evolved from a newly designated SOF unit with a basic NVG capability, used to operating unilaterally, to a unit able to conduct NVG multi-ship terrain flight in a joint environment, infiltration of an assault force with a fast rope insertion, detailed contingency planning, and vertical extraction techniques to exfil the ground force.

Constant engagement with the embassy country team and the TSOC staff ensured we were meeting their strategic objectives and fully integrated with the country and theater plans. We were a small part of the overall security force assistance plan managed by Department of State, as well as the Department of Defense.

However, our development of an SOF rotary-wing capability allowed our partner nation the new ability to export their influence throughout the region. As my partner nation co-pilot completed his approach and touched down, I felt a sense of accomplishment from what we were able to build together over the past few years.

Reflecting on it all, I also realized I had learned as much from our partner nation as they had learned from us. The interaction had both built our skills as trainers, and resulted in an exchange of TTPs that proved beneficial for both parties.

Bridging a Gap

Though seemingly far-fetched, the above scenario is closer to reality than most would realize. The aviation component of FID, defined as "the U.S. activities that support a host nation's internal defense and development," used to be a niche filled by the 6th Special Operations Squadron (SOS), an Air Force unit specifically chartered to conduct FID.

Since the 6th SOS was divested of the rotary-wing mission, the charter for rotary wing Aviation FID has moved to the U.S. Army Special Operations Aviation Command (USASOAC). The void created by this shift has left a gap that we, in 3/160th SOAR (A), believe we can fill.

Though the battalion is not manned or trained to conduct basic primary flight training, our tactical expertise and experience in conducting joint, combined, precision air assaults leaves us uniquely qualified to partner with and train nations with a preexisting rotary wing capability.

Our instructor pilots are among the most experienced in the world at combining the ground and aviation scheme of maneuver into a coherent, effective, and safe aerial assault.

A targeted commitment to our partners, focused on 1-2 capable countries over several years, will result in significant gains in capability and force projection for the partner nation as well as increased environmental and TTP understanding for our aviators and support staff.

A methodical progression from TTP-focused academic discussions and exchanges could build over several years, culminating in flight assessment and training, wherein our crew chief standardization instructors and instructor pilots tie the academics with execution, focusing on advanced flight maneuvers, crew coordination, and SOF-unique mission tasks.

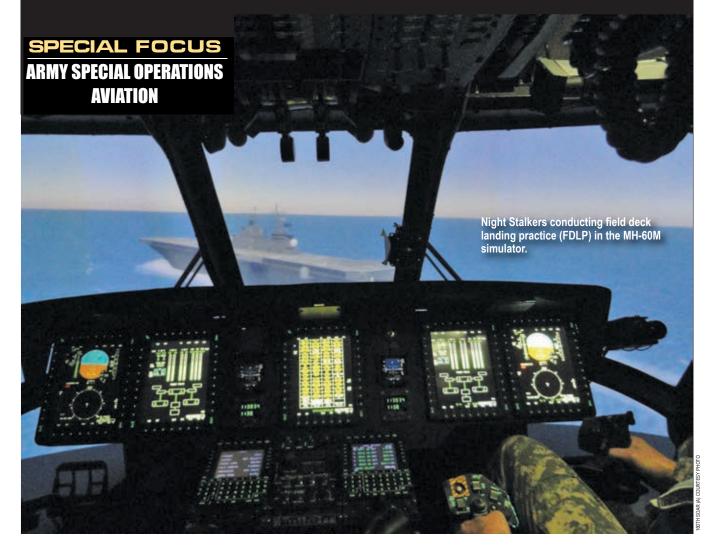
In just a few years, the vignette above could be reality – with our partner nation trained and ready to execute precision air assaults.

NSDO!

- ** -

LTC William T. Golden IV is the commander of 3rd Battalion, 160th Special Operations Aviation Regiment (Airborne) and MAJ Ryan T. Burkert is the battalion operations officer; both are stationed at Hunter Army Airfield, GA.





ARSOA Shipboard Operations: A Methodical and Disciplined Approach

By COL Michael J. Hertzendorf and MAJ Benjamin Channels

he call came in the middle of the night. Americans were in danger. The force immediately alerted and assembled. After a brief intelligence update on the situation during our hasty mission analysis, we received the final call. The President approved the deployment.

As we finalized the "package" (a mix of MH-60 and AH/MH-6 helicopters) the crews and maintainers began to stage ammunition and equipment required for the mission. Within hours, the first C-17 landed, refueled, loaded and was heading across the ocean. After a brief stop for refuel and a crew change, the C-17 continued on to the initial staging base (ISB).

To avoid any operational security (OPSEC) spikes, all the C-17s landed within the first few hours of the period of darkness (POD). This allowed us

maximum time to download, conduct maintenance checks, stage equipment, brief, and conduct the 50-mile overwater flight with zero percent moon illumination to embark the force, all prior to daylight. From alert notification until we were on the ship was less than 40 hours.

The above scenario is one of the many missions the Night Stalkers of the 160th Special Operations Aviation Regiment (Airborne) (SOAR (A)) trained for and executed a number of times in the last year for both training and real-world contingencies.

Accomplishing such a complex operation requires the force to take a methodical and disciplined approach in all phases of training and employment. As operations in Afghanistan draw down, you can expect Army aviation and the Army's Global Response

Force (GRF) to be called upon to execute operations from afloat.

Train As We Fight

All crewmembers assigned to the 160th SOAR (A) begin training in an overwater environment during Green Platoon, an intensive flight course designed to qualify newly-assigned aviators on a series of mission tasks.

Due to the difficulty of overwater flight, aviators are first required to complete ground school training before initial qualification in the aircraft can occur. This includes overwater and shipboard academics, drownproofing, dunker and extraction training, field deck landing practice (FDLP) and deck landing qualifications (DLQs) in an approved aircraft simulator. FDLPs must be accomplished within 14 days of actual DLQs

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A 160th SOAR (A) MH-60K conducts a phased approach to the deck of a Naval vessel during a shipboard training exercise.

on Navy vessels.

Following the rigorous prerequisites, crewmembers are ready to conduct overwater flight task qualification and DLQs in their assigned aircraft.

Deck landing qualification is generally twofold. Crewmembers must qualify on single spot ships (1SS) and multiple spot ships (MSS) separately. 1SS are vessels with only one conventionally marked landing spot, and MSS have multiple adjacent landing spots.

Aviators qualify by accomplishing five deck landings per mode of flight (day/night/night aided). Moreover, pilots qualified on 1SS are qualified on MSS, but the reverse is not true.

For initial DLQs, the officer-incharge will provide an aircraft familiarization and contingency briefing to the ship's Air Department, and a qualified pilot in the aircraft being flown will serve as an advisor and remain in the ship's control tower during the training.

To maintain currency, 160th SOAR (A) crewmembers must conduct five deck landings on 1SS every six months and five deck landings on MSS every 12 months. However, an aspect of our mission is to deploy and execute in

a variety of environments with little to no notice, and it is imperative that our flight crews maintain *proficiency* in shipboard operations, not just *currency*. Therefore, we accomplish shipboard operations and DLQs several times throughout the year to prepare our force to support real-world contingency operations.

Setting the Conditions

Not only do we prepare our pilots and maintainers for shipboard operations, but 160th SOAR (A) liaison officers (LNOs) conduct Army rotary wing briefings to deploying U.S. Navy and Marine Corps units on a multitude of topics including task organization, airframe familiarization, non-standard flight deck spotting, refuel, ordnance, aircraft maintenance, and wind envelopes for launch and recovery.

This effectively deepens our relationship with these units and increases interoperability between them and us should we be called upon to embark a Navy ship, also known as an Afloat Forward Staging Base (AFSB). If time permits, we will deploy an advanced party to the AFSB and prepare to embark the Army rotary wing package.

AFSB Operations

One of the most critical tasks we accomplish during shipboard operations is embarking a rotary wing force onto an AFSB. This is the first time the Army aircrews will see the vessel, and embarkation is almost always completed during zero percent moon illumination.

This is also the first time the ship's Air Department will interact with the Army crews. Because of this, our flight leads and air mission commanders spend considerable time planning, briefing, synchronizing, and rehearsing the embarkation process. Coordination with the ship prior to embarking is vital to understanding the ship-specific guidelines for operating on the flight deck. Once the rotary wing package has arrived, integration with ship personnel continues throughout all phases of the mission.

The first flight task after embarking the ship is to post-flight, daily, and pre-flight all the aircraft to determine an accurate maintenance status. Depending on the mission parameters, this is in preparation for any in-extremis requirements (emergency assault, casualty evacuation (CASEVAC), combat

search and rescue (CSAR), etc.).

In addition, if an aircraft is non-mission capable for parts, you are still within flight distance to shore if logistics support is available. Depending on the size of the ship, or potentially multiple ships being used (we have conducted operations while embarked on separate vessels at the same time, which is a considerable command and control and logistics challenge), your ability to bring all the necessary parts and tools may be limited.

As aircraft maintenance continues, the next crucial task is to account for and stage all equipment that was brought on board. Equipment that cannot be flown aboard, based on the capabilities of the ship, may be transported aboard via a Landing Craft Air Cushion (hovercraft) or boat.

If room is available, storing all equipment in a dedicated area such as the vehicle deck or in the flight deck hangar is preferred and allows for a ready launch area to consolidate.

After this is completed, it is typically time for crew rest to set the duty day and battle rhythm. Often times the ship's crew will set its battle rhythm off the expected mission window. This puts all on the same schedule for chow, flight quarters, duty day, and alert window.

Usually the first night is allocated for integration of aircrews with the ship's Air Department and all supporting sections (air and mini bosses, landing signal enlisted personnel, crash rescue, ordnance, fuelers, and aircraft handlers).

After initial introductions occur and POCs established, aircraft familiarizations are conducted. These familiarizations detail both normal and emergency procedures for each specific aircraft. It is essential to rehearse every phase of the mission with the Air Department section, such as bringing up ammunition from the magazine, how to transport the ammunition, how long it takes, etc.

Many of the missions we execute are time sensitive and require a high level of synchronization with the ground force and other enablers. The ability to quickly set flight quarters and launch aircraft off the ship is imperative for successful mission execution.

Often times on smaller ships you have to launch aircraft and then move and stage other aircraft for launch. Time and synchronization of this "del-



An example of flight deck spotting with ARSOA aircraft on an LPD-class ship.

icate ballet" is critical to keep the mission on track and preserve fuel for contingencies, as well as the ability to clear the flight deck if an aircraft has maintenance issues or battle damage.

After initial familiarization and walk-thru events are completed, the ensuing days are typically allocated for full mission profiles (FMPs). Each FMP (day and night) are briefed, rehearsed, and executed.

Some form of a joint rehearsal of concept (ROC) drill is accomplished with all air players and ship's crew prior to the FMP. This ensures all subordinate tasks are understood and contingencies discussed prior to launch and execution. After the day FMP and after action review (AAR) adjustments are made, the night FMP is planned with the same sequence of events. A full briefing is conducted, an ROC drill executed, and an AAR is completed to refine any friction points.

As briefly highlighted above, another critical aspect of ship operations is the utilization of LNOs. The LNO is the primary interface between the ship and the embarked Army rotary wing force. His primary responsibility is to conduct all mission coordination.

This includes when flight quarters are set, the position of the ship and positioning of other ships in the area that may be leveraged for staging of the force for contingencies (CASEVAC / CSAR), refueling, or

intelligence, surveillance, reconnaissance (ISR) support. He is also the focal point during the mission to keep the ship's leadership informed so they can react to contingencies (i.e., changing the position of the ship due to other vessels in the area).

A Methodical and Disciplined Approach Equals Mission Success

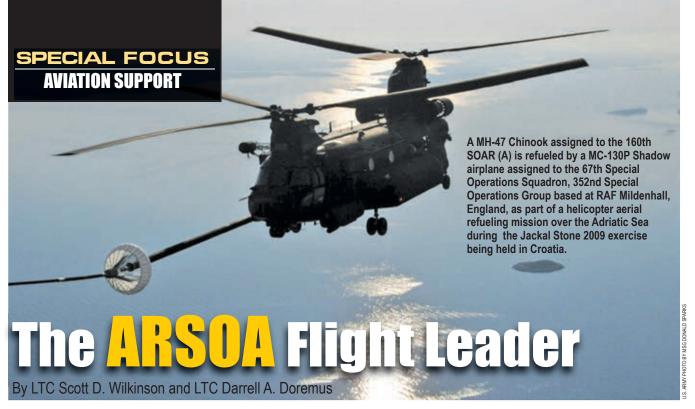
Every operation conducted is different based on the mission parameters, type of ship or ships allocated, size of the embarked package, and time available.

Success is dependent on the three primary areas discussed above: 1) home station proficiency and sustainment training in the overwater environment; 2) pre-mission planning with the ship; and, 3) methodical rehearsals of every primary and contingency task to ensure smooth and efficient launch and recovery procedures.

The complexity and high-risk associated with the overwater environment underlines the requirement for methodical and disciplined training and execution, especially given the "no fail" axiom of SOF contingency operations.

- ** -

COL Michael J. Hertzendorf is the commander of 1st Bn., 160th SOAR (A) at Ft. Campbell, KY; and MAJ Benjamin Channels is a battalion liaison officer to a special mission unit.



t's a pitch black night in unfamiliar surroundings, yet a serial of three MH-47G helicopters successfully transits three separate countries and conducts an iteration of air-to-air refueling with a U.S. Air Force MC-130 under zero illumination, before fastroping a company of Croatian special operations forces accompanied by a team of Navy SEAL advisors onto the deck of a Romanian Navy vessel in the Black Sea. This occurs within seconds of the planned assault time, under the watchful eye of an intelligence, surveillance and reconnaissance (ISR) platform and a section of Marine F-18s. Combined, joint maritime interdiction of a moving target is another day at the office for the disciplined team of Army



Norwegian special operations forces clear the deck of ROS Midia (LSNS 283) as a part of Exercise Jackal Stone 2011, on Sept. 14, 2011, in Romania. Jackal Stone is an annual multinational special operations exercise designed to promote cooperation and interoperability between participating forces, build functional capacity and enhance readiness. This year nine nations are participating in various locations in Bulgaria, Romania and Ukraine.

Special Operations Aviation (ARSOA) professionals who made it happen.

The fact that only two weeks earlier, this same team had just arrived home from a combat rotation in the high desert and forbidding mountains of eastern Afghanistan is a testament to their thorough training, extreme flexibility and unmatched technical and tactical proficiency.

The nature and complexity of missions like this require precise, scalable and discreet aviation packages commanded by ARSOA commissioned officers and led by seasoned ARSOA flight leaders; warrant officers who are capable of drawing on years of experience operating in geographically separated small teams under ambiguous conditions to distill incredibly intricate aviation missions into digestible phases that can be accomplished by all of their assigned crews. Becoming an ARSOA Flight Leader is the pinnacle of warrant officer service in the 160th Special Operations Aviation Regiment (Airborne) (SOAR (A)) and typically takes between five and ten years of operating regularly across the complete spectrum of ARSOA mission profiles. Only about fifteen percent of those fully mission qualified aviators who consistently demonstrate the highest levels of proficiency, professionalism, judgment, maturity and the ability to operate in combined, joint environments are considered for evaluation and designation to perform these duties.

Defining the Flight Leader

Department of the Army Pamphlet 600-3, Commissioned Officer Professional Development and Career Management, defines a warrant officer as follows: "The Army Warrant Officer is a self-aware and adaptive technical expert, combat leader, trainer, and advisor. Through progressive levels of expertise in assignments, training, and education, the WO administers, manages, maintains, operates, and integrates Army systems and equipment across the full spectrum of Army operations.

Warrant officers are competent and confident warriors, innovative integrators of emerging technologies, dynamic teachers, and developers of specialized teams of soldiers. They support a wide range of Army missions throughout their career. Warrant officers in the Army are accessed with specific levels of technical ability. They refine their technical expertise and develop their leadership and management skills through tiered progressive assignments and education."

FM 6-22, Army Leadership, goes on to say "...Warrant officers possess a high degree of specialization in a particular field in contrast to the more general assignment pattern of other commissioned officers. Warrant officers command aircraft, maritime vessels, special units, and task organized operational elements...

Their extensive professional experience and technical knowledge quali-



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fies warrant officers as invaluable role models and mentors for junior officers and NCOs."

Designation as an ARSOA Flight Leader by the regiment commander marks the realization of the potential these definitions imply by a warrant officer aviator in the 160th SOAR (A) and formally recognizes the officer's expert achievement and position as a leader on this team of specially assessed, selected and trained aviation professionals.

It is the conclusion of a years-long assessment of technical proficiency, leadership and interpersonal skills and ability to operate independently while representing the Regiment professionally and competently with all supported units and staffs; and typically results from successful execution of an aviation task force level, multi-day evaluation encompassing the major components of the special operations mission profiles in an unfamiliar environment.

FM 3-04.113, Utility and Cargo Helicopter Operations defines the term flight lead as being "...responsible for assisting the AMC (air mission commander) in selecting flight routes (primary and alternate) within the flight axis, developing timing for the routes, and submitting route card data to the aviation staff for production of route navigation cards. During the mission, the flight lead navigates the flight routes and ensures air assault times are met according to the AMT."

Expanding the Definition

However, the complex tasks and decentralized, small unit mission profiles that are common to special operations aviation have led the 160th SOAR (A) to expand the definition of the ARSOA Flight Leader in its tactical standing operating procedures.

These officers are the foundation of the unit, provide the tactical continuity across the enterprise and are responsible for more than navigating a serial of an air assault across a preplanned route. Their tasks require a formally recognized leader with the technical and tactical expertise to "... conduct mission analysis and develop the air mission courses of action, fire support plans and contingency plans with the ground force commander.

The flight lead back-briefs the commander and the AMC, coordinates staff support and presents the



Two MH-47 Chinook helicopters assigned to the 160th SOAR (A) and the USS Higgins, an Arleigh Burke class guided missile destroyer, approach the Croatian search and rescue ship BS-73 Faust Vrancic in the Adriatic Sea as part of the Jackal Stone 2009 exercise.

air mission brief. He is responsible for the execution of the air mission to include pre-planned and first level contingencies."

The scope of the responsibilities encompassed in this definition overlap with the duty descriptions of the Tactical Operations Officer, Aviation Liaison Officer, Air Battle Captain and Operations Officer in existing Army doctrine. They include the integration and synchronization of a ground force and fire support elements, ISR platforms, and refuel and other mobility assets as part of a combined, joint and interagency team in environments spanning the operational continuum. Mission parameters range from departing afloat staging bases over the beach for an assault on a target in the jungle, to strategic air movements with rapid offload of Air Force aircraft and long distance penetration of denied airspace in mountainous terrain with an integrated air defense threat.

These hand-selected officers overcome any challenge put before them by maximizing the leader development tools the Army has made available. They made the most of their institutional training opportunities by becoming qualified in several different airframes over the course of their careers and are often multi-tracked, providing them a broad experience base and exposure to multiple mission profiles and operational frames of reference.

All of them made the most of their on-the-job training opportunities by gaining and maintaining not just currency, but proficiency, with the employment of advanced aircraft survivability equipment, multi-mode radar skills for terrain following and terrain avoidance in limited visibility, and helicopter air-to-air refueling

techniques. They maintain the ability to execute their special mission tasks unhindered under chemical, biological, radioactive and nuclear conditions and are masters of the nuances of operating off ships, over water, in the jungle, and in urban, desert and mountain environments.

Finally, their commitment to self-development enables them to stay abreast of the unit's continuously evolving equipment and the most creative ways to employ it to solve previously insurmountable tactical and operational problems in order to enable our Nation's premier surgical strike and special warfare forces to accomplish their strategic objectives.

The ARSOA Flight Leader is a position of enormous responsibility that the 160th SOAR (A) commander entrusts to only the best qualified warrant officer aviators in the unit. Rank, duty position and professional track are not factors or qualifying prerequisites for consideration as an ARSOA Flight Leader.

The officers who achieve this distinction are the best of the best and are hand selected from a pool of extremely talented peers to solve complex problems, develop executable plans, communicate them up and down the chain of command and ensure that no matter where they go and what they are faced with, they can offer the supported ground forces a feasible, acceptable and suitable plan that will ensure they accomplish their mission and that we can live up to our motto -

Night Stalker's Don't Quit!

LTC Scott D. Wilkinson is the commander, 2nd Bn., 160th SOAR (A); and LTC Darrell A. Doremus is assigned to the 160th SOAR (A) at Fort Campbell, KY.

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A Week of Night Stalker activities

SPECIAL FOCUS

ARMY SPECIAL OPERATIONS
AVIATION

By MAJ Michael J. Burns





ALL PHOTOS COU

ach year, the 160th Special Operations Aviation Regiment (Airborne) celebrates the Week of Night Stalker Activities (WONSA), on the GEN Bryan "Doug" Brown Compound, Fort Campbell, KY. WONSA is a celebratory week designed to foster unit morale and esprit de corps, to recognize the accomplishments of our Night Stalkers, and to honor the sacrifices of our Soldiers, civilians, families and supporters. The weeklong celebration includes a Night Stalker Association sponsored bike ride and picnic, Fallen Night Stalker Memorial Ceremony, Night Stalker Awards ceremony, and the Regiment Formal, which the Army Aviation Association of America helped sponsor, as well as athletic events such as softball, combatives, and golf tournaments. Night Stalkers, past and present, were excited to participate in the week's events.

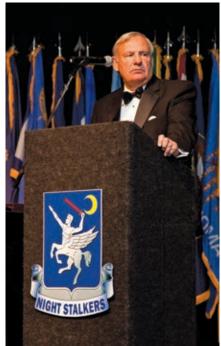




Top left photo: COL John Evans (right), 160th SOAR (A) commander, and COL (Ret.) Vincent Reap, Night Stalker Association president, approach the Night Stalker Memorial Wall with a wreath during the WONSA memorial ceremony. Evans (left photo) addressed the Night Stalker attendees at the Memorial Wall which is etched with names of the 93 Night Stalkers who have perished during training or real world missions. Each year the Night Stalkers, Families and friends gather to honor those that have given their lives in the defense of the nation.







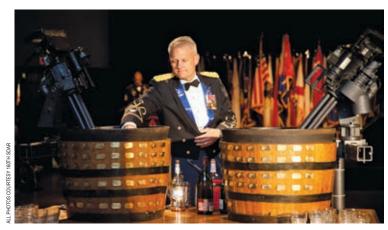




Top row, left photo: SPC Andrew Fowler, Company D, 2nd Bn., 160th SOAR, stands proudly in front of the Soldier of the Year trophy with award presenters, COL (Ret.) Tom Harrison, president and general manager of Robertson Fuel Systems, the award sponsor, his wife Katrina (left) and 1SG (Ret.) Roger Nickel, secretary of the Night Stalker Association. Each year, the Awards ceremony is held to recognize the outstanding achievements of Night Stalkers in the categories (of the year) Soldier, NCO, Officer, Aviator, Volunteer, Aviation Mechanic, Ground Mechanic, Civilian, Non-Rated Crew Member, Avionics Maintainer and Three Five Gas and Gun.

Top row, right photo and lower left photo: Participants in the the Night Stalker softball tournament on Fort Campbell, KY, enjoyed the yearly event.

Second row, left photo: U.S. Ambassador (Ret.) Dell Dailey, a former Night Stalker commander, addresses banquet attendees. Second row, right photo: Two Night Stalkers prepare to battle during the Regimental combatives tournament.













Top row, left photo: COL John Evans, 160th SOAR (A) commander, prepares to take the first drink from the Night Stalker "Grog Bowl."

Top row, right photo: The 160th SOAR Color Guard presents the U.S. and Regimental Colors following the piper's Call to Mess during the Night Stalker Formal, May 23 in Hopkinsville, KY.

Second row, left photo: Soldiers, awardees and presenters participate in the Night Stalker Awards ceremony on Thursday, May 23.

Third row, right photo: 1SG George Park, Headquarters and Headquarters Company, 160th SOAR (A), slides safely into home during the Night Stalker softball tournament on Fort Campbell, KY. The HHC "Renegades" took home the top spot in the tournament for the consecutive year.

Lower left photo: Riders line up for the beginning of the annual Night Stalkers Memorial Ride at Appleton's Harley-Davidson in Clarkesville, TN on Saturday, May 18.

MAJ Michael J. Burns is the public affairs officer for the 160th Special Operations Aviation Regiment (Airborne), headquartered at Fort Campbell, KY.



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SPECIAL FOCUS ARNG UPDATE

Army National Guard (ARNG) Aviation and an Army National Guard – of One

By COL (Ret.) Robert E. Godwin and COL (Ret.) Kevin G. Scherrer

n years past, we've tried to tell the story of the Army National Guard (ARNG) through its collective operations (both overseas and domestic), its training capacities, its modernization programs, and its safety record. While these are informative, they're also somewhat impersonal, and fail to capture the value of our individual Guardsmen.

So in this issue, we hearken back to the days of an "Army of One," and choose one Guard aviator, and tell *our* story through *his* story.

Meet CW4 (P) Tony Church

Currently, CW4 Anthony W. Church is a state-level Aviation Safety Officer in the South Carolina ARNG.

He's got just under 5,000 flying hours, flies the UH-72 Lakota, and mentors the younger aviation professionals in his state. But his journey to this current state is both interesting and educational, for it highlights the flexibility, dedication, competence, professionalism, and breadth of experience of all our Army Guardsmen.

Tony hails from Covington, Kentucky, where he graduated from Holmes High School with a growing interest in flying, but not necessarily an overriding one at the time.

So he took a job as a structural ironworker with Local 44, in Cincinnati – a path which would lead to a 20-year career in the private sector. During this successful career, Tony helped build high-rise buildings and bridges.

But he really wanted to fly.

So Tony visited both the U.S. Army



CPT Brian Vorse and CW4 Tony Church, both assigned to 2-151st Avn. (SC ARNG) take a break by their UH-72 Lakota, while supporting U.S. Customs and Border Protection operations on the Southwest Border in 2012.

Reserve and ARNG recruiters, and ultimately chose the Reserves in 1986.

The following year he attended Initial Entry Rotary Wing (IERW) training and then returned to Ohio to fly Hueys and Cobras with the Reserves. Here Tony began practicing his first "track," becoming a UH-1 Maintenance Test Pilot (MTP).

With the transformation of Reserve Component aviation in 1995, Tony moved over to the Indiana Army National Guard, flying Hueys in a medical evacuation (MEDEVAC) unit. He continued his civilian career, but found more satisfaction in his military one. So in 2000, he retired from iron-working and entered the Active Component, starting with a four-year assignment to the National Training Center (NTC) at Fort Irwin, California.

Here he qualified on the UH-60, attended the Instructor Pilot (IP) and Instrument Examiner (IE) courses, and began practicing his second "track" as an instructor/examiner. Flying both MEDEVAC and opposing force (OPFOR) at the NTC was extremely enjoyable, but Tony wanted to do his part overseas, and took an assignment flying UH-1s with the Multinational Force and Observers (MFO) in Egypt.

Two years back at the NTC followed, but by then Tony had a family to consider.

So in 2007, Tony made the jump

back to the ARNG, signing up with South Carolina to practice his third "track" as a mobilization day (M-Day) Aviation Safety Officer (ASO) with 2nd Bn., 151 Avn. Regt. out of their Eastover facility (while also working as a Miltech OH-58 MTP).

In 2009, his unit mobilized, went through post-mobilization training with First Army at Camp Atterbury, Indiana and U.S. Army, Europe (USAREUR) at Hohenfels, Germany and deployed to Kosovo to support NATO Kosovo Forces (KFOR).

While overseas, he served as the Task Force Aviation Safety Officer and flew UH-60s as a mission pilot.

Personal Highlights

Ask Tony what his most notable professional achievement has been, and he'll tell you the story of the Appalachian shooter. While flying a Bell 407 during a short stint as an emergency medical services (EMS) pilot, Tony was called to the Appalachian Trail to pick-up one of two seriously-wounded hikers, who had been shot by a previously-convicted murderer.

The shooter was released from prison in 1996 after serving 14 years for the deaths of two social workers from Maine who were hiking the Appalachian Trail; he pleaded guilty to second-degree murder. Tony rushed the wounded hiker to nearby Roanoke Hospital, where he was treated and

made a full recovery.

Ask Tony what his most memorable moment as a Guard aviator was and he'll tell you about flying UH-1s down in Honduras (on an annual training exercise) and the woman who gave birth in the back of his aircraft.

Ask Tony what his most "interesting" moment as an Army officer was and he'll tell you about his OH-58 precautionary landing in the Mojave Desert, sleeping in the aircraft, and waking in the middle of the night to two California Highway Patrolmen holding him at gunpoint.

But ask Tony what impresses him most, and he'll tell you it's the professionalism of all of Army Aviation, the standardization that lets several different units join together to accomplish the mission, and the dedication of his brothers and sisters in arms.

What's CW4 Church been up to lately?

He just returned from a year on the Southwest Border (SWB), serving as a mission pilot and the Task Force Safety Officer for Task Force Liberty. TF Liberty was South Carolina's contribution to supporting the U.S. Customs and Border Protection (CBP) in operations along the Texas and

Arizona borders. These air operations provided aerial detection and monitoring to help detect, interdict, and disrupt Terrorist Criminal Organizations and Drug Trafficking Organizations (TCOs/DTOs). Along with its sister organization, TF Raven (led by the Texas ARNG), TF Liberty brought together aircrews and supporters from several different states, and afforded CBP with increasingly persistent observation and flexibility across its area of operations.

The close partnership between ARNG air assets and ground-based law enforcement patrols and quickreaction forces resulted in increased apprehensions and drug seizures, validating the importance of airground integration in Homeland Defense, as well as combat in Iraq and Afghanistan. During this time, Tony flew the newly-fielded UH-72 Lakota, which - with its Mission Equipment Package which included searchlight, electro-optic/infrared (EO/IR) sensor, and civil communication equipment – proved exceptional in supporting civil authorities in a law enforcement role.

So what can we conclude about Tony's career and life thus far, and extrapolate to the rest of the ARNG

population? We see that he knows the meaning of family, having raised three boys and a girl to be productive adult citizens. He knows the meaning of sacrifice, having spent two years of his Guard career (and another during his AC time) away on deployments.

He knows the meaning of hard work, having achieved pilot-in-command status in three of aviation's "tracks" (instructor, maintenance, safety).

He knows the meaning of perseverance, having been to Ft. Rucker *eleven* times for schools, courses, and other training. And he knows the meaning of dedication, having served his country for 27 years: 7 in the Active Component, 9 in the Reserves, and 11 in the Guard. Meet CW4 (P) Tony Church.

Meet your Army National Guard aviation professional.

COL (Ret.) Robert E. Godwin is the acting chief of the Aviation and Safety Division for the Army National Guard Directorate, in Arlington, VA.

COL (Ret.) Kevin G. Scherrer is a support contractor with System Studies and Simulation, Inc.

BLUE BOOK 2013 DIRECTORY Organizations, Commands and Individuals in the Army Aviation Community... Your Listing in the Blue Book is Important! ARMY AVIATION Magazine is in the process of preparing our annual Blue Book Directory for the August/September issue. Look for information and forms on how to submit beginning 1 July online at www.quad-a.org

SPECIAL FOCUS ARNG UPDATE

eserve

By MAJ Marisol A. Chalas

Army Reserve Transforms to Support the CAR's Guidance and Army Reserve Priorities

n December 13, 2012, GEN Raymond T. Odierno, U.S. Army Chief of Staff, approved the execution for the conversion of two Army Reserve attack reconnaissance battalions (ARB) to two assault helicopter battalions (AHB). This course of action stemmed from the Reserve Component (RC) ARB Rebalance initiative, due to shortages of Apaches across the Army and the increasing need for lift capabilities in the Federal Reserve Force.

The two Army Reserve units identified for the conversion are 1st Battalion, 158th Aviation Regiment located in Conroe, Texas and 8th

History of the Units

8th Battalion.

229th Aviation Regiment The "Flying Tigers" of the 8-229th Attack Reconnaissance Battalion (ARB), is located at Fort Knox, KY and is fully fielded and qualified with

the AH-64D Longbow aircraft. During Operation New Dawn, this veteran USAR unit was task organized as the largest aviation battalion task force in the Iraqi Joint Operations Area. As a result of their achievements overseas, the 8-229th was named the Army Aviation Association of America's USAR Aviation Unit of the Year for 2011.

> **1st Battalion. 158th Aviation Regiment**

1-158th, the Army Reserve's second ARB, is headquartered in Conroe, TX, and is all fully fielded with the AH-64D Longbow aircraft. Re-designated in 2008, the unit previously received 28

Presidential Unit Citations for distinguished service in campaigns of the Civil War, the Indian Wars, the Spanish American War, the Mexican Expedition, World War I, and World War II.



Battalion, 229th Aviation Regiment, located at Fort Knox, Kentucky; both units belong to the 11th Theater Aviation Command (TAC), commanded by BG Troy D. Kok.

The attack to assault conversion will add 48 UH-60A/L Black Hawks to the 11th TAC fleet. This in turn, will increase the Army Reserve medium lift capability in support of global combatant commanders homeland defense, and emergency response requirements.

The conversion will take place in a two-phased approach, beginning with 8-229th ARB in FY14, followed by 1-158th starting in FY16 with an anticipated completion no later than FY19. The conversion supports Kok's vision to provide "theater aviation support and coordination of aviation staging and onward movement in order to support corps, Army or joint operations in theater." The conversion is aligned with the Chief of Army Reserve and Commanding General, U.S. Army Reserve Command, LTG Jeffrey W. Talley's "America's Enduring Operational Reserve - A Force of Decisive Action" initiative by providing indispensable capabilities to Army and joint force operations.

The Army Reserve will continue supporting the Army's strategic framework which is guided by three principal and interconnected roles: prevent, shape, and win. The framework will be supported through the CAR's strategic vision-Plan, Prepare, Provide initiative.

Plan: Regional alignment of Army Reserve theater commands to Army service component commands (ASCCs) and combatant commands (COCOMs).

Prepare: How the Army Reserve

trains, assesses, and certifies Soldiers, leaders, and units for contingent and combat missions.

Provide: The actual deployment of Army Reserve Soldiers and units in support of a mission requirement.

In January 2013, the Army Reserve aviation community formed a working group to provide oversight and staff coordination for the ARB (AH-64D) to AHB (UH-60A/L) conversion process. The team's primary mission was to plan and oversee the conversion, working deliberately to ensure the transition is smooth and expeditious.

The working group consists of cross-functional members representing Department of the Army, Military Operations (DAMO-AV), Office of the Chief Army Reserve (OCAR), U.S. Army Forces Command (FORSCOM), USARC and the 11th TAC. Initially, DAMO-AV led the efforts, war-gaming the DA EXORD for personnel, equipment, training seats, unfunded requirements, and conversion timeline.

Once DAMO-AV publishes the Department of the Army executive order (EXORD), the 11th TAC will stand up a conversion cell comprised of four Soldiers to lead the transformation to completion with assistance from USARC and OCAR.

The 11th TAC will ensure overall conversion is phased sequentially and maintain a continual flying hour program throughout the conversion, in addition to preserving the historical lineage of both 8-229th and 1-158th.

MAJ Marisol A. Chalas is an aviation

force integrator with the G-3/5/7, U.S. Army Reserve Command (USARC), Fort Bragg, NC.

- * *



BRINGING MORE POWER TO THEIR MISSION.





ur Aviation warriors are continuing a phenomenal trend of safely operating through high operations tempo and declining budgets.

While we've seen an overall decline in mishaps from fiscal 2012, we are experiencing ongoing trends in human error, a possible result of the rapid development of new technology that has fundamentally changed the nature of work within and on our aircraft.

While these advances enhance our operational capability and help mitigate potential mishaps, they require a tight coupling between technical subsystems and our aircrews.

Accidents during the past year have shown that failure of either the technology or the human can often cause a failure of the entire system.

Investigations have shown that determining the causes of system failures is extremely crucial to preventing future accidents.

Causation progresses through several stages, the first of which is a technical period where new mechanical systems, due to their rapid development, may malfunction and result in an accident. We're in the midst of a second stage, one of human error, where faults of the human operator – not catastrophic mechanical malfunctions – are surfacing as a source of mishaps and fatalities. This is not to say

mechanical malfunctions don't happen; rather, it's the preponderance of human error-based casual factors that make it obvious we're in this stage.

Building a proactive safety culture is the single-best "cure" for this issue, and leaders should be working on four primary elements that can help their unit reach a mature safety culture.

Crewmembers

One of the major sources of problems in aviation stems from the history of flight and its consequences for the attitudes of those who fly.

In American culture, pilots generally have been regarded as elite, capable and self-sufficient, not necessarily the type of individuals willing to admit to failure.

Within this context, pilots are often reluctant to confess their mistakes; some leaders, themselves aviators, might not want to hear about errors and even regard those who make them as poor pilots.

An aviation unit with a truly proactive safety culture is very different.

Errors are willingly and openly reported, with causes thoroughly investigated in an after-action review that's shared with the unit.

When regulations and standing operating procedures are disregarded or checklists skipped unit personnel work together to solve the problem.

In a proactive safety culture, aviators are constantly applying the risk management process to determine whether to continue the mission or turn back when problems arise.

Instead of blindly following predetermined plans, pilots develop sophisticated, real-time decision-making processes based on proven risk mitigation strategies.

Cabin crew

Nonrated crewmembers personify the safety culture in the way they convey their attitudes while securing the cabin area, conducting their duties, and caring for their passengers.

Through their interactions with passengers and others, cabin crews are the public face of the aviation unit and its safety culture.

Nonrated crewmembers are actively involved in a proactive safety culture.

They are the individuals who are most often convinced and, by extension, convincing when safety issues arise in flight. They are the over-the-shoulder voice of safety reason when working as an integrated team with their pilots.

Maintainers

Maintainers, especially when deployed, often work under continuous time pressure, nowhere more than in overnight repair operations.

The consequences of failures by maintainers are often more devastating than those by pilots, as these failures are often impossible to "fly out."

Maintainer professionals, like all Army Aviators, are all too aware of just how dangerous aviation is and are rarely willing to take risks.

Yet investigations reveal that errors still occur, especially unintentional omissions. Like pilots, maintainers have considerable autonomy, and this can easily create a culture in which trust and open sharing of information is not as common as leaders want in a well-developed safety culture.

Leaders

The final element of a proactive safety culture is leadership and management. Army Aviation is fortunate because, unlike much of commercial aviation, our leaders are pilots and have experience as nonrated crewmembers, maintainers and in-flight operators.

They've acquired the "gut" safety imperative that's given Army Aviation an amazing reputation over the years.

We can capitalize and enhance this positive difference if our leaders continue to ensure that safety culture is part and parcel of what the unit is, not just what it does.

Safety isn't hard – it's about knowing what's right and doing what's right. That mantra applies to every Soldier in our Army, not just aviators.

Our pilots and crewmembers, however, often have the most to lose, so it's therefore imperative for them to keep safety at the forefront of each and every mission.

An environment where leaders encourage their crews to learn from one another's mistakes, talk openly about safety issues and "live the talk" will go a long way toward maintaining Army Aviation's hard-earned safety reputation and saving lives.

Fly smart, and remember – Army Safe is Army Strong!



BG Timothy J. Edens is the director of Army Safety and commanding general of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL; and LTC Christopher Prather is the director of the CR/SC Aviation Directorate.

NEWS SPOTLIGHT

Modernized HAATS Facility Dedicated



(Left to right) Retired U.S. Army BG Joel Best, U.S. Army LTC Joshua Day, U.S. Army MAJ Tony Somogyi, U.S. Air Force Maj. Gen. H. Michael Edwards, Sara Fisher, U.S. Army BG Dana Capozzella, and former U.S. Army SGT Dick Dirkes and CW2 Dick Over cut the ribbon at the High-altitude Army National Guard Aviation Training Site in Gypsum, CO, April 26, 2013.

HAATS is the only Department of Defense school that conducts power management and environmental training at high altitudes for rotary-wing aviators from all components of the U.S. military and international military students.

The new, state-of-the-art, 14-acre facility will enable the HAATS staff to conduct operations more efficiently and effectively while doubling student throughput.

Best and Day are former HAATS commanders, Somogyi is the current HAATS commander, Edwards is The Adjutant General of the Colorado National Guard, Fisher is an Eagle County commissioner, Capozzella is the commander of the Colorado Army National Guard, and Dirkes and Over are both veterans of the 10th Mountain Division, which had its roots in nearby Camp Hale, CO, and were considered to be among the first high-altitude soldiers.





s the Army's footprint in Afghanistan continues to evolve we can expect two elements to endure; Special Operations and Aviation. The aviation needs of a broadening special operations mission are increasingly being met by conventional aviation forces.

During our recent 2012-2013 tour in support of Operation Enduring Freedom, we had the unique opportunity to participate in this development as the Direct Support Rotary Wing cell to a special operations task force.

While many of the operational details are classified, here are some of the overarching lessons learned and recommendations based on our experience. Ultimately, successful integration results in conventional aviation units being used effectively, enjoying strong working relationships, and establishing their credentials in a community of demanding professionals.

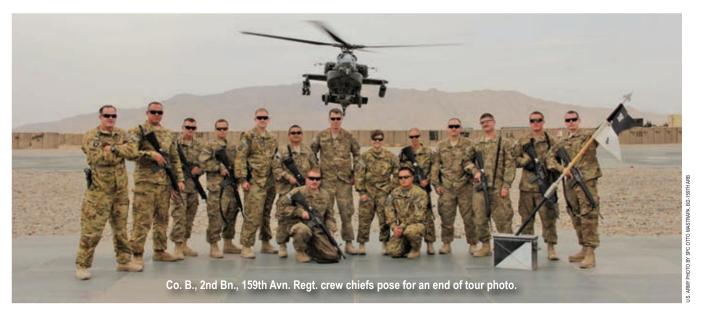
Start With the Relationship

Establish a coordination and planning cell co-located with the ground force and special operations aviation assets. Initially, planning missions at the flight line or battalion area may appear to be the simplest option.

However, we delivered the best results with an integrated coordination and planning cell that provided flight crews the opportunity to be a part of the complete operations process from receipt of mission to afteraction review. Because of this shift, flight crews became part of the team and were placed in a position to be recognized as subject matter experts.



SPC Kristi Wilson and CW2 Justin Fiztharris, both with Co. B, 2-159th ARB, tighten pitch control links during a pre-flight inspection.



Additionally, having an embedded coordination cell during the mission cycle ensures your assets are utilized most effectively and efficiently.

You will be working with a tight-knit community that prizes the human element, so this provides a consistent point of contact for them to get to know and trust, and gives a face to the callsign. Kudos can be given in person, and conversely if something does go wrong, it can be addressed during the after action review with the pilots that were on the objective. Overall, it leads to a better team.

Be Masters of Your Craft and Understand Theirs

You will have to build trust to be fully utilized by special operations forces; the foundation of that trust is the competence that you bring to the job. One of the immediate discriminators will be your pilots' familiarity with the brevity terms being employed.

All aviators should establish a working knowledge of joint brevity terminology from the Joint Publication 3-09, Joint Fire Support (JP3-09, JFIRE) manual. Full understanding of the rules of engagement is a must for rapid and confident employment of fires.

The people you'll be working for are not focused on getting efficiency out of their assets; they're focused on getting their immediate mission done.

You are the best and only advocate for your airframe and organization; your entire deployment will be an education campaign, and it will be up to you to draw the line at what can be done. Capabilities briefs, combined with static display demonstrations, provide hands-on training to the ground force commander and his representatives, and a great face-to-face opportunity.

On Time, On Target

This summarizes everything that we should strive for as Army Aviators. Providing timely and accurate fires is a cornerstone in building trust with the customer. Treating every aspect of the mission as time critical will ingrain a sense of urgency within your team.

As with anything in the military, being where you are supposed to be when you are supposed to be there is paramount. When it comes to the employment of weapons systems, focus on the basics of gunnery with a special emphasis on accuracy. Aviator weaponeering and knowledge is critical to ensuring a first time hit.

Conduct after action reviews with all parties to develop and refine techniques and unit standard operating procedures. Sloppy engagements are going to happen. They should be critiqued and viewed by all pilots in an open forum with a climate of learning from mistakes.

Start Early

The multi-echelon training exercise, Jaded Thunder, provides an excellent door into the community, culture, and expectations you will be working with. Maximize attendance and build your training program around what you learn there.

You may also be able to handle some of the administrative business before deploying. Showing up with the necessary badges, already read-on to the mission set, would have allowed us a seamless transition and leveled out the learning curve. This could also allow you to get a full look at the unit you will be replacing during your Pre-Deployment Site Survey.

During pre-deployment gunneries, train table X iterations with a joint tactical air controller and a real or notional joint aerial attack team.

In country, live fire exercises are an excellent opportunity to start building a working relationship with the ground forces you support.

Continuation of live fire exercises will build proficiency and develop tactics, techniques and procedures as new supported units rotate in.

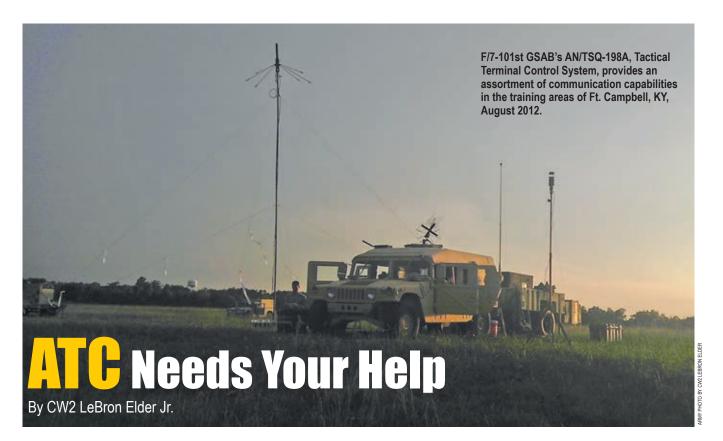
Finish Strong

It is likely that your conventional aviation unit will be in country longer than the ground forces you support, and longer than the other air players you're working with.

The reputation you establish will follow you through the changes, whether good or bad. Mistakes and the wrong attitude will see you sidelined; willingness to learn and humility will earn you a place on the team.

**

MAJ P. Christian Schleider is the operations officer for the Direct Support Rotary Wing Tactical Operations Center in Kandahar, Afghanistan; and 1LT Thomas C. Opalak is the executive officer for Company B, 2nd Battalion, 159 Aviation Regiment. Both are assigned to 12th Combat Aviation Brigade in Illesheim, Germany.



epending on the location and mission, Army controllers can be exposed to a wide variety of aircraft at numbers that rival many of the major international airports in the United States.

During Operation Iraqi Freedom, Operation New Dawn, and Operation Enduring Freedom, controllers have efficiently handled hundreds of thousands of aircraft movements on an annual basis. Of those movements, they handled an assortment of rotary wing, fixed wing, and unmanned aerial system aircraft operated by an assortment of nations.

Controllers maintained a constant state of vigilance as they controlled aircraft, usually within Class D airspace, and ensured their aircraft avoided over-flying pre-planned fire support missions, controlled detonation sites, and other designated no fly areas. Additionally, they had to adapt for the handling of all aircraft during unplanned counter fire missions and restricted operation zones that occurred in their designated airspace as Coalition Forces conducted operations close to their area of responsibility.

The war against terrorism has forced Army officials to concentrate their training requirements to ensure all Soldiers, regardless of their military occupational specialty, are prepared to fight and survive. Air Traffic Services (ATS) units complied with this directive by removing many of their Soldiers from fixed-base air traffic control facilities, and focusing training on tactical systems.

By diverting training in this direction, Army officials helped to ensure that Soldiers are ready to defend themselves in the event that they are engaged in a fire fight.



F/7-101st GSAB Soldiers providing ATS operations at Forward Operating Base (FOB) Lagman, Afghanistan tower during OEF 11-12.

Fixed-Base Training

In the past, ATS units relied on fixed-base facilities to provide training for their Soldiers. The value of interacting with live aircraft gives the controller an abundance of experience and awards them with the prestigious Control Tower Operator certificate, a certificate that carries a tremendous amount of weight when seeking employment upon separating from the Army.

Many fixed-base facilities require Army controllers to work set shifts in which the facility becomes their primary place of duty. The challenge for fixed-base controllers is scheduling time so the Soldier can accomplish necessary Soldier training requirements, such as weapons qualification and physical training.

Tactical Training

Army controllers' quality training time has been limited due to the transformation of ATS units. Many of these units are dependent on other units with aircraft to conduct hands-on controller training, and proactive ATS leaders plead for such opportunities.

Performing the duties of an air traffic control specialist requires an individual to perform and polish their skills constantly. Due to a lack of live aircraft, controllers are usually severely under-trained when it comes to controlling air traffic.

Those who are having difficulty controlling live traffic at a field exercise are likely to have the same problems in a combat zone.



A 7-101st GSAB UH-60 Black Hawk overflies the AN/TSQ-198A, Tactical Terminal Control System, in the training areas of Ft. Campbell, KY, July 2012.



The author controlling air traffic in a training area at Ft. Campbell, KY, July, 2012.

Conclusion & Recommendations

Removing controllers from fixedbase facilities has taught them how to fight and defend themselves in a hostile environment, but has done little to ensure they are able to control air traffic once they are assigned to their area of operation. There is an immense amount of training that Army air traffic controllers can and should receive.

There are two ways controllers can be properly trained prior to deployments: establishing training requirements mandating units with aircraft to conduct training with air traffic control (ATC) units and investing in simulation devices. Recurring, consistent training prepares controllers sufficiently to control the heavy air traffic they will encounter during deployments.

While units with aircraft are often placed in close proximity to ATC units, many times there is little collaboration between the two units when scheduling training exercises. Often, junior aviators are unaware of the presence of the ATC units, and junior ATS leaders are reluctant to ask for assistance.

Policies need to be in place when these two units conduct training with each other on a quarterly basis. While this recommendation may be more expensive and require more coordination, without such directives, Army controllers' options to conduct effective training are limited.

The procedures for controlling aircraft can also be learned through controlling simulated aircraft. Depending on the type of simulator, the controller can simulate conditions at any airfield around the world simply by changing a computer program to meet the training objectives.

Currently, many Army ATC units are not provided simulators, forcing them to be increasingly dependent on units with aircraft to conduct training.

Simulators can be a valuable part of a controller's training, but should not and cannot be their only means of training.

Using simulators and training aids helps, but having the ATC trainee interact with real pilots determines their true ability. An adequate balance of simulated and live traffic can help sustain a controller's proficiency.

CW2 LeBron Elder Jr. is a 150A Air Traffic/Airspace Management Technician and platoon leader with Co. F., 7th Bn. (Gen. Spt. Avn.), 101st Cbt. Avn. Bde. at Ft. Campbell, KY.

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Gillingham Illusion Spatial Disorientation Part 1

By Dr. (LTC) Joseph Puskar

TC(P)Mark McPherson, the command surgeon for the U.S. Army Combat Readiness/Safety Center, asked us to discuss this month a type of spatial disorientation (SD) that was the cause of two recent tragic Army class A helicopter mishaps that resulted in total loss of the aircraft involved, and fatalities of all on board.

"We need to make our aviators more aware of the post-roll effect, or Gillingham Illusion, and spatial disorientation in general since they continue to take a heavy toll of our aviators and machines," said McPherson.

Simply stated, when a pilot rolls an aircraft either left or right, the vestibular system quickly adapts to that roll as the new equilibrium state, so that there is a tendency for the pilot to put greater control stick inputs into the direction of the roll after leveling out (i.e., returning to a roll in that same direction from level flight) or increasing the roll angle and rate if staying in a steady rate roll.

As with any form of spatial disorientation, the best remedy is awareness that this can happen, and continuously cross-checking and trusting what your instruments are showing.

In 1999, a study was conducted by the U.S. Air Force with 8th Fighter Squadron "Black Sheep" and other volunteers flying NT-33 Calspaninstrumented aircraft. The subject pilot was given no outside or instrument visual cues in an aircraft trimmed to fly in a 45 degree banked coordinated turn. The autopilot was then programmed to bank 45 degrees opposite in direction to the first 45 degree roll and at a rate of 10 to 30 degrees per second. The pilot was then given control of the aircraft, and told to hold the new bank after one second at that angle.

It was found the pilot is likely to apply pressure on the control stick in the same direction of the original 45 degree roll.

If a pilot attempts to fly the aircraft "by the seat of the pants" after entering a roll, and that roll direction is then reversed, a return to the direction of bank and roll in the original direction will likely result. This sometimes resulted in the complete inversion of the aircraft with the pilot believing they were still in a trimmed bank and roll in the opposite direction!

Interestingly, these same researchers found that the only environment in which it seemed possible to successfully isolate the semi-circular canals aligned about the longitudinal axis, and therefore responsible for sensing the rolling motion, is in actual flight, where the true motion of the aircraft can be accurately "felt."

With the Barany chair rotating us around the vertical axis we can experience and perhaps train some to help experience and avoid the more commonly recognized "graveyard spin," but we have no similar device to experience the Gillingham illusion.

In the graveyard spin, we have a pilot recovering from an intentional or unintentional spin, but then experiencing a powerful sensation that he is beginning to enter a spin in the opposite direction from the first spin even though he is now in straight and level flight.

This results from the primitive vestibular system that can detect acceleration of the otoliths and fluid within the inner ear, but not a steady state of movement due to a re-establishment of "equilibrium," or a new set point for normal of the hair trigger cells (essentially electro-mechanical motion transducers) of the steady state spin.

If not trained for and anticipated, this can lead a hapless pilot to disregard what the instruments are showing, and to re-enter a "death spiral" second spin in the original spin direction without having a "seat of the pants" sensation of spinning at all!

You'll recall from flight training and annual unit safety briefings that SD can be caused by misperceptions of orientation due to the stimulation of the vestibular or inner ear, visual, proprioceptive, and cognitive functions, and that each system requires a complex coordination to take place between the appropriate sensory end organ and the brain. This coordination becomes even more complicated when several sensory modalities are used as occurs when flying an aircraft.

We have somewhat arbitrarily categorized SD as Type I, Type II, and Type III or incapacitating. Type I SD is a situation that is unrecognized by the pilot, and the Gillingham or post-roll illusion is an example of Type I SD. Type II spatial disorientation phenomena are recognized by the pilot, and we can consider the graveyard spin to be an example of this since the pilot recognizes a conflict between what the inner ears and eyes are telling him, and must make a choice to believe either the instruments (visual system), or inner ears (vestibular system).

We'll continue the discussion next month in SD Part II.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@ quad-a.org*. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.

** -

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





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

By Connie Hansen



Scholarship selection board members review hundreds of packets to produce an order of merit list for the 2012 scholarship program.

s the summer scholarship selection season approaches I thought I would take a few moments to explain the process.

First, the deadline each year is May 1 for the initial applications. We have received 440 for this year's program. Each applicant's file is assigned a number in the order in which it was received.

Next, every file is reviewed for completeness as we receive the follow-on school transcripts, teacher recommendations, etc.

Once the files are complete and the incomplete files purged, we will copy the files, and black out all references to the names of the applicants, ranks of the parents, etc. for the actual selection board process in Washington, DC on July 19 and 20.

As a reminder, although we notify each applicant of any missing items, the ultimate responsibility for file completeness is the individual applicant's. Please call the National Office, (800) 722-2769, ext. 127, or contact deb@quad-a.org if you have any questions on the status of your file.

Once the files are all complete, data points are entered into a database based on three categories of applicants: freshmen, upperclassmen, and graduate students.

Keep in mind this is a merit-based program only. Freshman files have three initial data points: GPA, test scores, and class rank. Upperclassmen and graduate files have GPA only.

At this point a simple descending sort is done to create a rough order of merit list (OML) for the purpose of initially breaking each of the above three categories into three segments: an upper third, middle third, and bottom third.

Selection board members read the bottom third of each category first and decide if any of the "3s" should be moved up to the middle third and recompeted with the rest of the middle third files. The middle third is then

History of AAAA Scholarship Foundation, Part 9

AAAA Annual Forum 50 Year Celebration – June 2013

By Mark Albertson, AAAA Historian

This year Fort Worth, Texas was the host city for the AAAA Annual Forum in April.

The finale was a commemoration of the Association's number one benefit program, the AAAA Scholarship Foundation.

The 50th anniversary bash included entertainment provided by award-winning performer, Trace Adkins – but, the real star of the evening was Ouad-A itself.

Since 1963, the AAAA Scholarship Foundation has provided some \$5,000,000 to more than 3,000 students.

A noteworthy achievement made even more remarkable by the fact that the recipients receive 100 percent of the donated funds.

Here's hoping the next fifty years are even more successful than the previous.

read and likewise any stand-out competitive files are moved up to the top third category and competed again.

Continued on page 60

Army Aviation Association of America Scholarship Foundation, Inc.



Making Dreams Come True

50 years of Service to Army Aviation Soldiers and Their Families

Association of America Scholarship role in supporting the education of Army Aviation Soldiers and their families. This year alone, the Foundation awarded over a quarter of a million dollars in Scholarships

to Aviation Soldiers and Families. This would not be possible without constant and generous support from Industry and Private Donors from the Army Aviation Community.

For information on how you can contribute, please go to www.quad-a.org.

Scholarship Applications are due 1 May. Scholarships are available for Officers, Warrant Officers, Enlisted Soldiers, Spouses/Children/ Grandchildren and AAAA Members at Large.

AAAA Scholarship Foundation, Inc. | p: 203-268-2450 593 Main Street Monroe, CT 06468-2806

1:203-268-5070

AAAASFI - Continued from page 59

The purpose of all this is to make sure that the overall best files get to the top of the final OML. By "best" we mean the total student performance, not just strict test scores and mathematical averages.

The selection board members vote on a ten point scale with 10 being highest. They are looking for Advanced Placement courses, Honors courses, extracurricular activity, etc. in order to judge the most meritorious files.

After each file is voted by the 15-20 members on that table, the files are sent to a scoring table where all the vote slips are removed from the file, added up, checked by a second person and then entered into a Microsoft Excel spreadsheet by file number with their total score.

After all the files are entered, they are sorted in descending order to create the final OML. At this point the actual scholarship assignment process begins with the largest award of \$12,000 going to the first person on the final OML. The rest of the awards are made in descending dollar amount to each succeeding person on the OML.

For each award, the top third freshmen are considered first, then the top third upperclassmen, and then the top third graduates, unless specified otherwise by the original donor.

Then the middle third freshmen, upperclassmen, and graduates are considered; followed by the bottom third freshmen, upperclassmen and graduate applicants remaining on the final OML if there are any awards left unassigned. This is done to make sure again that the "best" students get the biggest awards.

After the final OML assignments are re-verified and triple checked, the names of the applicants are re-associated with each file number and then released.

They are all presented in the back of the August-September issue of the ARMY AVIATION magazine with the photo of each recipient. I hope that helps you to understand the process.

I look forward to the next two years as your President of the AAAA Scholarship Foundation, Inc.

Contact me anytime with your comments at connie.hansen@quad-a.org.

Mrs. Connie Hansen President, AAAASFI



Chapter of the Year Planning

By LTC (Ret.) Jan S. Drabczuk

ast month at our 2013 Annual Professional Forum and Exposition we recognized four chapters achieving Top Chapter of the Year status for 2012. Thunder Mountain Chapter, Fort Huachuca, AZ as the Top AAAA Chapter; Connecticut Chapter, Stratford, CT as the Top Senior Chapter; Savannah Chapter, Savannah, GA as Top Master Chapter; and the Aviation Center Chapter, Ft. Rucker, AL as the Top Super Chapter.

Like everything we do, the end of the year will sneak up on all of us and the chapter of the year deadline will be one of those events. I thought I would try to get our chapters thinking now on what they have done and could plan to do in the next few months to make themselves competitive for the 2013 awards.

Each chapter is different. Some have units deployed, some are predominantly military, some mostly contractors. The one common goal is that we all support Army Aviation, the soldier, military families and the local community. All AAAA chapters are eligible to compete for a Top Chapter Award regardless of size.

Background

This national award was first presented in 1973, and recognized the chapter judged to be most active in pursuing the goals and programs of the AAAA during the previous calendar year as measured by how many benefits were delivered to the chapter members.

In 2008, the Top Chapter Award was broadened to include three separate awards, one for each chapter category by chapter size: Master, Senior and AAAA and again in 2011, when a fourth category was added: Super Chapter (over 750 members), Master (301–750 members), Senior (101 – 300 members) and AAAA (100 members and below). Chapter membership baselines are calculated on January 1st of each year.

Criteria

If you can answer "yes" to some of the following, you are on your way to being a candidate for "Top Chapter."

- Have you earned the maximum dollars possible from the AAAA National Office for your chapter through the Chapter Meeting Refund Program (\$.40 per member per meeting per quarter); Chapter Meeting Mailing Refund Program (an additional \$.80 per member per quarterly meeting if the draft notice is received by the National Office 30 days or more before the meeting); Net Growth of Chapter over Baseline Program (\$5.00 per net member); and Matching Fund Scholarship Program (dollar for dollar matching)?
- Are you nominating your members for AAAA awards at all levels: National (e.g., Soldier of the Year); Functional (e.g., Medicine, Avionics, Trainer of the Year); and Local Chapter (e.g., Bronze Order of St. Michael)?
- Do a good number of your members, spouses, children, etc. apply for scholarships/loans from the AAAA Scholarship Foundation each year?
- Does your chapter participate in community affairs?
- Are you having your quarterly meetings, and do they include innovative and successful programming?
- Have you maintained a full Executive Board slate?
- Have you been proactive in your interface with the National Office in the administration of its chapter affairs (e.g., sending in draft meeting notices early enough to allow sufficient time for preparation, printing and mailing of meeting notices; timely fiscal reports, etc.)?
- Has your chapter experienced a good percentage of membership growth, (individual as well as local business "Sustaining Members"), relative to your January 1st numbers?



The Aviation Center Chapter is recognized as the Top Super Chapter during the opening day session of the 2013 Annual Professional Forum & Exposition. Pictured from the right are: chapter VP Programs, CW4 (Ret.) Harold A. Coghlan; chapter president, COL Kevin J. Christensen; AAAA Executive Director, Mr. Bill Harris; and LTG (Ret.) Daniel J. Petrosky, AAAA National President.

Awards

The AAAA National Awards Committee will select the "Top Chapter" for each category at its winter meeting. The actual award is a \$1,000 donation to the Chapter's Scholarship Fund. Top Chapter Awards for the previous calendar year are presented to the winning chapter presidents by the AAAA national president during the AAAA Annual Professional Forum.

Summary

As your VP for Chapter Affairs, my job is to help chapters be successful and to promote what chapters are doing in our Association. I will use this monthly column to highlight procedures that can help assist you in meeting your individual chapter goals, and to highlight activities being done in successful chapters. If you have an idea or issue that needs to be transmitted to our 71 chapters, let me know and I will get it to our membership.

Feel free to contact me if you need help for your chapter, executive board support, or to obtain clarification of National procedures at *jan.drabczuk@quad-a.org*. I look forward to working with you and supporting AAAA.

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



The Membership Memo

By CW5 (Ret.) David F. Cooper

reetings and welcome to the June edition of *Membership Memo*. This is my first of what will be several articles on your membership. But before I get started I'd like to once again thank CW5 Mark Grapin for his outstanding and selfless service to AAAA as our membership vice president.

Through Mark's leadership, AAAA membership grew to more than 20,600 Soldiers, industry teammates and friends. Maybe most impressive was his work on the Virtual Chapter. This innovative concept made it possible for new members to join our ranks.

Mark's other notable contribution was the prose that graced this space. The stories were both entertaining and served as a window to his soul. Fair winds my friend.

At this year's AAAA Annual Professional Forum and Exposition we presented 14 awards in seven separate categories to recruiters and chapters who were literally above the best.

In our next several editions I plan to explore their best practices so we all benefit from their experience.

When we look for a "How To" on expanding chapter membership we have to look no further than MAJ Aric J. Raus. He is an AAAA "Top Gun" Individual Membership Recruitment award winner.

From the Flint Hills Chapter, Ft Riley, Kansas and executive officer of an aviation battalion, Raus enrolled 111 new AAAA members. I interviewed him for this piece and wanted to share with you some of his best practices.

During the interview, Raus reiterated one theme over and over.

"It was a group effort," he said. That point is difficult to argue since 1SG Gloria Cain from the same chapter was also a Top Gun recruit award winner. She signed up an additional 70 new AAAA members.

Raus remarked, "The recruiting drive is like any other military operation. It's all about getting the word down to the lowest level." He described that while he got buy in from company 1SGs and commanders for them to speak with their troops about the benefits of AAAA, the real push came from the brigade's commander and command sergeant major.

He specifically mentioned CSM Thomson (now the Aviation Branch Command Sergeant Major). Thomson was integral to spreading the word to the first sergeants and platoon sergeants. According to Raus, "The CSM destroyed the myth of AAAA being for officers only."

Raus explained to the enlisted Soldiers he spoke with, that AAAA "is the very organization that fights for enlisted aviation Soldiers that turn wrenches and fly as crew chiefs." He discussed the assistance AAAA provides on equipment issues, uniforms, manning, pay, tool boxes and scholarships.

The Flint Hills chapter wanted no doubt that they were serious about AAAA supporting the entire aviation family. They created two VP positions in the chapter; the first, Vice President for Enlisted Affairs (E-4 and below) and the other, Vice President for NCO Affairs (E-5 and above). According to Raus, "When the membership saw we had enlisted Soldiers names on the ballot they knew we were serious."

One technique the Flint Hills chapter used was a contest to see if they could sign up more enlisted Soldiers or officers. That "challenge philosophy really took off," he said. And although he couldn't recall the exact numbers, he thought the split was about 60% enlisted Soldiers and 40% officers.

When considering whether or not to join, the scholarship program usually sealed the deal. For older Soldiers



MAJ Aric J. Raus, AAAA first place Top Gun Recruiter for 2012 from the Flint Hills Chapter, accepts the third place Top Gun Recruiter award for 1SG Gloria J. Cain from AAAA National President LTG (Ret.) Daniel J. Petrosky during the Annual Meeting on Apr. 10. Raus and Cain (who could not attend) recruited a total of 181 new members.

looking at college it's a no brainer to sign up; however, young Soldiers who aren't yet faced with college expenses were excited about the ability to submit siblings for scholarship consideration.

But, in the end it almost always came down to having face to face discussions. He met several Soldiers who said they were going to sign up soon or the next chance they had. Like a good Boy Scout he decided that he should "Be Prepared," saying that the best thing he did during the Flint Hills recruitment drive was to "carry a couple of applications in my pocket." Sometimes the best practice is the easiest!

Congratulations to Flint Hill Top Guns, MAJ Aric Raus and 1SG Gloria Cain on your efforts to expand the membership. Your membership drive TTPs are a blueprint for all of us.

Raus is currently at Command and General Staff College, Ft. Leavenworth, KS, enroute to Washington, D.C. where he will serve as a liaison officer.

CW5 (Ret.) Dave Cooper AAAA VP for Membership

Lady Night Stalkers Have Fun and, Just Like Their Spouses, Don't Quit!!!

By Carolyn Evans and Becki Chambers

hough our lives are filled with worries and wonder about our husbands and the jobs they love, we also take time to kick back, play, and have some fun! Like our husbands, and in true Lady Night Stalker fashion, we play hard.

The latest example of this was Pink Platoon! Modeled after the 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) "Green Platoon" initial entry training course, Pink Platoon focuses on some of the same combat and field skills our spouses practice.

We'd like to say that we chose this form of entertainment to get closer to our husbands, understand what they go through, experience the challenges of being in the Army as opposed to being married to it, but in truth, we really just thought it would be tons of fun!

Dressed and Ready for the Pink Platoon Mission

Pink Platoon is just how it sounds. We were dressed in our best, borrowed, and way oversized ACUs and combat boots, and ready for our mission and commander's guidance.



Lady Night Stalkers from 1-160th SOAR (A) conduct rifle training at the Engagement Skills Trainer.



Lady Night Stalkers from 1-160th SOAR (A) participate in a humvee pull during the Pink Platoon event May 2, 2013, at Ft. Campbell, KY.

Of course no platoon would be complete without a commander or first sergeant to "motivate" us, tell us we were moving too slowly, or demand we "drop and give him 20."

The latest iteration of Pink Platoon hosted by 1st Bn., 160th SOAR (A) was our second in the Regiment. Last year 2nd Bn., The Darkhorse, hosted the inaugural Pink Platoon. Having participated in both, we must say we indeed don't quit and have some tough Lady Night Stalkers amongst our ranks.

This year's Pink Platoon began at 0830 with a bus ride to The Air Assault School at Fort Campbell, KY.

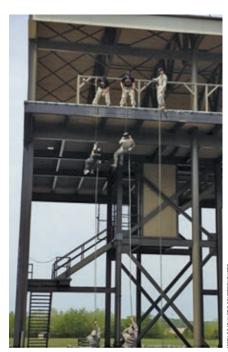
After a briefing for safety and a waiver signing our lives away, we were strapped into our gear and off the rappel wall we went, literally!

It was great fun and something most of us had never done before.

Many liked it so much that they did it more than once!

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Continued on page 64



Lady Night Stalkers from 1-160th SOAR (A) rappel down a wall at the Air Assault School.



A Lady Night Stalker heads to the finish of the obstacle course at Old Clarksville Base to wrap up the day's Pink Platoon event.

Spouse's Corner - Continued from page 63

Does Anyone Really Enjoy MREs?

After our quick trip down the rappel wall, we were treated to a vast selection of delicious MREs (meals ready to eat). We can't really appreciate how our husbands live in the field, if we don't have to eat an MRE. Personally, we think they are fun and we get a kick out of seeing what's in the pouch . . . but that's us.

We guess we can understand how eating them day after day for every meal could get old very quickly.

After our meal and rehydration, we were off to the virtual indoor shooting range. We started by shooting turkeys.

We thought we were pretty good shots, turning them into little cooked turkey roasts, but then we had to shoot little moving terrorists. Shooting a moving target is quite different and much more difficult than one would think.

We joked and laughed as we headed back to the bus about how much fun we were having and how interesting our "training" had been so far.

PT Shouldn't be Torture

Little did we know that we were heading straight into PT (physical training) and what some of us might call torture. We were ordered to RUN to the field, grab our rubber ducks (a rubber M16) and to run! run! run! with our weapons in hand.

All the while our "commander" was yelling at us with blaring heavy metal music echoing through the trees. After 15 minutes of curls, push-

ups, and being yelled at for being too slow or not holding our weapons correctly, we were allowed to stop and take a breath.

Next we were directed to separate into two teams and run to the OCB (Old Clarksville Base) entrance where we saw two trucks, each with a thick rope attached to the front bumpers. This is where it got serious, and the fun and giggles ended.

We lined up as a team and pulled the 5,100-pound M998 humvee military vehicle UPHILL at least 200 yards. We were convinced our driver was applying the breaks while we were all suffering through the pull.

Experiencing the Final Challenge

Next we headed into the woods for a muddy crawl through tires, over walls, log jumps, and a mud pit to a ladder climb. Thinking we were good to go, we gathered to talk about our day, all the while avoiding the poison ivy and checking for ticks.

We regrouped and did a formation run back to safety, or so we thought.

As we approached the finish of our exhausting but exciting day, we found our last challenge, that of having to climb UNDER a fence through a small creek. Just as we thought we escaped getting dirty, the guys forced us to submerge in muddy water.

Pink Platoon will be an annual event for our spouses, and we are discussing a kid platoon for next year as well. It was a great bonding event, a way to see friends differently than you would normally see them, and make some new friends as well.

Many of us left that day having a

Knowledge

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better respect for what our husbands have gone though. We knew it was not easy to become a Night Stalker, but it isn't easy to be a Lady Night Stalker either!

LNSDQ!



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

Carolyn Evans is the wife of COL John R. Evans Jr. and is the first lady of the 160th Special Operations Aviation Regiment (Airborne); Becki Chambers is the wife of CSM Greg Chambers.



McNamara Activates Airmobile Division

Secretary of Defense Robert S. McNamara at a news conference at the Pentagon in 1965.

Excerpted from the June 16, 1965 news conference held at the Pentagon by Secretary of Defense Robert S. McNamara.

irst, I have today authorized the Army to organize a new division, the Airmobile Division. This new division will be organized and made combat ready as expeditiously as possible at Fort Benning, GA.

Its introduction will greatly increase our capability to meet all kinds of threats.

It places the Army on the threshold of an entirely new approach to the conduct of land warfare.

I've also asked the Chief of Staff of the Army to report to the Joint Chiefs and to me before the first of next year on the possible conversion of other units of the Army to the new type of structure.

The development of this new division was begun over three years ago.

It's a result of 36 months of study, experiment, test and evaluation by both the Army and the Air Force.

The concept was initially established by the Howze Board, which as you know was chaired by General (Hamilton H.) Howze of the Army.

It's been subsequently evaluated by the Joint Chiefs of Staff.

We have tested it, using the experimental 11th Air Assault Division.

This division will have a strength of about 16,000 men.

That's approximately equal to the strength of an infantry division, but it will have four time the number of aircraft assigned to an infantry division.

As a result, about one-third of its combat elements can be moved into combat by its own aircraft.

The other two-thirds will move

simultaneously either in air transport aircraft or by shuttling of the division's own aircraft.

One of the division's brigades will be capable of airborne operations.

This new type of division will make its greatest contributions to improving combat readiness in operations where terrain obstacles could give enemy guerrilla or light infantry forces an advantage over our standard combat formations.

The tactics, the techniques, the procedures that will be employed by this new division will result in a markedly different approach to the solution of tactical problems.

The use of aircraft to bring combat personnel directly to the battlefield, to remove them from the battlefield, provides a capability which neither we nor any other army in the world possesses today.

Editors Note: From the June, 1965 issue of ARMY AVIATION.



Post Career Employment Program (PCEP) website – A unique benefit for all AAAA members.

Click on the <u>PCEP</u> link to get started today!

The Post Career Employment Program serves two AAAA member groups; AAAA Individual Members retiring or leaving active service, and AAAA Industry Members seeking highly qualified soldiers to enhance their work force. For our members it clearly demonstrates that AAAA is the professional organization that supports all ranks and Army Aviation specialties. For our Industry Members we offer opportunities to access highly-skilled and disciplined personnel who can be productive members of their work force.

Industry News

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

EADS North America Delivers 250th Lakota



The U.S. Army has fielded the 250th UH-72A Lakota helicopter delivered to Army and National Guard units by EADS North America since 2006. Every Lakota, which is manufactured at EADS North America's American Eurocopter facility in Columbus, MS, has been delivered on time and on budget by an American workforce that is

more than 50 percent U.S. military veterans. The combined Lakota fleet's operations have now exceeded 150,000 flight hours, while maintaining greater than 90 percent availability.

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

The Boeing Co., Mesa, AZ, was awarded four contracts:

an \$18,342,000 modification to a previously awarded firm-fixed-price contract for the procurement of long lead material for the Apache helicopter with a cumulative total face value of \$218,567,308;

a \$26,067,485 modification to a previously awarded firm-fixed-price, foreign military sales (FMS) contract for training and support of the Apache Block III helicopter program in support of Saudi Arabia with a cumulative total face value of \$216,229,550;

a \$69,227,561 modification to a previously awarded firm-fixed-price, FMS contract for the procurement of Apache Block III aircraft and associated parts and services in support of Saudi Arabia with a total cumulative face value of \$259,389,626; and.

a \$14,268,958 modification to a previously awarded firm-fixed-price, FMS contract for the procurement of Apache Block III aircraft and associated parts and services in support of Saudi Arabia with a total cumulative face value of \$35,158,878.

Eaton Aerospace, Jackson, MS, was awarded a \$25,021,735 modification to a previously awarded firm-fixed-price contract for the procurement of hydraulic parts in support of the CH-47.

FLIR Systems, Inc., Wilsonville, OR, was awarded a firm-fixed-price contract with a maximum value of \$82,434,800 for the procurement of the Talon Forward Looking Infrared System.

General Atomics Aeronautical Systems Inc., Poway, CA, was awarded a \$110,261,703 modification (P00032), to a previously awarded cost-plus-incentive-fee contract for Gray Eagle unmanned aircraft systems product support and fleet sustainment operations. The total cumulative face value of this contract is \$354,683,431 and work will be performed in Afghanistan.

Goodrich Pump and Engine Control Systems, West Hartford, CT, is being awarded a firm-fixed-price, multi-year contract with a maximum value of \$47,957,667 for the procurement of a maximum of 1,500 fuel controls applicable to the CH-47 helicopter.

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

Lockheed Martin Corp., Orlando, FL, was awarded two contracts: a \$29,053,638 firm-fixed-price contract to provide for post-production services for the AH-64D in support of Foreign Military Sales – work will be performed in

Orlando, with an estimated completion date of Sept. 30, 2015; and,

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

Raytheon Co., Andover, MA, was awarded a \$41,537,998 firm-fixed-price contract to provide for Performance Based Logistics services.

Work location will be determined with each order, with an estimated completion date of Dec. 31, 2014.

Rockwell Collins, Cedar Rapids, IA, was awarded two contracts:

a \$79,999,747 cost-plus-fixed-fee contract to provide for UH-60 Aircraft Avionics and Training Device Support Services – work location will be determined with each order, with an estimated completion date of Nov. 20, 2015; and.

a \$16,479,625 cost-plus-fixed-fee contract to provide for the procurement of CH-47 software evolution support services – work will be performed in Cedar Rapids, with an estimated completion date of Dec. 31, 2014.

Sikorsky Aircraft, Stratford, CT, was awarded four contracts:

a \$7,309,923 firm-fixed-price contract to provide for the procurement of parts for the Black Hawk helicopter – work location will be determined with each order, with an estimated completion date of Oct. 31, 2017;

an \$804,426,634 firm-fixed-price contract to provide for the modification of an existing contract to provide for the procurement of UH-60M and HH-60M helicopters and to fund associated engineering, program management, provisioning, technical publications, logistics support and related funding – work will be performed in Stratford, with an estimated completion date of June 30, 2014;

a \$282,236,176 firm-fixed-price contract to provide for services and parts in support of the H-60 weapon system – work will be performed in Corpus Christi Army Depot, TX, with an estimated completion date of Nov. 30, 2013; and, an \$11,377,277 modification, to a previously awarded firm-fixed-price,

foreign-military-sales contract to procure one UH-60M aircraft and related equipment in support of Thailand with a cumulative total face value of \$4,819,188,496.

Advertisers Index Advance Turbine Engine Company......51 Aero Dynamix, Inc16 Agusta Westland11 Boeing, Defense, Space & Security9 Columbia Helicopters, Inc......17 EADS......21 Harris Corporation27 L-3 Wescam Communications......31 Robertson Fuel Sysytems, LLC......80 USAA.......43 UTC Aerospace41



PEOPLE ON THE MOVE

Aviation General Officer Assignments

The chief of staff, Army announced the following general officer assignments:



BG James M. Richardson, deputy commanding general, III Corps, Operation Enduring Freedom, Afghanistan, to deputy commanding generalsupport, U.S. Forces-Afghanistan, Operation

Enduring Freedom, Afghanistan.

Changes of Command

Hawley Takes Over the Wings of



Air Force Base, S.C.

to 2011.



Incoming commander of the 244th Aviation Brigade, COL Joseph Edwards (left), and the 11th Theater Aviation Command commander, BG Troy Kok (center), congratulate outgoing brigade commander, COL Michael N.E. Claybourne, following the change of command ceremony on May 5, 2013 at Joint Base McGuire/Dix/Lakehurst, NJ.

Barrie Takes Over Cargo



MG William "Tim" Crosby (middle), Program Executive Officer for Aviation, passes the colors to COL Robert L. Barrie signifying Barrie's assumption of leadership as the new project manager for Cargo Helicopters. COL Bob Marion (right) relinquished his charter as the PM during a ceremony at the Bob Jones Auditorium on Redstone Arsenal, AL, May 16. Marion will be assuming a new leadership role at the Pentagon.

Transfer of Responsibility

Walton Tapped as 12th CAB CWOB



CW5 Michael K. Apple, outgoing command warrant officer of the brigade, relinquishes the 12th Combat Aviation Brigade Colors to brigade commander, COL Jay Voorhees during a command warrant officer change of responsibility ceremony April 18, 2013 at Katterbach Army Airfield in Germany. CW5 Thomas Walton (right), prepares to take over as Command Warrant Officer of the Brigade, while CW5 Jay M. Hogg (left) acts as custodian of the colors. Apple's next assignment is at Fort Rucker, AL with the Aviation Survivability Development and Tactics Team (ASDAT).

Lightning

BG Rex A. Spitler. Army National Guard. director of effects, U.S. Army Central/Third U.S. Army, Kuwait, to chief of staff, U.S. Army Central/ Third U.S. Army, Shaw

Warhawks Welcome Edwards

Lewis Assumes Command of the

From the left, COL John Morgan, outgoing CAB

commander; MG William Mayville, commanding

general, 1st Inf. Div. and Fort Riley; and COL

Matthew Lewis, incoming CAB commander, pause at the beginning of a change of command

ceremony May 2 at Marshall Army Airfield.

Morgan took command of the Demon Brigade

following a return from an Iraq deployment and

oversaw the modernization of the unit, including

the arrival of the Army's newest versions of

several airframes. Lewis previously served

as the Demon's deputy brigade commander during the CAB's deployment to Iraq from 2010

Demon Brigade



COL Kenneth A. Hawley, receives the 25th Combat Aviation Brigade colors from MG William "Kurt" Fuller, 25th Infantry Division commander, as he assumes command of the CAB from COL Frank Tate, during a change of command ceremony on Schofield Barracks, Hawaii, April 30. Tate, who took command in Oct. 2010, led the 25th CAB during its train up, implementation and deployment in support of Operation Enduring Freedom, and will next serve in the Pentagon as the Director of Force Development for Aviation. Hawley, a former 2nd Sqdn., 6th Cav. Regt. commander, comes to the 25th CAB from the Naval War College, where he served as an instructor.





Awards

1-211th ARB Aviators Recognized



At a May 19th ceremony, during the unit's first training period since returning from Afghanistan, two aviators with 1st Battalion (Attack/ Reconnaissance), 211th Aviation Regiment, Utah Army National Guard, were recognized with awards for their actions while deployed. MAJ Ricky N. Smith (left) was presented with an Air Medal with "V" device and CW5 Kenneth S. Jones (center) was also presented with an Air Medal for their outstanding duty performance. They are standing in front of the infamous "Pirate Mike" with their battalion commander, LTC Gregory B. Hartvigsen (right). During the ceremony, Tommy Filler (not pictured) from the Boeing Company, presented unit members with the Apache Longbow Combat pin. The 1-211th ARB was selected as the AAAA John J. Stanko Army National Guard Aviation Unit of the Year for 2012.

Promotions



COL Carey M. Wagen, was promoted to the rank of colonel during a May 2, 2013 ceremony at U.S. Army Forces Command, Fort Bragg, NC. FORSCOM DCS G-1, BG Kelly J. Thomas, administered the Oath of Office; also in attendance were her husband, Richard, and their two children, Jared and Christian. Wagen is currently the FORSCOM Deputy Director of Aviation, G-3/5/7 and is scheduled to assume command of the 1st Armored Division Combat Aviation Brigade, Fort Bliss, TX in July.

Flight School Graduations

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

51 Officers, May 2

IERW AH-64D Track

WO1 David E. Berry - DG LT Mark W. Hull - DG LT Ian O. Misaro - HG WO1 Seneca F. Newkirk - HG LT David M. Acosta WO1 John P. Brushwood LT Andrew R. Chambers WO1 Jody S. Clark LT Zachary D. Daker WO1 Richie A. Davis LT Michael R. Debroy LT Andrew M. Mackenzie LT Dana H. Marchione WO1 David V. O'Connor WO1 Ross H. Rippy WO1 Steven A. Stocking WO1 Mitchell J. Wittstruck

IERW CH-47D Track

WO1 J.D. Nose – **DG** WO1 Cory C. Burkhart WO1 Steven M. Howell WO1 Christopher J. Scott

IERW UH-60 Track

LT Paul M. Peterson - DG WO1 Steven D. Schmoll - DG WO1 Paul R. Buettner - HG WO1 Chad R. Foster - HG LT Neil A. Harding - DG LT Howard L. Ballard WO1 Christopher J. Coughlin WO1 Nathan M. Ellis WO1 Jamond L. Ervin WO1 Daniel M. Forsythe WO1 Latifa A. Gaisi WO1 Aaron M Griesinger LT Braden S. Hunter LT Alix V. Johnopolos LT Veronica L. Jones WO1 James R. Lewellyn LT Jeremiah Malmberg WO1 Ralph J. McDonald LT Marshall L. Olney LT Stephen J. Sauve LT Sean C. Thomas WO1 Hai Ha N. Vu WO1 Justin G. Warren

68

IERW UH-60A/M Track

WO1 Jason R. Klein – **DG** LT Cristopher J. Aldretti WO1 Michel T. Drake LT Dawn V. Herron LT Ian M. O'Neill WO1 Erik Vidal WO1 Nathaniel L. Willard

35 Officers, May 16

IERW UH-60 Track

LT Wade L. McMinn - DG

WO1 Sean A. White - DG WO1 Kevin M. Nichols - HG WO1 Cesar E. Rodriguez - HG WO1 Justin T. Babb LT Jacob E. Barth WO1 Jacob Benkovski WO1 Craig R. Bremer WO1 Daniel W. Christoffersen WO1 Perry J. Fern WO1 Drew E. Fullmer LT Shane T. Hinton LT Andrew L. Jackson LT Justin M. Keves WO1 Brandon T. Kruchinski WO1 Benjamin D. Parrish WO1 Eric A. Ponder LT Zachary B. Sinnen WO1 Jeffrey M. Springer WO1 David S. Tanderup WO1 Heath A. Torgerson LT Gerald A. Torres-Vinson

IERW UH-60A/M Track

WO1 Colin M. Lantz – **DG**LT Geoffrey P. Williams – **DG**LT Joshua A. Elkins
WO1 James E. Estep
WO1 Colt D. Kaminska
WO1 Istvan J. Kurunski
LT John T. MacGregor
LT Christopher P. McMackin
LT Brendan T. McManus
LT Tierra A. Nelson
LT Catherine R. O'Brien
WO1 Lance E. Schick
WO1 Ryan E. Wicker

59 Officers, May 30

IERW AH-64D Track

WO1 Stephen G. Marshall – DG
LT Keary Salls – DG
WO1 Stephen M. Burns – HG
WO1 Micah A. Modest – HG
LT Nicholas D. Bastian
LT Grant Broom
CW2 Christopher Hess
WO1 Robbie D. Mace
LT Brad J. McAdams
LT Michael J. McConville
WO1 Andrew M. McAllister
WO1 William E. McIntosh
WO1 Zeljko Mijatovic
LT Sean T. O'Brien



WO1 Jason A. Owens WO1 Bradley J. Pearson WO1 Frederic A. Reams WO1 Travis J. Robinson WO1 Steven P. Scott LT Scott Stark CW2 Dwight Zieglar

IERW CH-47D Track

LT Raleigh C. Burt LT William K. Liebhaber WO1 Craig W. Graves WO1 David O. Ongiri

IERW OH-58D(R) Track

WO1 Matthew E. Hattie - DG LT Christopher M. Pircher - DG WO1 Daniel W. Cook LT Chris J. Crenshaw WO1 Landon T. Dave WO1 Robert A. Gill WO1 Timothy E. Hall WO1 Michael K. James LT Andrew E. Petefish WO1 Nicholas A. Vanicek

IERW UH-60 Track

WO1 Aaron P. Comps - DG WO1 Brenden S. Merrigan - HG WO1 Mitchell A. Adams WO1 Cody G. Bjorklund WO1 Darci L. Campbell LT Graham D. Ernst WO1 Myron C. Harvison LT Avery T. Johnson WO1 Timothy P. Layton WO1 Ashly T. Mentzer WO1 Jason A. Neiswanger WO1 Dustin M. Titzman WO1 Joseph F. Walters

IERW UH-60A/M Track

LT Nathan C. Hedgecock - DG WO1 Eladio Pagan, Jr. - DG WO1 Michael S. Beckman WO1 Christopher A. Black LT Amy E. Caldwell LT Frank B. Gamsby WO1 David J. Miller CPT Andrew I. Oracz WO1 Clifton B. Roller WO1 Brandon K. Schaefer

Unmanned Aircraft Systems (UAS) Graduations

UAS OPERATOR

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

Warrior Alpha UAS Operator Course Class: 13-003 5 Graduates, April 25, 2013 PFC Jonathan W. Strong - HG

PFC Andrew S. Babcock PFC Branden D. Hamilton PFC Anthony F. Hansen PFC Eric E. Roe

Warrior Alpha UAS Operator Course Class: 13-004/005/006 37 Graduates, May 2, 2013

SPC Jacob T. Reeves - HG PFC Alberto . Avila

PV2 Robert D. Bauman

PFC Jeffrey J. Beaudette

PV2 Travis A. Black PFC Nathan J. Brandstetter

PV2 Austin J. Bray PFC Dakota H. Briggs

PFC Derrick A. Brown

PFC Hunter A. Dean

PFC Gregory M. Dunmire

SPC Patrick D. Fain

PV2 Scott C. Ferreira

PV2 Ashley N. Fifield

SPC Chelsea L. Galpin

PFC Zachary L. Helsel

PV2 Nathan M. Hillman

PV2 Patrick R. Kee

PV2 Yosiro M. Luther

PV2 Jeremy L. McGuire

PV2 Edward T. Murray

SPC Oscar J. Narvaez

SPC Christopher G. Harris

SPC Jacob D. Lebaron

PFC Lance D. Oglesbee

PFC Asa E. Ott

SPC Matthew L. Peck

PV2 Jordan C. Perdue

SPC Curtis P. Philo

PV2 Michael A. Sheldon

PFC Stephen T. Slater

PV2 Jacob W. Stadlev

PV2 Nicholas G. Stoddard

PFC Gabriel N. Varela

SPC Johnathan Williams

PV2 Jason L. Wilson

Shadow UAS Operator Course Class: 13-007/008

28 Graduates, May 23, 2013

PFC Nathan D. Shea - HG

PV2 Jordan R. Abegg

PFC Tiara G. Aquilar

SPC John C. Baker

PFC Cody J. Bellamy

PFC Mark A. Boughton

PV2 Kristina M. Bright

PFC John L. Brock

PFC Carl J. Campbell

PFC Geraldine L. Cross

PFC Steven T. Grant

PFC Kristopher J. Harrell

SPC Todd A. Jacobs

PV2 Matthew S. Kolodzie PFC Matthew B. Lemay

SPC Ashley N. McNichol

SPC Franklin J. Monack

PFC Kevin J. Obrien

SGT Christopher M. Peters

PFC Christopher J. Petty

PFC Robert E. Pillack, Jr

PV2 Nicholas G. Ringdahl

PFC Phillip R. Shermis

SPC Dominick N. Tolliver-Grays

PFC James M. Vandergrift

PVT Schuyler T. Wardlow

PVT Christopher P. Whitney

PV2 Joseph J. Zuwiyya

UAS REPAIRER

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

Shadow UAS Repairer Course

Class: 13-002

8 Graduates, April 25, 2013

PFC Christopher L. Smalling - HG

SFC Justin V. Petrutis

SSG Monty P. Dockins

SSG Brian K. Kupsov

PFC Julian Jimenez

PFC Gabriel A. Santiago

PFC Corey J. Tacher

Shadow UAS Repairer Course Class: 13-0011/012/511

13 Graduates, May 9, 2013

SPC Gaige A. Carnes - HG

PV2 Kasey J. Beckman

SPC Angel A. Cuevas-Martinez

PV2 Brian R.Depelteau

PV2 Matthew K. Groenewold

PVT Alefosio T. Kakala

SSG Dustin J. Kamrowski

PV2 Ezequiel N. Lopez

SSG Justin A. Morris

PFC Christopher J. Reed

PFC Caleb A. Spiers

PV2 Reginald S. Thompson

PV2 Ethan T. Waterman

Shadow UAS Repairer Course Class: 13-015/016/516

8 Graduates, May 23, 2013 SGT Michael J. Christenson - HG

SPC Matthew J. Delvaux

SFC Anthony T. Hammond

SSG Daniel J. Ketchmark

PFC John J. Pierce

PFC David W. Story

SSG Daniel B. Thompson

SPC Samual D. Young

HG = Honor Graduate

* = AAAA Member

+ = Life Member

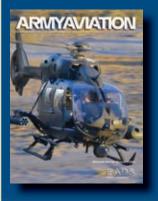
DG = Distinguished Graduate



AAAA Top ROTC Aviation Branched Cadet of the Year



Past AAAA national president, BG (Ret.) Thomas J. Konitzer, congratulates Sonja Udermann after presenting her husband, *Cadet Matthew T. Udermann*, with the AAAA Top ROTC Aviation Branched Cadet of the Year award. Udermann graduated from the Reserve Officer Training Corps program at the University of Minnesota on May 24th at the university's Ted Mann Concert Hall in Minneapolis.



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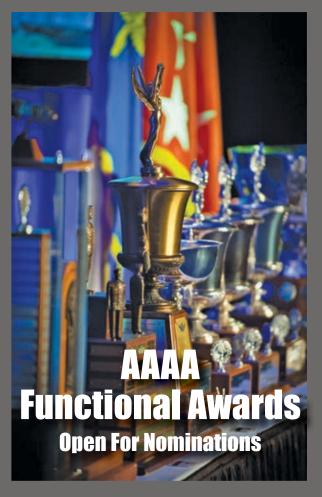
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AAAA ASE Award

AAAA Avionics Award

Suspense: August 1

Donald F. Luce Depot Maintenance
 Artisan Award

Suspense: August 1

AAAA UAS Soldier of the Year

AAAA UAS Unit of the Year

Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available from the AAAA National Office, 593 Main Street, Monroe, CT 06468-2806 & on the AAAA website: *quad-a.org*

National Defense Authorization Act 2014

With the submission of the 2014 Presidential Budget (Pres Bud) in April, the National Defense Authorization Act (NDAA) for 2014 has moved to the House Armed Services Committee (HASC).

The NDAA authorizes all Department of Defense military spending to include personnel strength levels, military construction and equipment research, development testing and evaluation (RTD&E) and procurement.

The various HASC subcommittees conducted their mark ups of the NDAA during the week prior to Memorial Day. The full committee final markup is expected by the first week of June.

Following the markup the floor vote is anticipated to be complete by the end of June before heading to the Senate. Currently the process is about a month behind last year's NDAA approval based on the later delivery of the Pres Bud as compared to 2012. The current 2013 NDAA was approved by President Obama on January 3rd.

The key issues that will inevitably be linked to the passing of the NDAA includes the use of unmanned aircraft systems (UAS) to conduct covert operations under the operational control of the Central Intelligence Agency, the East Coast Missile Defense Shield which will include the \$250 million procurement of additional ground based intercept (GBI) capability, and additional authorities granted to the Secretary of Defense to develop priorities to deal with Sequestration.

Once the NDAA moves over to the Senate there will certainly be maneuvering on these three top issues as those such as Senator John McCain (R-AZ) believe that all UAS operations should be under the auspices of the DoD while those in the Senator Diane Feinstein (D-CA) camp believe that the CIA is perfectly capable of continuing their operations without DoD oversight.

A final contentious point of the NDAA will be how to address growing issues with sexual assault in the military after recent high profile cases and an increase in reported offenses in 2012. Senator Kirsten Gillibrand (D-NY), is proposing language in the NDAA that would direct the services to prosecute these types of cases outside of the established chain of command to a panel of specialized adjudicators.



DoD/VA Automated Health Records

It would seem logical that in the information age the health records of DoD personnel could be easily transferred to the Veterans Administration (VA). For anyone who has retired over the past few years, we all know that this is certainly not the case. Rather than move forward with an automated records program like the VA's current Vista program, Secretary Chuck Hagel announced on May 22nd that the department would procure a new automated software system to meet current medical requirements.

During a roundtable discussion with both Secretary Hagel and the VA Secretary Eric Shinseki, Secretary Hagel pointed out that it was the Pentagon's responsibility to ensure DoD personnel transitioned seamlessly to the VA upon release from active duty or retirement. Although Secretary Hagel's message remains positive, in essence, this will once again convolute the process of easy transfer of veterans' records between DoD and the VA.

As with any commercial program purchase by DoD, this program will take a minimum of a year to bring on line. So once again, the process of compiling multiple copies of paper records, duplicative forms and records coupled with limited release of digital data from the DoD to the VA will remain the status quo for the immediate future.

Veterans Cost of Living Allowance

On May 8, Senators Bernie Sanders (I-VT) and Richard Burr (R-NC) the leader and ranking member of the Senate Committee on Veteran Affairs proposed The Veterans' Compensation Cost-of-Living Adjustment Act of 2013. This act will provide increased rates of compensation of up to 4.2% for veterans with service-connected disabilities and their families and survivors. The Senate Bill proposes a start date of December 1, 2013 and would be renewed annually. A similar bill was passed in the House on May 21st which

would make the adjustments automatic each year similar to those recipients of social security benefits which rise annually based upon the Consumer Price Index (CPI) for Urban Wage Earners and Clerical Workers. The House bill would go into effect in December of 2014.

One other provision within the bill for severely injured veterans would raise their monthly compensation rates by up to 30% against the CPI. These raises would also be effective in December 2014 and would continue to 2018 when these rates would rise to 50% above current rates. Both of these bills may have some challenges if tied to other issues associated with Sequestration and funding source for the increases.

Wounded Warrior Fellowship Program

The House of Representatives has established a congressional fellowship program for disabled veterans with the goal of placing veterans in various positions within the House of Representatives.

There are opportunities for placement on member, committee and leadership offices staff. Once selected, veterans will rotate into various positions within the House. The length of the fellowship program is two years with the potential for future positions within the House in a variety of positions.

Although a position is not guaranteed following the fellowship, participation in the program does improve Veteran's potential opportunities for future positions.

Interested Army veterans must be determined to be more than 30 percent disabled by a military Physical Evaluation Board (PEB) or by the VA.

Army Veterans may submit their resume to the U. S. Army Wounded Warrior Program (AW2) at www.AW2. army.mil. Wounded Warriors with a disability of above 30% should contact their AW2 advocate for additional details concerning this program.

Chapter News

Zia Chapter



On May 4, 2013, the Chapter conducted a membership meeting and sponsored the rollout ceremony for the LUH-72 aircraft for Co. C, 3rd Bn., 140th S&S, NMARNG. The meeting was held at the Las Cruces, NM airport. Dignitaries present were the Lieutenant Governor of New Mexico, Mr. John Sanchez, and The Adjutant General of NM, BG Andrew Salas. Mr. Joe de la Cruz and the Eagle Claw Native American Veterans Group conducted a ceremonial blessing of the aircraft and unit during the meeting. Army Aviation Association of America Zia Chapter explained the importance of AAAA to the more than 200 attendees.

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

High Desert Chapter



SFC Shawn P. Davis, an aviation operations NCO trainer with Eagle Team, National Training Center is inducted into the Bronze Honorable Order of St. Michael by CW5 Gary A. Fewins, the Eagle Team senior aviation warrant officer trainer, during an April 10, 2013 ceremony at the National Training Center, Fort Irwin, CA. Davis was being recognized on the occasion of his retirement for his more than 21 years of service to Army Aviation culminating with his assignment to the National Training Center where he trained hundreds of soldiers on all facets of Aviation Operations from FARP operations to

Personnel Recovery. He plans on enjoying retirement in King Salmon, Alaska.

Mid-Atlantic Chapter



COL Michael N.E. Claybourne, outgoing commander of the 244th Theater Aviation Brigade (TAB), headquartered at Joint Base McGuire/Dix/Lakehurst, NJ, is inducted into the Bronze Honorable Order of Saint Michael by chapter president, LTC (Ret.) Ed Carnes at a Hail and Farewell on May 3, 2013, at The Hamilton Manor, Hamilton, NJ. Pictured are (left to right): LTC Timothy Rogers, 244th TAB XO; Mrs. Kit Roache, chapter secretary; Carnes; Claybourne; and Claybourne's wife Hilary. Claybourne has retired from the USAR and will continue his civilian job as a pilot for UPS based out of Huntsville, AL.

Old Tucson Chapter



COL Kenneth G. Campbell, commander of the Western Army Aviation Training Site (WAATS), is inducted into the Bronze Honorable Order of Saint Michael by Old Tucson chapter president, CW5 (Ret.) Bradley Rinehart, on April 19, 2013, at the El Conquistador Country Club, Tucson, AZ.Campbell was recognized for outstanding, career-long support of Army Aviation, especially as the WAATS commander where his leadership has ensured the relevance of the training site for the future. He is retiring and moving to Salt Lake City, UT as general manager of Amendment II. Pictured (left to right) are: LTC (Ret.) Frank H. Millerd II, chapter VP Scholarships; Campbell, LTC Chad Smith, and Rinehart.

Phantom Corps Chapter



MSG Clyde P. Hippensteel, battalion operations NCOIC, 1st Bn.(Tng. Spt. Avn.), 337th Regt., 166th Avn. Bde., is inducted into the Bronze Honorable Order of Saint Michael by his battalion commander, LTC Jeffrey S. Amos on April 26, 2013, in Nolanville, TX. Hippensteel was recognized on the occasion of his permanent change of station to the U.S. Army Sergeants Major Academy at Fort Bliss, TX for his ongoing 20 yr Army Aviation career; he has served as a 15P in every critical aviation position from company to brigade and deployed as both a first sergeant and observer-controller-trainer.

ShowMe Chapter



COL David G. Dippold, commander of the 1107th Theater Aviation Sustainment Maintenance Group (TASMG) and Show-Me chapter president, inducts MSG Shelva L. Combs and SFC Elva E. Combs into the Bronze Honorable Order of Saint Michael during a May 3, 2013 ceremony at the 1107th TASMG armory, in Springfield, MO. Both individuals were recognized for their outstanding contributions to Army Aviation on the occasion of their retirement with over 37 years of service each. Both are serving as maintenance supervisors with Company A and have deployed twice with the 1107th in support of Operations Iraqi Freedom and Enduring Freedom. Following retirement, they will live in Ozark, MO.

AAAA: Supporting the U.S. Army Aviation Soldier and Family



MAJ Brett Snyder (left), production control officer for Co. A, 1107th TASMG, and MAJ Leif Thompson (right), S-3, HHD, 1107th, are inducted into the Bronze Honorable Order of St. Michael by COL David G. Dippold, commander of the 1107th and Show-Me chapter president during a May 3, 2013 ceremony at the 1107th TASMG armory, in Springfield, MO. Snyder distinguished himself through outstanding service to Army Aviation over the past 13 years andThompson for the past 17 years. Both individuals were cited as invaluable assets to the 1107th TASMG, the Missouri ARNG and the Army Aviation warfighting community.

Tennessee Valley Chapter



Mary "Cathy" Dickens, deputy to the commanding general, U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM), Redstone Arsenal, AL receives the Award for Exceptional Civilian Service from Michael Hutchison, deputy to the commanding general, U.S. Army Contracting Command, Redstone Arsenal, AL on May 13, 2013 in the Bob Jones Auditorium, Sparkman Center. She was also inducted as a Knight of the Honorable Order of Saint Michael by Tennessee Valley chapter president, Gary Nenninger, at the same ceremony for her work in support of Army Aviation to include the execution of a \$1.9 billion Ft. Rucker, AL contract for the maintenance and support of more than 600 aircraft in support of the training mission, and more than \$15 billion in contract awards for critical aviation systems

that include the Apache, Chinook, Black Hawk, unmanned aircraft systems, Air Warrior, and light utility helicopters.

Utah Chapter



CW5 Gary Wallin, tactical operations officer with the 97th Avn. Troop Cmd., UT ARNG, is inducted into the Bronze Honorable Order of Saint Michael by State Army Aviation Officer and chapter president, on May 18, 2013 at the UTARNG Aviation Reunion. Wallin was recognized on the occasion of his retirement for his achievements over the span of 40 years of military service in the UTARNG mostly as an AH-64A IP to include a combat deployment to Afghanistan in 2004.

AAPI News

Chittem Joins AAP



Army Aviation Publications, Inc. (AAPI) recently hired Jennifer Chittem to lead their marketing initiatives. In her new role, she will be responsible for new business development, expanding online marketing efforts and playing

an integral role in various events and professional forums throughout the year. Chittem brings over 15 years of experience in sales & marketing, advertising and media. Her roots began in public relations & marketing at a Connecticut-based marketing communications agency. Most recently, she was the division director of a creative staffing company where she was responsible for leading the Creative Sales division to an all-time high. Prior to that, she supervised the strategic planning and buying of media for major cable networks in NY and LA, winning numerous awards for creativity and originality. Jenn holds a Bachelor of Science degree in Business Management from Albertus Magnus College and graduated Cum Laude. She enjoys downhill skiing and outdoor recreational activities and resides in Fairfield, CT.

Late Breaking VHPA Reunion News!



For several years many VHPAers and several Chapters have asked VHPA HQ for specifics about how to collect an Oral History that can be accepted and cataloged into one of the national libraries or Vietnam Era collections. We are pleased to announce that your ship is now on short final to land at the VHPA's 30th Annual Reunion in the San Francisco Union Square Hilton 2 – 6 July 2013!

Kelley Craig from The Vietnam Archive at Texas Tech University will give a special presentation on Friday, 5 July at 7 pm. You can also talk to him at his table in the Vendor Area on Friday and Saturday. Kelley's (and the VHPA's) primary goals are:

- (1) To teach anyone and everyone how to conduct an Oral History recording session.
- (2) To have a high degree of confidence that when the Oral History is submitted to The Vietnam Archive, it will be incorporated into their collection because it meets their standards. Talk may be cheap but a properly cataloged Oral History is a priceless legacy! We want to leave you with two ideas:
- (1) The 2014 Reunion is scheduled for 1-6 July in Louisville, KY. Hope to see you there. (2) The details to help you record and preserve your Oral History or those of your buddies will be available for the first time at this year's Reunion.

VHPA 2013 Reunion at the Hilton San Francisco Union Square, San Francisco, CA (30 June-7 July 2013)

Reunion registration is online.

All you need to know about this year's reunion is here including hotel reservation information. Any problems - please contact the reunion chairman or HQ on 800-505-VHPA (8472). To register for the reunion, there are three choices:

- 1. Online Registration
- 2. Use the form in the January/February 2013 VHPA Aviator Magazine
- 3. Call HQ on 800-505-VHPA (8472) to register or with Questions.

Any problems, please call HQ on 800-505-VHPA (8472) or me on 303-988-7797 or email reunion@vhpa.org.



New Members

Air Assault Chapter SSG Kevin W. Fertig CW4 Andy Glen Fisher SFC James W. H. Kelly America's 1st Coast Chapter CW2 Robert D. McAfee Jr. **Arizona Chapter** Kyle Davis Jeff Elliott Scotty Miller II Joanne Zeoli **Aviation Center Chapter** CPT Aaron W. Amacker WO1 Scott D. Anderson 2LT Adam H. Barber 2LT Robert F. Barcelo WO1 Trevor P. Bessner 2LT Jesse R. Brown CPT James R. Burnett Hector F. Cardona CW4 Christopher J. Clark WO1 Kyle W. Cluff WO1 Kirkland H. Coffee LTC Charles Cook PFC David B. Coppersmith 2LT Joshua A. Corson WO1 Alexander Cummings WO1 Jonathon M. Engs WO1 Brandon S. Fields 2LT Eric J. Fitzpatrick Mr. John Forti WO1 Mauricio Garcia WO1 Erik G.R. Gerdes WO1 Joseph W. Gibson, IV SSG Lonnie Gilstrap 2LT Haley K. Griffiths WO1 Laurent D. Hamelin Mr. Timothy johnson CPT Lee H. Jones WO1 Andrew M. Keller WO1 William Knox CPT Michael A. Krivensky WO1 Jimmy Lamon WO1 Michael J. Langan 1LT Matthew A. McGehee WO1 Matthew M. Melvin WO1 Richard D. Minton 2LT Miranda L. Mireles 2LT Harison M. Moder SGT Francis M. Njoroge WO1 Robert B. Parmenter WO1 Jeremy J. Price 2LT Robert Řose 2LT Jared M Rowden WO1 Franklin M. Schrote CPT David M. Shanahan 2LT Philip A. Shneidman SFC Paul Simpson 2LT James A. Stetzer WO1 Justin N. Wample **Bavarian Chapter** SFC Adam W. Holland SSG Leola R. McFadden **Black Knights Chapter** 2LT Kenneth P. Jackson CDT Paul M. Johnson CDT Nicholas O. Thurston CDT Max D. Vandervort

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Remember the AAAA Scholarship Fund in your end-of-year donations, 100% of your donation goes to our soldiers and families!















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





AAAA Scholarship Foundation, Inc., president, Connie Hansen, and Foundation fundraising chair, COL (Ret.) Lou Bonham, accept donations for the General Fund during a reception prior to the AAAASFI 50th Anniversary Banquet on Sat., Apr. 13, 2013, at the Fort Worth Convention Center, Ft. Worth, TX from: (top photo) COL (Ret.) Joe Jellison, BAE director of business development for electronic systems; and MG (Ret.) Jim Myles, vice president of Dyncorp International's Aviation Group.

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UPCOMING EVENTS

July 2013

July 1-7 VHPA 30th National Annual Reunion, Union Square,

San Francisco, CA

July 19 AAAA SFI Executive Committee (Conference Call) Meeting,

Arlington, VA

July 20 AAAA Scholarship Selection Committee Meeting, Arlington, VA

September 2013

Sep 20-23 NGAUS 135th General Conference, Honolulu, HI

October 2013

Oct 14-18 USAWOA, U.S. Army Warrant Officers Annual Conference,

Sacramento, CA

Oct 20 AAAA Scholarship Board of Governors Meeting, Washington, DC

Oct 20 AAAA National Executive Board Meeting, Washington, DC

Oct 21-23 AUSA Annual Meeting, Washington, DC

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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 Alberston 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, 1988

"The Old, the Odd and the Orthodox . . ."

The photo below depicts the Sikorsky R-4. Beginning in FY 1942, 134 copies were procured. This classic performed such duties as aerial observation, reconnaissance and evacuation of wounded.



Here's one for Ripley's: The Aerial Armored Reconnaissance Vehicle (AARV).



This was an attempt by Sikorsky to build an armored helicopter as opposed to adding armor to sensitive areas of the fuselage. The concept projected some 1,800 pounds of armor on a 6,800 pound aircraft. Subjected to heavy ground fire in late 1970, this aerial armadillo was merely dented by armor-piercing and ball ammunition. Bell's UH-1 Iroquois joins the L-4 Cub

as one of the most storied aircraft in the history of Army Aviation. The L-4 Piper Cub defined the Air Observation

Post in World War II; while the Huey defined Airmobility in Vietnam. The Iroquois has logged over 20,000,000 hours of flight time while serving a wide variety of Army needs.





ARMY AVIATION

50 Years Ago June-July 1963

Sea Test

Below photo depicts a CH-113, produced by the Boeing Vertol Division for the Royal Canadian Air Force, undergoing flotation tests off Cape May, New Jersey. Water Handling and Stability Evaluations saw the helicopter endure 3 to 5 foot waves. Tests

included ability to perform 360 degree turns; ability

to taxi into a wave pattern, as well as being able to taxi out of a wave pattern; left and right turns into wave patterns and, flotation capabilities parallel to a wave pattern. The CH-113A ordered by the Royal Canadian Army will display similar characteristics.



Army Aviation Units Cited in Vietnam



As reported by LTC Kenneth D. Mertel, on April 1, 1963, the first helicopter company to log 10,000 hours was the 57th Light Helicopter Company, Major Darwin D. Beauchamp in command. April 11, 1963, Major Joseph E. Henderson, CO of the 33rd Light Helicopter Company plus 11 other officers, warrant officers and enlisted, was cited for reaching 25 combat missions. And, April 16, 1963, with the largest decoration ceremony to date, the 8th Light Helicopter Company saw 42 company members receive Air Medals, in addition to three Purple Hearts issued by BG Joseph W. Stilwell, Commanding General, U.S. Army Support Group, Vietnam.



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

Each month Army Aviation Magazine highlights a member of the Hall of Fame.

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

AMBASSADOR DELL L. DAILEY

ARMY AVIATION HALL OF FAME 2010 INDUCTION

Ambassador Dell L. Dailey is one of Army Aviation's greatest leaders, having served his country 42 years with great distinction as a cadet, infantryman, combat commander, master army aviator, ranger, special operator, general officer and statesman. A 1971 West Point 2LT of Infantry, Airborne-Ranger, he's commanded two companies in Infantry and five companies in Aviation units.

Special Operations Forces (SOF) assignments include the 75th Rangers and the 160th Special Operations Aviation Regiment (Airborne) where he commanded two companies, two battalions and the Regiment. As a SOF pioneer, he took aviation operationally to unprecedented levels of capability that were demonstrated repeatedly with great success in remote areas of Afghanistan and Iraq.

As the commander of the Joint Special Operations Command, he masterminded and executed key elements in the first Afghanistan campaign plan after 9/11; in close succession his command led forces into Iraq during Operation Iraqi Freedom.

He was considered the unsung hero for that era of operations as they successfully executed the most difficult missions over the toughest terrain in Army Aviation history.

In 2004, he was handpicked to be the first lieutenant general director of U.S. Special Operations Command Center for Special Operations, the military hub for counterterrorism, assuming worldwide planning, intelligence and operations responsibility for SOF.

In 2007, he was recommended by Secretary of State Rice, confirmed by the U.S. Senate and appointed by President Bush as the coordinator of the Department of State's Counterterrorism Office where his warrior skills, coupled with deft statesmanship, took this mission to even greater heights of effectiveness.

Ambassador Dailey's remarkable public service epitomizes Duty, Honor and Country and his contributions to Army Aviation's body of knowledge are immeasurable.



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