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## on the cover

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PAUL BOGOSIAN

MG Joseph L. Bergantz, the Army's Program Executive Officer, Aviation, for the past four years, retired from the Army on June 30 after a 33-year career. He was succeeded by his former deputy, Mr. Paul Bogoslan. Bergantz announced at his retirement that he will join SRS Technologies as a corporate vice president and general manager of the firm's Huntsville operation.

Rockwell Collins, along with AAI and Whitney, Bradley and Brown, was recently awarded a contract from the U.S. Army Aviation Applied Technology Directorate for the Manned/Unmanned Common Architecture Program Phase III (MCAP III). MCAP III will develop and demonstrate an avionics architecture for Army unmanned aircraft that is common to mission-processing systems currently under development for Army helicopters and Future Combat System (FCS) ground vehicles. Rockwell Collins will perform systems engineering activities to define a common computing and network architecture with application to Army unmanned aerial vehicles including the Shadow 200, Unmanned Combat Armed Rotorcraft, A-160 Hummingbird and Fire Scout.

The Army has selected Northrop Grumman as prime contractor for the Command Post Platform (CPP) Development and Integration Program. Valued at up to \$400 million over the next five years, the award includes an initial \$26 million contract for the design and construction of 10 prototype command posts. As prime contractor, Northrop Grumman will develop and field Army command posts, where commanders direct operations and control forces. CPP provides common command centers with advanced command-and-control hardware and technology to give commanders improved control over their digital forces using Force XXI Battle Command, Brigade-and-Below (FBCB2) and other Army battlefield command systems.

Sikorsky Aircraft Corp. of Stratford, Conn. announced Sept. 27 the acquisition of Schweizer Aircraft Corporation was complete. Schweizer is a U.S. company based in Elmira, N.Y. specializing in the light helicopter, reconnaissance aircraft and unmanned aerial vehicle (UAV) markets. Schweizer will now operate as a wholly owned subsidiary of Sikorsky. The purchase of Schweizer strengthens Sikorsky's capabilities in the UAV market, a key component in the Pentagon's *System-of-Systems* concept, which integrates surveillance, information, battle management and precision strike systems.

General Dynamics C4 Systems of Scottsdale, Ariz. was awarded a \$30 million contract, over a five year period, by the U.S. Army to develop and integrate the Air Warrior Block 3 system (AW-B3), which consists of state-of-the-art electronics and advanced, mission-specific protective clothing for helicopter crew members and includes an integrated aviator helmet system, upgraded microclimate cooling unit, and enhanced voice and data communication capability. The AW-B3 will be compatible with the CH-47, OH-58D, AH-64 and UH-60 and will be designed for future interoperability with the Army's Land Warrior and Future Combat Systems programs.

Briefings continued on page 6 @

ARNG Aviation Safety and Standardization Conference

The annual Army National Guard Aviation Safety and Standardization Conference will be held Nov. 30 to Dec. 2 near Little Rock, Ark.

Highlights include workshops and ARNG aircrews sharing lessons learned from recent world-wide aviation deployments.

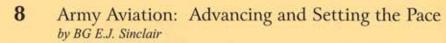
Interested persons and vendors can contact the Aviation & Safety Division, ARNG Readiness Center at (703) 607-7735 or 7736, DSN: 327-7735, 327-7736.

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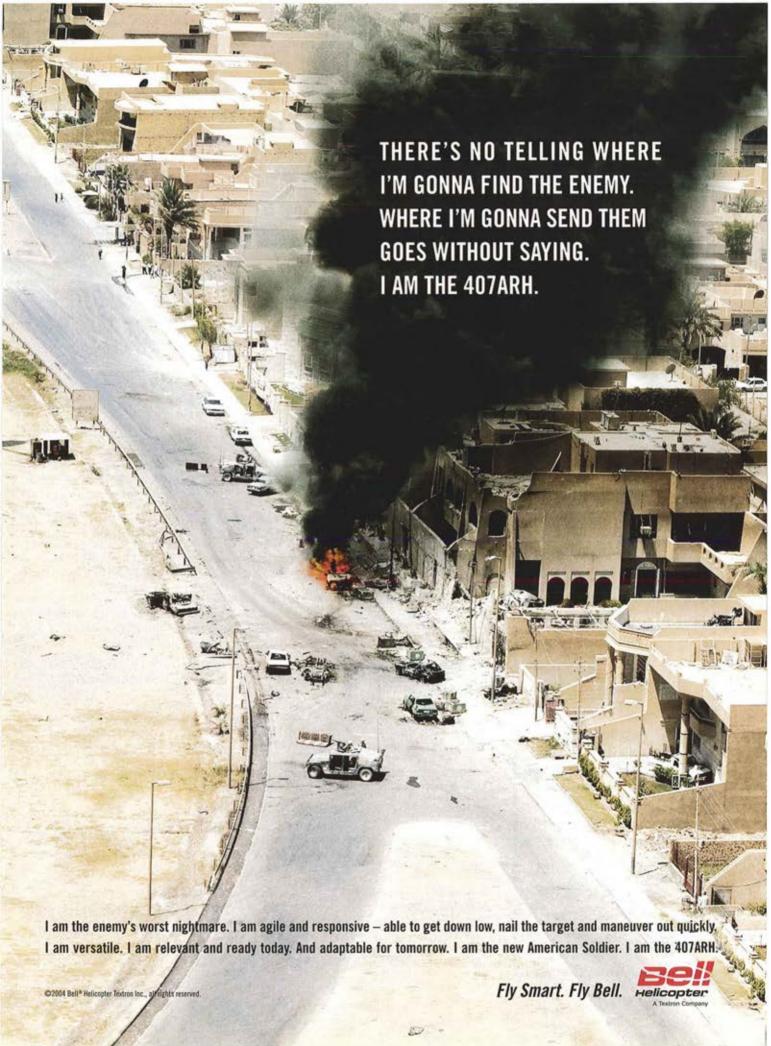
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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg\* in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Monroe, CT 06468-2830.





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# briefings continued from page 3

The Department of Defense has announced the award of the following Aviation related contracts:

Sikorsky Alrcraft Corp., Stratford, Conn., was awarded the following three contracts: On Aug. 27, a delivery order amount of \$11.6M as part of a \$44.2M firm fixed price contract for crash damage material in support of the overhaul and repair of crash damage/on-condition maintenance on RESET aircraft. Work will be performed in Corpus Christi, Texas, and is expected to be completed by Dec. 31, 2006. Two contracts were awarded on Sept. 10, one for a delivery order amount of \$17.4M firm-fixed-price contract for overhaul, repair, and modification of the "L" model Main Transmission for the UH-60. The second is a delivery order amount of \$7.8M firm-fixed-price contract for overhaul, repair, and modification of the "A" model Main Transmission for the UH-60. All work will be performed in Stratford and is expected to be completed in 2006.

McDonnell Douglas Hellcopter Co., Mesa, Ariz., was awarded two contracts: On Sept. 3, a \$6.3M modification to a firm-fixed-price contract for conversion of three basic Apache aircraft. Work is expected to be completed by March 31, 2006. The second was awarded Sept. 16, for an \$8.7M firm-fixed-price contract for composite rotor blades for the Apache Helicopter Program and is expected to be completed by Sept. 30, 2007. All work will be performed in Mesa.

DynCorp International L.L.C., Fort Worth, Texas, was awarded Sept. 7, a \$7.9M modification to a firm-fixed-price contract for upgrade of five C-12D2 aircraft to C-12U configuration. Work will be performed in Fort Worth and is expected to be completed by Feb. 17, 2006.

Honeywell International Inc., Tempe, Ariz., was awarded Sept. 14, a delivery order amount of \$21.5M as part of a \$47.8M firm-fixed-price contract for commercial maintenance and overhaul of the T55-GA-714A engine and its components in support of the CH-47D Chinook helicopter. Work will be performed in Greer, S.C., and is expected to be completed by Sept. 30, 2009.

Parker Aerospace, Irvine, Calif., was awarded Sept. 20, a delivery order amount of \$7M as part of a \$177.4M firm-fixed-price contract for purchase of two Apache servocylinders, one Blackhawk rotary pump, and one Kiowa straight shaft. Work will be performed in Irvine (96 percent), Elyria, Ohio (3.5%), and Kalamazoo, Mich. (.5%), and is expected to be completed by Aug. 3, 2006.

Simula Aerospace & Defense Group Inc., Phoenix, Ariz., was awarded Sept. 23, a delivery order amount of \$3.2M as part of a \$17.4M firm-fixed-price contract for 130 aircraft pilot seats for the UH-60 Blackhawk helicopter. Work will be performed in Phoenix and is expected to be completed by Sept. 23, 2008.

The Boeing Co., Ridley Park, Pa., was awarded three contracts Sept. 24. The first is an \$87.6M firm-fixed-price contract for remanufacture of three CH-47C to CH-47D Model Aircraft. Work is expected to be completed by Aug. 31, 2006. The second is a \$29M cost-plus-fixed-fee contract for long lead items in support of the MH-47G. The third is for a \$23.6M fixed-price-incentive-fee contract for long lead items in support of the CH-47F. Work on these contracts is expected to be completed by Nov. 30, 2007 and will be performed in Philadelphia.

The U.S. Army Aviation and Missile Command, Redstone Arsenal, Ala., is the contracting activity for all of the above contracts.

Pizzagalli Construction Co., South Burlington, Vt., was awarded Sept. 7 a \$12.7M firm-fixed-price contract for construction of an Army Aviation Support Facility. Work will be performed in Bangor, Maine, and is expected to be completed by March 13, 2006. The U.S. Property and Fiscal Office, Augusta, Maine, is the contracting activity.

FlightSafety International, Flushing, N.Y., was awarded Sept. 29 a one-year \$21.2M firm-fixed-price contract for fixed wing flight training and flight training support services. Services will be provided at FlightSafety's facilities in Daleville and Dothan, Ala. This contract contains nine additional option years, and if all options are taken, the total 10-year value of the contract will be \$253.3M. The Directorate of Contracting, Army Contract Agency, Fort Rucker, Ala., is the contracting activity.

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# Army Aviation Advancing and Setting the Pace

By BG E.J. Sinclair

ecent events at the Aviation Warfighting Center, as well as in Iraq, highlight many of the outstanding advancements the Aviation branch is pursuing as we continue our fight in the Global War on Terrorism. Progressive developments in the Army Warrant Officer Corps usher in a new level of professionalism. The dedication of the state-of-the-art LTG James H. Merryman building as the Attack and Reconnaissance Center of Excellence at Fort Rucker extends our aviator training far § beyond current capabilities. The recent Aviation Senior Leader's Summit in Iraq, as well as a successful aviation training exercise here, provides significant insight into how we will improve our effectiveness on the current and future battlefields.

**Future of the Warrant Officer Corps** 

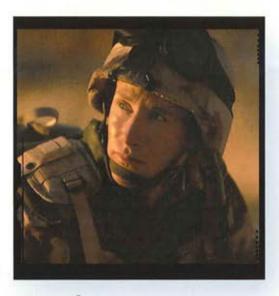
The annual Warrant Officer Conference held here in mid-July provided the backdrop for a number of significant events. Designed to present a forum for senior warrant officers to discuss Army issues and develop solutions to aid the Army's senior leadership in accelerating changes needed to support the Army's transformation, conference participants represented a cross-section of the Army from fifteen separate branches and proponents, including active and reserve components, as well as representatives from Major Unit Commands and Department of the Army level staff.

On its 86th anniversary, the Army Warrant Officer Corps conducted formal branching ceremonies at Fort Rucker and on Army installations around the globe. Removing the "Eagle Rising" insignia from their collars, warrant officers donned the insignia of their respective branches. One of the most visible and symbolic changes made in recent history, the rebranching signifies the integration of all warrant officers into the larger officer corps. This integration is a direct result of the Army Chief of Staff's directive to implement the approved recommendations made by the Army Training and Leader Development Panel (ATLDP). Additionally, a new rank insignia was adopted for those holding the rank of chief warrant officer five (CW5). The new insignia more closely resembles that worn by Navy and Marine Corps warrant officers and reduces the potential for rank confusion of Army warrant officers serving in joint assignments.



BG E.J. Sinclair and CW5 Stephen Knowles pin Aviation branch insignia on Fort Rucker's senior and junior warrant officers.

The selection of CW5 Brent C. Driggers as the next Chief Warrant Officer of the Aviation Branch (CWOB) was announced at the beginning of the conference. CW5 Driggers assumes these duties from CW5 Stephen Knowles, the branch's first CWOB, on October 22, 2004. CW5 Knowles will retire this fall after serving 28 years in Army Aviation. A selection board at Fort Rucker selected CW5 Driggers for the position from a pool of 250 CW5 Aviation Warrant Officers. CW5 Diggers has served in Germany, Korea, Saudi Arabia and Iraq in positions of increasing responsibility at the company, battalion, brigade and division levels. CW5 Driggers is a warrior, leader and great officer who has the experience, energy, insight, leadership and technical skills to help lead the Aviation Branch through a major period of transformation while it simultaneously contributes to the Global War on Terrorism. As the new CWOB, he will provide a dedicated link for Aviation Warrant Officers within the Aviation Branch.



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<sup>2</sup> Based on A.M. Best rating of A++ (Superior), Standard & Poor's rating of AAA (Extremely Strong), and Moody's rating of Aaa (Exceptional).



CW5 Brent C. Driggers, the next Chief Warrant Officer of the Aviation Branch.

## **CW5 Swartworth Dedication**

COURTESY PHOTO

In a July 14 ceremony, the Warrant Officer Career Center (WOCC) held a building dedication in honor of CW5 Sharon T. Swartworth. Swartworth was killed on Nov. 7, 2003 when the UH-60 helicopter she was aboard was shot down near Tikrit, Iraq. Swartworth was performing her duties as the Judge Advocate General's Regimental Warrant Officer and visiting JAG Corps Soldiers stationed in Iraq. The Swartworth Building improves the WOCC's effectiveness in providing preappointment training for all Army warrant officer candidates, common core training for all CW4 and CW5 officers, and serves as the Army's executive agency for the Warrant Officer Education System.

On the day following the Swartworth Building dedication, the WOCC held a change of command ceremony hosted by LTG William S. Wallace, commanding general of the U.S. Army Combined Arms Center and Fort Leavenworth. COL Richard Enderle relinquished command to COL Glenwood Norris Jr., who became the WOCC's sixth commandant. COL Enderle continues to serve Army Aviation in his new role as the commander of Fort Rucker's Aviation Center Logistics Command.

# LTG James H. Merryman Building Dedication



Retired LTC Jim Merryman, LTG James Merryman's son, addresses the ceremony as a guest speaker.

On August 4, members of the Merryman family were among those who attended the dedication of the LTG James H. Merryman Building at Fort Rucker. LTG Merryman, a Master Aviator and member of the Army Aviation Hall of Fame, served his country with distinction for 34 years. More importantly, he was a visionary who recognized the importance of Army Aviation and how it could shape the battlefield. He was instrumental in the development and acquisition of such successful weapon systems as the AH-64 Apache, the M1 Abrams Tank and the Bradley Fighting Vehicle System. He was also responsible for initiating the Light Helicopter Experimental program and worked on what would later become the Longbow system.

It is appropriate that this building is dedicated to someone who played such a prominent role in Army Aviation, because the facility will serve a similar role and have its own important impacts on Army Aviation. First and foremost, this building will become home to the Attack and Reconnaissance Center of Excellence for Army Aviation. Inside the Merryman Building, Apache Longbow aviators and our future Armed Reconnaissance

The potential impacts and improvements the Merryman Building brings to the Aviation Warfighting Center's instructional capabilities are immeasurable.

Helicopter aviators will attend academic classes and simulation exercises taught by the best instructors our branch has to offer. The technological capabilities this state-of-the-art facility brings to our programs of instruction will help craft the type of aviators we need to win today's and tomorrow's wars.

Other capabilities that the Merryman Building presents to the U.S. Army Aviation Warfighting Center include the ability to conduct instruction for the Tactical Operations Officers Course, the Electronic Warfare Officers Course, and the Survival, Evasion, Resistance and Escape (SERE) Course. With the creation of our new SERE level C course, aviators will obtain critical survival skills training which was previously available only at Fort Bragg. Additionally, the facility provides a secure forum to conduct these courses along with a secure forum for us to relay critical lessons learned from Operations Enduring Freedom and Iraqi Freedom as we continue to fight the Global War on Terrorism. The potential impacts and improvements the Merryman Building brings to the Aviation Warfighting Center's instructional capabilities are immeasurable.

For more on the Merryman dedication, please see Erin Shinn's story on page 31.



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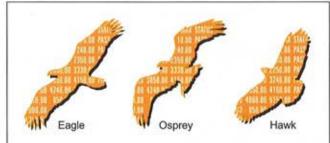
INNOVATION THAT WORKS."



U.S. Soldiers conduct daily operations in OIF.

## **Aviation Senior Leader Summit**

Senior leaders from our branch recently participated in an Aviation Senior Leader Summit held in Iraq from July 20 to 24. This provided an excellent opportunity to visit Aviation Soldiers and units located in that theater. All of our aviation units in theater are conducting critical missions in support of the combat operations. We are very proud of their accomplishments. Every Army Aviation organization in Iraq was represented at the summit, which centered on three main focus areas. First, to discuss current issues regarding Army Aviation in OEF and OIF. Second, to brief all senior aviation leaders in Iraq



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# Our aviation units in theater are conducting critical missions in support of the combat operations.

about Army Aviation transformation. The last focus area was to address how to better prepare units for upcoming OIF rotations.

Some of the topics discussed during the summit included the effectiveness of particular munitions, mission execution, airspace deconfliction, air traffic services to include flight following, the effectiveness of aircraft survivability equipment, contractor and unit maintenance, parts flow, resupply, mobilization facilities and training, simulation, the use of unmanned aerial vehicles, fixed wing assets and medical evacuations. There was also a large focus on facilities and living conditions in Iraq. BG Joseph Smith, commanding general of the U.S. Army Safety Center, addressed safety trends, risk management and risk mitigation, and MG James Pillsbury, commanding general of the U.S. Army Aviation and Missile Command, addressed aviation maintenance.

## **OIF Aviation Training Exercise (ATX)**

Units preparing for deployments to Iraq conducted an Aviation Training Exercise (ATX) from July 9 to 12. The exercise emphasized the planning, preparation and execution of complex aviation operations in the Iraq environment with essential ground and air integration tasks built into every scenario. The extremely successful ATX was conducted in the Seneff Aviation Warfighting Simulation Center, in the Aviation Combined Arms Tactical Trainer, and at the Combat Aviation Virtual Simulations Facility by Soldiers of the 42nd Avn. Bde. headquarters from New York; the 8th Bn., 229th Avn. Regt. (USAR) from Kentucky; the 1st Bn., 150th Avn. Regt. (ARNG) from New Jersey; and the 1st Squadron, 17th Cavalry from Fort Bragg. The exercise combined brigade and battalion level staff training in digital tactical operation centers with pilot training in virtual simulators to immerse the units in a multi-echelon training environment. The units developed crew-level pilot skills, as well as platoon and company level collective training skills. The units improved their overall operational effectiveness, as they were engrossed in a virtual Iraq terrain database.

## Setting the Pace

The Army continues to progress forward at an everincreasing pace. It is extraordinarily important that Army Aviation not only keeps up with that pace, but instead takes the lead as we transform to meet the challenges that lie ahead.

"Above the Best!"

00

BG E.J. Sinclair is the Army aviation branch chief and commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala.

# Hawaii's Wheeler AAF Builds "Bird Bath"

By Sharee Moore

The Department of Defense broke ground Sept. 21 on its first joint service helicopter clear water rinse facility on Wheeler Army Air Field in Hawaii. It is the only system designed specifically for various DoD helicopters.

Col. Howard Killian, commander of U.S. Army Garrison, Hawaii said at the ceremony, "It is important to have this facility to ensure the safety of our helicopter crews by eliminating the corrosion that causes many flight safety problems. The clear water rinse feature will also save money on helicopter maintenance and increase readiness."

Aircraft operating in Hawaii and other Southwest Asia environments are exposed to salt water, volcanic ash, sand and other contaminants, which have corrosive properties.

According to Steve Carr, corrosion program manager with the Army's Aviation and Missile Command at Redstone Arsenal, Ala., aircraft corrosion costs at Wheeler are approximately \$18 million each year, with about a 10 percent growth rate per year.

The new clear water rinse facility will help to eliminate these contaminants from the exterior of aircraft returning from flight missions. The facility is also environmentally friendly with new technologies incorporated into the system



Steve Carr, AMCOM's Corrosion Program Manager, speaks at the Clear Water Rinse Facility groundbreaking ceremony.

not readily seen by the eye.

"This system filters and recycles water unlike the other filtration system on Wheeler," Carr said. He explained the filtration system could remove oil, hydraulic fluid, fuel, heavy metals and salt from the rinse water. The recycled water is filtered back into Environmental Protection Agency standards for potable quality after each rinse.

The facility can rinse 20 helicopters per hour and is operational 24 hours a

day. It can also electronically recognize each type of helicopter and activate the appropriate water jets in response. It's the first system with the capability to spray over the rotors on CH-47 Chinooks.

The new facility should be completed in January 2005.

Sharee Moore is the editor of Hawaii Army Weekly newspaper with the 25th Inf. Div. (Light) Public Affairs Office.





By LTC David L. MacDonald

66 Ts MEDEVAC broken?" It's a question I have been asked since entering the aeromedical evacuation (MEDEVAC) profession in 1987. However, what's most unsettling is that I was asked this question as a MEDEVAC flight operations officer during Operation Desert Storm and again 12 years later as a medical evacuation battalion commander during Operation Iraqi Freedom. The perception that the MEDEVAC system is broken is misguided and unfortunately shared by many non-medical military professionals who do not understand the medical evacuation system. The fact is MEDEVAC professionals have executed their missions superbly, despite being under-resourced since aviation became a branch of the Army in 1983.

# WHAT ARE THE MEDEVAC MISSIONS?

Contingency Operations

In every contingency operation since the Vietnam War, MEDEVAC has proven to be a combat multiplier. Soldiers, Airmen and Marines will accept greater risks knowing a world-class medical system will take care of them if they are injured. MEDEVAC is a paramount component of this system, ensuring no less than a 97 percent survival rate in support of operations from Urgent Fury to Iraqi Freedom.

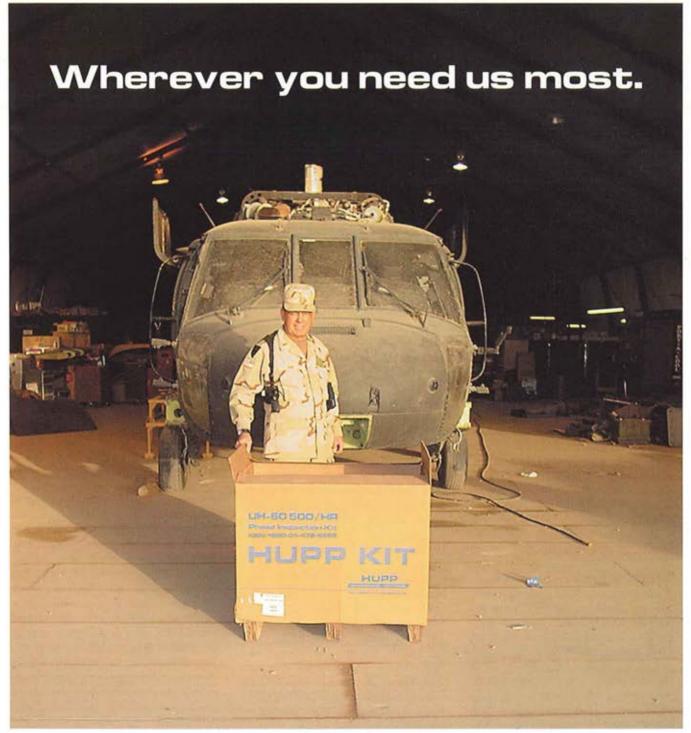
Humanitarian Aid and Peace Support Operations

Over the past 20 years, MEDEVAC professionals have compiled an impressive record while participating in almost every humanitarian and peacekeeping operation conducted by

the United States. Usually MEDE-VAC organizations are the first units deployed in support of these operations. At times, they have played a strategic role by transporting physicians and medical supplies to allied and host nation civilian populations within a theater of operations.

Disaster Relief and Consequence Management

MEDEVAC assets are regularly called on to support disaster relief operations, such as hurricanes, earthquakes and floods within the United States and abroad. The current war on terrorism has increased the scope of this MEDEVAC mission to include consequence management operations in the event of another terrorist attack. MEDEVAC units today remain ready to support both disaster relief and consequence management operations.



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A UH-60Q MEDEVAC aircraft approaches a hasty landing zone in a river to transport wounded Coalition personnel after a combat action in Afghanistan.

## Installation Support

Support to Military installations became a primary MEDEVAC mission following the Vietnam War and continues today and is responsible for saving thousands of lives. Currently, MEDEVAC supports military training, military family members and local civilian communities at Department of Defense installations worldwide. This daily commitment requires about 25 percent of the total MEDEVAC fleet.

### MAST

The Military Assistance to Safety and Traffic program, known as MAST, is an interagency effort among the departments of Defense, Transportation, and Health and Human Services. MAST provides interim MEDEVAC support until civilian communities can establish local services. Army Regulation 500-4 and Air Force Regulation 500-4 governs this program. Initial MAST support was robust at its inception in 1976, however in compliance with the regulation's original intent, the program incrementally decreased as dependable civilian MEDEVAC services were established.

## A PROVEN RECORD

In just over two decades, MEDE-VAC organizations have built an impressive record within the aviation community. Despite working in an extraordinarily high operational tempo, MEDEVAC units have continually excelled in the safety, standardization and operational areas. In

the safety arena, MEDEVAC professionals have sustained an accident rate well below the average accident rate for all Army helicopters. In the standardization and operational arena in which proficiency is measured through the Aviation Resource Management Survey (ARMS), MEDEVAC units have consistently scored exceptionally well, frequently receiving a preponderance of commendable ratings. Additionally, MEDEVAC battalions have received numerous aviation awards, including repeated acceptance of the coveted Ellis D. Parker award for aviation excellence.

Secondly, while MEDEVAC professionals operate one of the oldest fleets in Army aviation, they consistently receive maintenance awards for excellence. MEDEVAC units habitually sustain an operational readiness rate that is on par or higher than that of the general UH-60 fleet, even though the majority of MEDE-VAC units are not fully funded or resourced because of the Army's requirements determination process. Overall, MEDEVAC units maintain a better maintenance record with fewer maintenance personnel than other Army aviation units.

Finally, MEDEVAC units have received an untold number of awards from civilian organizations, foreign militaries and sister services, along with several Meritorious Unit and Presidential Unit Citations for its exceptional peacetime and wartime mission execution.

# WHY THE NEGATIVE PERCEPTION?

There is a two-fold answer to this question. First, there is widespread misunderstanding of the MEDEVAC system and a misapplication of MEDEVAC assets by both the Army and the Joint community. Second, there is continual controversy over who should own and control MEDEVAC assets between Army Aviation and the Army Medical Department (AMEDD).

The Army leadership and the Joint community share the misunderstanding that MEDEVAC is solely an Army asset that supports only Army missions. This misunderstanding further assumes that MEDEVAC supports other service components as a secondary mission. Indeed, Army MEDEVAC supports the joint force, coalition forces, the government interagency, displaced civilians, enemy prisoners of war, both non-governmental and private organizations, host nation, and humanitarian and civic assistance organizations. Essentially, MEDEVAC is an Army core competency that supports the full spectrum, interdependent, joint and coalition fight in a theater of operations. This is why Army MEDEVAC is an integral part of the intra-theater joint patient movement system (JPMS), as specified in Joint Publication (JP) 4-02.2. Therefore, MEDEVAC requires planning at the combatant command level and execution at the Joint Task Force (JTF) level.

This misunderstanding, that MEDEVAC is solely an Army asset, has resulted in Joint planners, Combatant and JTF commanders failing to integrate Army MEDEVAC into the theater joint patient movement plan. Consequently, the Army service component plans MEDEVAC in a vacuum, focusing initially on Army requirements while overlooking theater requirements. So dissonance inevitably arises between the JTF commander and the Army com-

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Medics from the 1st Infantry Division rush a wounded Iraqi patient onto an awaiting UH-60Q medical evacuation helicopter in Samara, Iraq.

ponent commander regarding the application of MEDEVAC assets. This discord was evident during Operation Enduring Freedom (OEF) and Operation Iraqi freedom (OIF). In both operations confusion reigned between the Army command and the Joint Force commander concerning Army MEDEVAC mission responsibilities. This confusion contributed to a continuous misapplication of MEDEVAC by supported commands within these theaters of operation,

Compounding the problem is the political posturing by the Army Aviation Branch. When Army Aviation became a branch in 1983, Army leadership decided MEDEVAC would remain under the command and control of the AMEDD. The reasoning for this decision was sound: Army leaders recognized that MEDEVAC was a part of the joint patient movement system and could not be treated as a separate entity within Army Aviation. Army leaders also recognized that while the execution of the MEDE-VAC system requires coordination and integration with both Army and Air Force air space management, ultimate control of the mission must remain under the AMEDD to ensure evacuation (as a critical component of the joint health care continuum on the battlefield) remains responsive to the needs of the wounded Soldier. Senior Army Aviation branch leaders, not understanding that Army MEDE-VAC is a part of the joint patient movement system, have consistently attempted to reverse this decision, believing they should manage all Army aviation assets. This conflict between Army Aviation branch and the AMEDD has migrated to the tactical and operational aviation commanders resulting in misapplication of MEDEVAC assets.

## HOW TO FIX THIS NEGATIVE PRECEPTION?

Foremost, the Army and Joint community must recognize that MEDE-VAC is an Army core competency that supports the full spectrum, interdependent, joint and coalition fight in a theater of operations. In addition, there must be unequivocal acknowledgement that MEDEVAC is an integral part of the intra-theater JPMS as outlined in JP 4-02.2. Therefore, MEDEVAC requires planning at the combatant command level and execution at the JTF level.

Once MEDEVAC is recognized as integral to JPMS, joint planners, Combatant and JTF commanders must integrate MEDEVAC into the theater joint patient movement plan. This will prevent the Army component from planning MEDEVAC in a vacuum, focusing only on Army requirements while disregarding theater requirements. This will also eliminate the ongoing confusion between JTF commanders and Army component commanders regarding the application of MEDEVAC assets within a theater of operations.

Finally, the Joint Operation Planning and Execution System (JOPES) process should establish MEDEVAC requirements and the Joint Requirements Oversight Council (JROC) should fund these requirements on a separate line within the Army Aviation budget. This will allow MEDEVAC to regain its joint stature.

## CONCLUSION

Since its inception, the Army MEDEVAC system has always been a joint interdependent system managed by the AMEDD in support of the full spectrum joint and coalition fight in a theater of operations. This system flourished during the Vietnam War, during which Army MEDEVAC helicopters evacuated 850,000 to 900,000 service members, civilian, joint and coalition casualties from 1962 until 1973<sup>1</sup>, ensuring a 97.5 percent survival rate <sup>11</sup>.

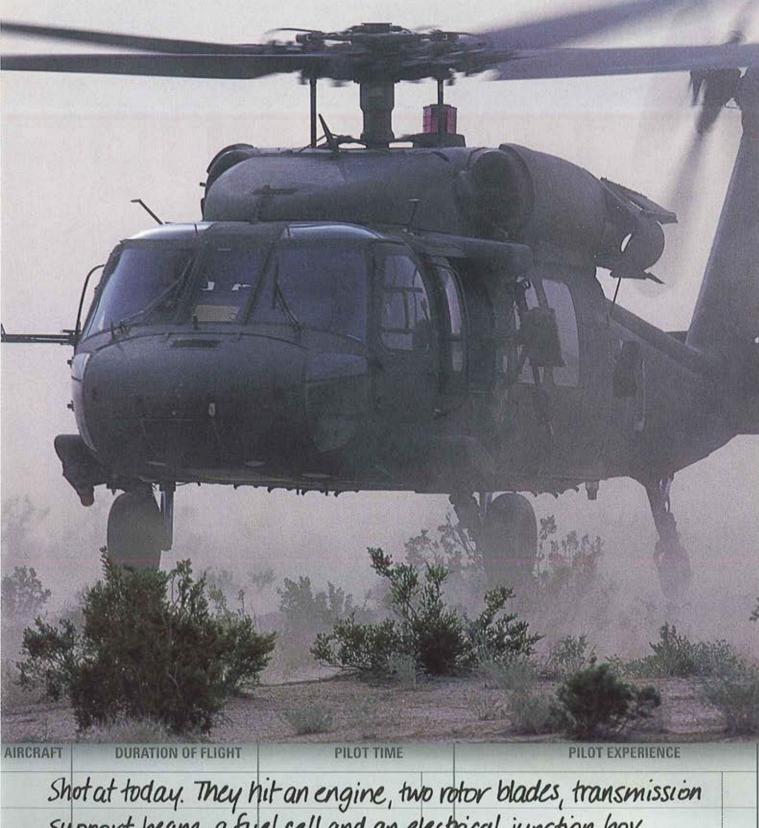
To recapture the effectiveness of this system and eliminate the current misunderstanding, the Army must recognize that MEDEVAC is a joint asset that serves the intra-theater joint patient movement system. Thus, MEDEVAC should remain under the command and control of the Army Medical Department. Likewise, the Joint leadership must understand and execute the current proven joint doctrine while jointly funding Army MEDEVAC. Failing to do this will force the military to relearn past lessons at the expense of this nation's most precious resource, its Soldiers. MEDEVAC is not "broke", but has become lost in the joint organization.

i Peter Dorland and James Nanney, DUSTOFF: Army Aeromedical Evacuation in Vietnam (Center of Military History, United States Army, Washington D.C., 1982), 115.

ii Spurgeon Neel, Vietnam Studies, Medical Support of the U.S. Army in Vietnam, 1965-1970 (Washington, D.C.: Department of the Army, 1991), 70.

\*\*

LTC David L. MacDonald is a 2004 graduate of the Army War College and is serving as the deputy chief of Force Management, G8, Office of the Surgeon General, Pentagon, Washington, D.C.



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# Aeromedical Research Laboratory Update:

# Protecting the Force

By COL James S. McGhee Photos by Scott Childress



Today's Army aircrews work in many of the most complex and intense environments on the battlefield. Their job is complicated by fatigue, temperature extremes, and incredible demands inherent in the network-centric battle-

field — yet the missions are accomplished in spite of the obstacles. How? Superb training, outstanding leadership, excellent equipment and support from research organizations such as the United States Army Aeromedical Research Laboratory (USAARL).

USAARL, one of six laboratories in the U.S. Army Medical Research and Materiel Command (USAM-RMC), was established in 1962 at Fort Rucker, Ala. Our primary mission has been medical research in support of Army Aviation, but in recent years it has expanded to include medical research for protection and performance enhancement for all mounted warriors. USAARL does not work in a vacuum, but partners with other labs and agencies in the Defense Department, and with industry and academia to ensure our Soldiers are provided with the finest combat edge possible.

# Better Hearing in Combat

USAARL's Acoustics Branch has partnered with an Enterprise, Ala. company, CEP Inc., to build a better hearing protection system. Most aviators are familiar with the Communications Ear Plug, a device that consists of tiny speakers embedded in soft foam earplugs worn under the standard helicopter helmet. It has vastly improved radio communication as well as hearing protection. The next step in its development puts small microphones on the helmet shell itself. This system can be operated from a small battery pack and switched on as needed to allow aircrew to dismount and communicate easily with ground personnel without removing the helmet. The system is integrated into the helmet wiring, which facilitates plugging it into a walkie-talkie.

This system is also being configured for ground

Soldiers. It will provide better hearing protection standard foam earplugs and has the added advantage of a gain control to allow the Soldier to hear better than without these earplugs. This characteristic would be very useful during combat patrols, and in urban area and evasion environments. An innovative protective circuit in the system prevents potentially damaging impulse noise to be transmitted to the ear, so it both protects hearing and enhances performance.

An additional benefit for the flight medic is that this system has the potential to be used with a new electronic stethoscope under development. The standard stethoscope is a basic tool for every medic, but is virtually useless in noisy environments. Current electronic stethoscopes







The small communications ear plug improves radio communication as well as hearing protection.

simply amplify sound, but do not solve the noise problem. The new electronic stethoscope head will incorporate both mechanical shielding and active noise cancellation techniques to reduce extraneous noise and facilitate a good medical assessment. And, since it is electronic, it will plug directly into the medic's helmet system.

# Using Sound to See Problems

Aviators collect most information through the visual system. One effort to prevent visual system overload is to display information through the auditory channel. Three-dimensional acoustic displays have great potential and are being developed in several laboratories. Most people have heard stereo surround sound systems that make sounds seem to come from different parts of a room. This technique can be applied in the cockpit as well to display many kinds of information. For example, a system warning can be made to sound like it is coming from a gauge that demands attention. Threat warnings can

intuitively cue the pilot to where the threat is outside of the vehicle. Using stereo separation, multiple conversations can be tracked simultaneously with far less effort. The question USAARL is studying is whether the aviator with a hearing deficit, a very common problem in Army aviation, can effectively use these systems. If the answer is "no," a method needs to be found to modify the systems so they can accommodate these operators.

Stress on Information Management

Innovative techniques for handling information and preventing information overload will be key for the Soldier to triumph on the network-centric battlefield. USAARL is the lead USAMRMC laboratory for an



The new electronic stethoscope under development.

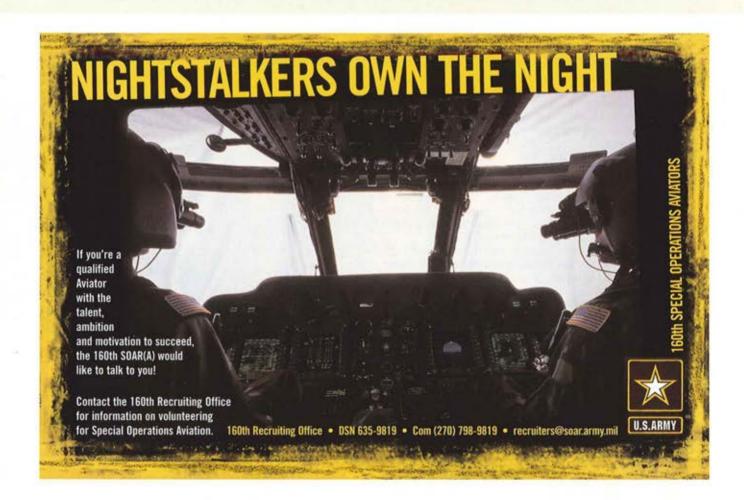
important new multi-lab initiative relating to cognitive workload management and assessment

This research will explore how well fatigued Soldiers operating in a hot, noisy and stressful environment can manage information. How are decision-making and judgment affected? And finally, how can Soldiers be steeled against these degrading factors?

The products of this research will help equipment designers build the most userfriendly systems, and enable commanders to optimally manage their forces. This will be an ambitious program, but one that will be essential to ensure full spectrum dominance on the battlefield.

Countering Fatigue

Fatigue is one of the biggest stressors on the modern battlefield. Continuous and sustained operations capitalize on fatigue as a weapon. As a result, a great deal of work has been done on fatigue countermeasures. Obviously, an aviator who is fatigued will be less situationally aware and more susceptible to bad decision-making. Although the traditional approach has been to enhance wakefulness by means of stimulants — the controversy regarding the use of stimulants such as Dexedrine is well known. There is much more research to be done in this area — the effects of stimulants on judgment and cockpit resource management (CRM), for



example, has not been well studied. This fall, USAARL will begin a study examining a new agent, Modafinil, as a fatigue countermeasure, primarily focusing on its effect on higher order cognitive processes.

Optimizing Visual Systems

Of course, optimizing visual systems will continue to be a critical area of research. The primary thrust of



The prototype 95 degree field-ofvision NVG.

USAARL's vision research is to insure prototype and fielded display systems are physiologically optimized — and to also identify system limitations and trade-offs.

USAARL evaluates various methods of correcting aviators' refractive error to minimize man-machine interface problems and maximize performance. For example, the presently fielded Aviation Night Vision Imaging System (ANVIS) provides a 40-degree field

of view, far less than the 180 degrees that exists with the unaided eye. This requires learning a new scan technique and CRM procedures. Newer panoramic NVGs are being developed which provide a 95-degree field of view--still not the best, but a great improvement. However, these NVGs are heavier and more difficult to keep aligned, so the work continues. Colorized NVGs are also being developed

which provide the Soldier a sharper picture of the night environment. USAARL continues to build the necessary design base to provide developers with the best physiologically based design criteria possible for future displays.

The vision research does not end with mechanical devices. Cooperative work done by all three military services on laser eye surgery has resulted in photo refractive keratectomy (PRK) being approved for Army aviators. Laser-assisted in situ keratomileusis (LASIK) is a more common procedure in the civilian sector and is still being studied, but indications are that approval will come soon.

Other important ongoing work includes studies of bifocal contact lenses for Army aviators. Preliminary work indicates that while they are not as good as spectacles, they are probably a safe alternative when using systems like NBC gear or some helmet-mounted displays. On the horizon we are looking at "supernormal vision." Some technologies applied in NASA's Hubble Space Telescope are applicable to human vision correction, which may allow the usual 20/20 visual acuity that we consider normal to be increased to as much as 20/8. This will greatly benefit dismounted Soldiers as well, since "if you can't see it, you can't shoot" still applies.

Working together, our team of dedicated military and civilian professionals will work to conquer the challenges facing today's ever-changing Army. Through their efforts, USAARL continues to do its part to assist in making our Army the best fighting force in the world.



COL James S. McGhee is the commander of the U.S. Army Aeromedical Research Laboratory at Fort Rucker, Ala.

# Afghanistan Challenges Tropic Lightning Maintainers

By Patricia Simoes

Aircrews deployed to southern Afghanistan deal with daily temperatures in the low 100s and howling sand storms. The heat and sand also does a number on their aircraft and equipment.

But the Soldiers of the 25th Infantry Division's 2nd Battalion, 25th Aviation Regiment, have found a successful way to keep their helicopters up to par to help support the variety of missions they must perform. "After a couple of weeks here, we finally figured out a system to the madness," said SSG Gloria Cain, the maintenance platoon sergeant. "Now, we conduct 24-hour maintenance."

The heat and dirt have caused major problems for the engines and blades of the battalion's helicopters. However, the Soldiers have invented several techniques to prevent the damage and prolong the lifecycles of their equipment.

The troops have found that flushing the engines more often keeps the dirt out of the pistons and painting the blades keeps them operational. "We try to use a lot of preventive measures and go with the flow," said Cain.

The aircraft also conduct more missions than expected, which adds to the frequent malfunctions. "Sometimes we have four to five aircraft down in a day to push out," said Cain.

These hard-working maintenance Soldiers replace engines, hydraulic pumps and auxiliary power unit accumulators daily, while maintaining up to 20 aircraft to support missions for Operation Enduring Freedom. "We do all of our maintenance in accordance with the technical manuals, but



CPL Danny Gomez of Company D, 2nd Bn., 25th Avn. Regt., performs daily maintenance on a UH-60 Black Hawk helicopter at Kandahar Air Field, Afghanistan.

the Soldiers are doing it all," said Caini "That's how we are doing so well with our mission, because the Soldiers care about the mission."



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# ABSOlutely Critical to Aviation Safety

by Ron Cox

SPECIAL FOCUS SAFETY Most, if not all, Army aviators are familiar with the U.S. Army Safety Center at Fort Rucker, Ala. Fewer,

however, are knowledgeable about another very critical member of Fort Rucker's aviation safety team — the Aviation

Branch Safety Office.

The Aviation Branch Safety Office, or ABSO, was created in 1987, when the Training and Doctrine Command Regulation 385-2 (TRADOC Safety Program) established a safety proponency for each branch. Prior to that time, the ABSO was known simply as the Fort Rucker Office of Accident Prevention and its focus was basically limited to the installation and the Aviation School. Since 1987, the ABSO has constantly focused its aviation force-protection efforts worldwide. Proponency for Army aviation safety is under the control of the Aviation branch chief and commander of the U.S. Army Aviation Center (USAAVNC), and force protection for the entire Army, they cannot focus solely on aviation accident prevention. That's where the ABSO takes the controls for branch safety proponency.

Integrating safety and risk management into DOTMLPF.

The ABSO's basic responsibilities are to integrate safety and risk management into the TRADOC domains of Doctrine, Organizations, Training, Material, Leadership and Education, Personnel and Facilities (DOTMLPF); monitor the safety performance of branch units and school products; and develop safety lessons learned and implement controls for hazards identified. Although not inclusive of all its duties, the following illustrates how ABSO addresses these responsibilities.

Doctrine. The ABSO staff has direct access to the aviation doctrinal sources developed by the USAAVNC and her directorates, and reviews these doctrinal manuals for general safety integration and specifically for integration of risk management. Therefore, questions from the

Proponency for Army aviation safety is under the control of the Aviation branch chief and commander of the U.S. Army Aviation Center (USAAVNC), and is managed by the ABSO.

is managed by the ABSO.

Although the Army Safety Center provides some aviation safety training (such as the Aviation Safety Officer Course); investigates all Class A and selected Class B aviation accidents; produces aviation-related media products such as "Flightfax," videos and posters; and researches and analyzes aviation accident cause factors, they do not develop aviation doctrine. And, because their mission encompasses accident prevention and

field regarding aviation safety doctrine and safety program management are best addressed by the ABSO.

Organizations. Working closely with the office of Aviation Proponency, the ABSO ensures that all aviation units (tactical, training and support) have the appropriate safety staff representation.

Training and Leader Development. ABSO provides training on the Army Safety Program and monitors all other professional development courses at the

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USAAVNC for safety and risk-management integration, such as the integration of aviation safety into the Aviation Officer Basic Course. The ABSO staff also provides risk-management and safety program seminar training to aviation units worldwide.

Materiel. The ABSO continually analyzes aviation mishap reports for cause factors and to identify hazards. Materiel factor trends identified in this analysis are brought quickly to the attention of the command. Working closely with the U.S. Army Aviation and Missile Command (AMCOM), ABSO assists in the development and implementation of

sized, and lessons learned and countermeasures are shared among units.

## Current Issues.

As we continue to transform Army Aviation into the future force, ABSO's work remains more relevant than ever. Our current efforts in Unmanned Aerial Vehicle Systems (UAVS) Integration into Army Aviation Accident Prevention provide an outstanding example. When the proponency for UAVS was transferred to USAAVNC on June 30, 2003, it also brought the requirement to develop and maintain safety and standardization programs.

# As we continue to transform Army Aviation into the future force, ABSO's work remains more relevant than ever.

materiel deficiency countermeasures. The ABSO staff also works closely with the TRADOC System Managers (TSM) and aviation Program Managers (PMs) to ensure that systems safety is integrated into the aviation materiel development and fielding process.

Personnel and Facilities. Ultimately, we are all continuously focusing on the preservation of all our warfighting resources (personnel, facilities and equipment) so that we can execute our mission. To that end, everything ABSO does is tied to that goal, and we use all of our safety resources, air and ground, to address that mission imperative.

Monitoring safety performance of units and school products.

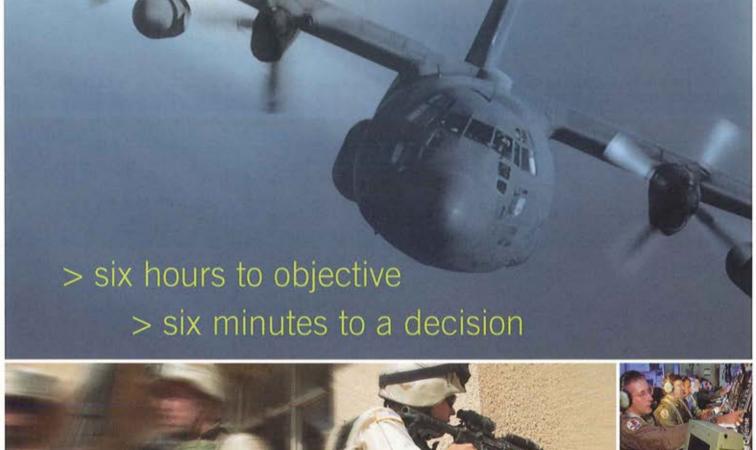
A major duty of the ABSO staff includes onsite assistance and evaluation of aviation units. As the Branch Chief's representative, the active duty Aviation Safety Officer (ASO) on the ABSO staff provides the advice and information that the aviation units in the field need and, at the same time, brings back information the Branch Chief needs about the safety status of aviation units in the field. Traveling with the Directorate of Evaluation and Standardization teams, the ASO visits all active duty aviation units and many Reserve component units around the world. ABSO is the only branch safety office in the Army that performs this function on a worldwide basis. This is considered a critical ABSO responsibility because these periodic visits ensure that viable safety programs based on risk-management tactics, techniques, and procedures continue to be viable and effective in all aviation units. Additionally, it ensures that Branch Chief areas of interest are understood and emphaStarting from scratch to create and maintain safety and standardization programs in units that have never had them, or for that matter not even a safety officer, is no easy task.

Even before the recent standup of the TSM-UAVS at Fort Rucker, ABSO had an Air Safety Specialist working practically full time to resolve the many and varied safety issues involved with use of these systems. There is little doubt the number of UAVS in the field will continue to rise rapidly and the number of UAV accidents we have had so far exemplify the importance of solving safety issues. A short term goal for ABSO is to get a standard safety program to the field and ensure an exportable Safety Officer and NCO course tailored to the UAVS is developed. In addition, ABSO is involved in the UAV Integrated Product Team and the UAV System Safety Working Group. ABSO also serves as the Aviation Branch Chief's representative, responsible for coordinating branch comments concerning UAVS Safety of Flight messages (SOFs) and Aviation Safety Action Messages prepared by the AMCOM commander. Furthermore, ABSO is actively involved in investigating and assisting in UAV accident investigations worldwide and is working closely with the Army Safety Center to develop a UAVS accident report that will capture UAV specific data.

The ABSO staff stands ready to assist commanders in any way with Aviation safety related matters. Please feel free to contact us at (334) 255-3000, DSN 558-3000, or email: safety@rucker.army.mil.

Mr. Ron Cox is the director of the Aviation Branch Safety Office, U.S. Army Aviation Center at Fort Rucker, Ala.

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# Working to Provide the Best for Warfighters:

# 

By Marvin Nichols



The Aviation Mission Equipment Product Management Office (AME PMO) contin-

ues to spearhead Aviation's efforts to achieve and maintain fleet interoperability with the current and Future Forces. Exercising full line authority of the Army Acquisition Executive delegated through the Program Executive Officer, Aviation (PEO AVN), the overall mission of the PM AME is to provide intensive, centralized management of assigned multi-application aviation electronic (Avionics) systems/equipment; to establish and control policy for all Avionics; and to represent the Army in Tri-Service and multinational matters pertaining to Avionics. Moreover, AME coordinates and manages the implementation of interoperability across all Army Aviation platforms providing Command, Control, Communications, Computers and Intelligence (C4I) total integration.

Some of the functions performed by AME for the benefit of the fleet include:

- Develop, qualify, produce and field multi-application conventional and special Avionics systems.
- Provide leadership and management assistance to the field and user to answer questions, resolve problems and coordinate/prioritize Avionics requirements.
- Achieve technical performance objectives of each of the Avionics programs on schedule, and at the best value to the government.

- Ensure Avionics programs conform to safety as well as operational standards, policies, directives and regulations.
- Coordinate aircraft configuration control, to insure that new and improved Avionics acquisitions are effectively and accurately reflected in end-item configuration documentation.
- Plan, coordinate and direct the PEO interoperability initiatives, which integrate and ensure interoperability of all ground and aviation platforms in the current and Future Force.

AME performs the latter function (interoperability) through the management of several enabling systems and programs, including the Joint Tactical Radio System, the Improved Data Modem, the Aviation Mission Planning System, the AN/ARC 220 High Frequency Radio, and the AN/APX-118 Common Transponder (CXP).



## Joint Tactical Radio System (JTRS)

JTRS is the objective communications solution for the Future Force Unit of Action (UA) C4ISR Network. In addition to providing current waveforms (SINCGARS, Havequick, Air Traffic Control), the JTRS Rotary Wing program will provide new communications capabilities for Aviation including:

- Wideband Networking Waveform (WNW — backbone of FCS UA C4ISR network)
- Enhanced Position Location Radio System (EPLRS; tactical internet connectivity with Stryker and III Corps brigade combat teams)
- LINK-16 (joint communications to support Situational Awareness, targeting and combat ID)
- Satellite Communications (SATCOM)

In addition, PM AME is working with PM Warfighter Information Network-Tactical (WIN-T) to include L-Band (Blue Force Tracker) in Cluster I to further reduce size, weight and power requirements for platforms. AME awarded contracts for the design and development of the JTRS integration A kits to Boeing in Mesa in October 2003 for the AH-64D Longbow Apache, and to Rockwell Collins (software) and Boeing in Philadelphia (hardware) for the CH-47F Chinook integration in August.



# Improved Data Modem (IDM)

The IDM is a common modem that is currently fielded in Kiowa Warriors and Longbow Apaches as the version 303. The IDM performs

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as aviation's internet controller and tactical internet gateway, providing rapid, accurate message and data exchange with Army ground maneuver and joint forces. It hosts messageprocessing software enabling compatibility with TACFIRE, Air Force Applications Program Description, and Force XXI Battle Command Brigade and Below (FBCB2), and provides for Joint Variable Message Format messaging, AME successfully integrated the IDM with the Blue Force Tracking (BFT) system in March and rapidly fielded to units deploying to Operation Iraqi Freedom (OIF). This integration enables units to have two-way situational awareness (SA) of enemy and friendly forces (previously had only one-way SA, aircraft down to ground commander). It also decreases the weight of the BFT system from 149 to 40 pounds, allowing integration in Kiowa Warrior and Longbow Apache within the size, weight and power constraints. AME awarded the procurement contract for 85 IDM version 304 in August. This rapid contracting action accelerated the fielding of the IDM to units deploying to OIF, providing them with critical blue and red force situational awareness on the tactical internet via EPLRS radio and BFT.

Future iterations of IDM are intended to become completely software based, further reducing the size, weight and power burden on aircraft. IDM is also the primary connectivity link with the Future Combat Systems Unit of Action (FCS UA) for the Cargo and Utility fleets.



Aviation Mission Planning System (AMPS)

AMPS successfully fielded 109 improved computers and software between December 2003 and January 2004. Improvements include Portable Flight Planning System software with

the popular Falcon View mapping system, along with a new, ruggedized, portable laptop computer. This rapid fielding included training for 52 separate aviation units deploying in support of OIF-2, Operation Enduring Freedom (OEF) and peace-keeping operations in the Balkans. AMPS continues its migration to the Joint Mission Planning System (JMPS) software, which will field in fiscal year 2006. The JMPS software will allow greatly improved interoperability and file-sharing with other joint service mission planning systems.



# AN/ARC-220 High Frequency (HF) Radio

The ARC 220 is nearing the end of its production run, with the majority of the fleet completing the fielding in the next fiscal year. In the past year, AME fielded the HF Tracker flightfollowing software to units deploying to Iraq. HF Tracker has proven to be very valuable in enabling unit commanders to maintain situational awareness of aircraft flying non-lineof-sight over the AN/ARC 220 high frequency radio link. It is a no-cost alternative for those units not equipped with BFT, allowing oneway SA from aircraft down to command post.



# AN/APX-118 Command Transponder (CXP)

AME spearheaded the fielding of the AN/APX-118 Common Transponder (CXP) with Mode S (aircraft surveillance mode to promote air traffic

management). Army Aviation leads all services in deploying this critical surveillance capability that is necessary to ensure access to airspace worldwide. AME delivered 45 CXPs in support of the UH-60A/L, CH-47D and AH-64D since May. CXP will field to all versions of the Blackhawk, Chinook and Apache aircraft. Mode S enhances aircraft surveillance by interrogating aircraft, assigning a unique address code to the aircraft, and reducing channel interference to eliminate garbling. It replaces the APX-100 and also has growth capability to accommodate Mode 5 Identification Friend or Foe.

## Conclusion

In addition to the management of the above product lines, PM AME is pursuing new initiatives designed to improve integration strategies and enhance fleet interoperability with the current and Future Force. PM AME has embarked on a common software initiative to facilitate systematic reuse of avionics integration software for seamless integration into platform Open Systems Architectures. The initiative is intended to reduce integration time and costs, and position aviation to a common implementation of an Aviation variant of the FCS System of Systems Common Operating Environment (SoSCOE). To that end, PM AME is cooperating with the Program Manager Unit of Action (PM UA) on the design and development of an Aviation SoSCOE that could allow the aviation fleet, starting with Longbow Apache Block III, full access to the UA C4ISR network, on par with the FCS Family of Systems. An Aviation SoSCOE would provide a service-based architecture with clearly defined interfaces for information management, interoperability and integration of new and existing government software. It could facilitate hosting of FCS-developed C4ISR software applications such as Battle Command, Situational Understanding and Network Management directly on platform processors.

\*\*

Marvin Nichols is the product manager for Aviation Mission Equipment with PEO Aviation, Redstone Arsenal, Ala.

# Merryman Building Dedicated

Modern training facility named in honor of former Fort Rucker commander

By Erin Shinn

dedication ceremony was held Aug. 4 at the recently finished Merryman building on Fort Rucker, Ala. in honor of an aviation pioneer. A plaque commemorating LTG James H. Merryman's service was unveiled during an hour-long ceremony by his wife, Jane Merryman, and BG E. J. Sinclair, commanding general of the U.S. Army Aviation Center and Fort Rucker.

"It is appropriate this building is named after him because he played such an illustrious and important role in the future of Army aviation, much like this building will," said Sinclair during his opening remarks.

The Merryman building is "truly going to become a center of excellence for our tactical reconnaissance operations in Army aviation," said Sinclair.

The 1st Aviation Brigade and the Avn. Training Bde. will use the new facility to conduct instruction for the Initial Entry Rotary Wing Qualification Course, the AH-64 Apache Aircraft Qualification Course, Graduate Student Instruction, Flight School XXI and the Instructor Pilot Course. The building will also house the Tactical Operations Officer Course, the Electronic Warfare Course, and courses in Survival, Evasion, Resistance and Escape

Construction on the 65,523 square foot steel frame and brick veneer building started Nov. 20, 2002 and ended March 8. The building's massive interior will be divided between a large simulator bay, 18,585 square-feet of classroom space, and the remaining 24,975 square-feet will be used for administrative and mechanical space.

Merryman's nearly 34-year Army career spanned from second lieutenant, flying the East German border as a fixed-wing pilot, to lieutenant general, and serving as the Army's deputy chief of staff for Research, Development and Acquisition. Between these two mileposts he was also a combat commander in Vietnam, the director of Army aviation, and the commanding general of the USAAVNC from Dec. 1978 until July 1980.

In the Vietnam era, Merryman was well known for his innovations in command and control, the use of gunships, and aerial medical evacuation techniques. He helped develop methods to evaluate the capabilities of various aerial firepower systems and emphasized the improvement of career patterns of aviation warrant officers, according to official Army documents.

Merryman established Fort Rucker as the focal point for Army aviation organization, doctrine, and material requirements.

"I worked for Merryman while he was stationed at Fort



Jane Merryman and BG E.J. Sinclair unveil a commemoration plaque for the late LTG James H. Merryman during the building dedication Aug. 4.

Rucker. He moved Army aviation at least 20 years ahead," said retired Army COL Clark Burnett.

Merryman was instrumental in the creation of the Aviation Branch and the acquisition of the MH-6 "Little Bird", the AH-64A Apache, the M1 Abrams Tank and the M2/3 Bradley Fighting Vehicle.

The greatest achievement of Merryman's career was changing the organizational structure of Army aviation. Through his personal efforts an Army aviation brigade was approved for all divisions in the Army.

Merryman died of cancer at the age of 74 at Walter Reed Army Hospital in Washington, D.C., June 24, 2003.

Merryman's son, retired LTC Jim Merryman, also attended and said, "My father was first and foremost an aviator." He thought it was fitting to name a training facility after his father for his contributions.

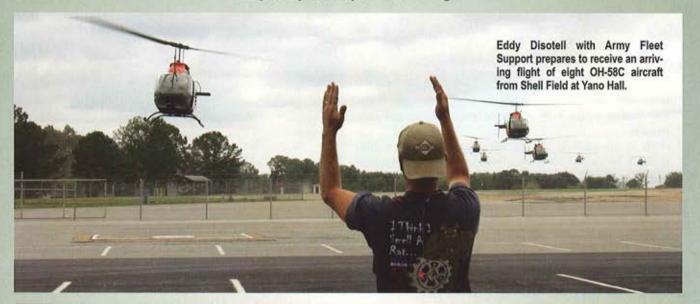
"He would be so proud. James loved his career, and he loved the Army," said Jane, Merryman's wife of 52 years. "I picture my granddaughters visiting this building someday when they are grown and saying, 'This building is named after my grandpa," she said.



Erin Shinn is a contributing writer with the Army Flier staff at Fort Rucker, Ala. The story has been edited and reprinted courtesy of the Fort Rucker Public Affairs Office.

# No Threat to Rucker's Aircraft, Aviation Center Team Keeps Fleet Safe

Story and photos by James Bullinger

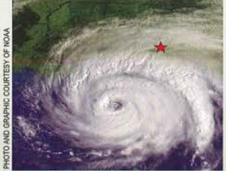


ark gloomy skies over Fort Rucker on Tuesday, Sept. 14 forewarned of Hurricane Ivan's approach out in the Gulf of Mexico. Ivan, a category four hurricane with wind speeds of 140 milesper-hour, was on a projected course towards the Alabama and Florida coastline. This wasn't the first time a major storm threatened the region and the home of Army Aviation. Fort Rucker was already in action preparing for the worst Ivan was about to deliver.

The U.S. Army Aviation Center maintains contingency plans for adverse weather, with one devoted specifically for hurricanes. When one threatens, a HURCON (hurricane condition) warning is issued for the installation and preparations begin.

"Our number one priority in preparing for the hurricane and in determining appropriate actions to take is the safety of our people and equipment," said MAJ Frederick Rice, USAAVNC spokesperson.

According to Rice, an emergency action team was formed from various garrison and tenant organizations and prepared to execute the hurricane plan. One major concern for equipment was





The National Weather Service's satellite photo on September 15th and projected track for Hurricane Ivan. The red star indicates Fort Rucker.

safeguarding the vast aircraft fleet of the Aviation Center.

The Aviation Center Logistics Command (ACLC), a subcommand of the U.S. Army Aviation and Missile Command, has responsibility for supervising the maintenance contract and quality assurance program for the more than 520 rotary wing aircraft in the training fleet at Fort Rucker, with Army Fleet Support (AFS). An additional responsibility is executing aircraft protection plans for a hurricane.

Early on, when the projected track of Ivan indicated landfall and movement across the center of Alabama, BG E.J. Sinclair, USAAVNC's commanding general, approved a decision to evacuate all flyable modernized tactical aircraft to Hunter Army Airfield in Savannah, Ga., well away from Ivan's destructive path.

ACLC took the lead - working with AFS, the Aviation Training Brigade, pilots with contractor Lear Siegler Services, Inc., and air traffic controllers from the U.S. Air Traffic Services Command - organizing and supervising the evacuation of specific helicopters and the storage of non-flyable and other designated aircraft.

The plan called for all flyable combat aircraft (AH-64, CH-47, OH-58D and UH-60s) to be flown to Hunter AAF. All other training helicopters (OH-58C, TH-67 and UH-1s) and all non-flyable aircraft were to be sheltered in base-field hangars.

Beginning early on Sept. 14, hundreds of pilots readied aircraft for departure or shuttled aircraft to designated hangars for storage. From Hanchey Army Heliport, 60 of its 71 AH-64 Apaches and 30 of its 36 OH-58D Kiowa Warriors departed in staggered flights for Hunter AAF.

At Knox AHP, 26 of its 37 CH-47 Chinooks flew away, while 43 of Lowe AHP's 88 UH-60 Black Hawks launched eastward. The remaining aircraft at each of these base-fields were

safely tucked into hangers.

"The last time we hangered aircraft was twice in 2001," said SFC William Hensley, ACLC's senior NCO in charge of maintenance supervision at Cairns Army Airfield. Hensley referred to when the paths of Tropical Storms Allison and Barry brought them very near to Fort Rucker in June and August respectively.

"We have 175 TH-67 Creek helicopters at Cairns, and they're all safely stored in three hangars," said Hensley pointing to 70 aircraft neatly packed by AFS employees in Hangar 301.

Shell Field, near Enterprise, Ala.,



Seventy TH-67 Creek training helos are max-packed into a hangar at Cairns Army Airfield.

where 116 OH-58C scout helicopters are based, and Lowe AHP with UH-1Hs, both ran short of hangar space. So 62 OH-58C and eight UH-1s were shuttled to Yano Hall at Guthrie Field on main post to safely wait out the storm.

Ivan's rain bands spawned numerous tornados on its eastern side as the bands moved ashore and to the north late on Sept. 15. Fort Rucker was spared from the brunt of the storm, but still experienced sustained winds blowing between 25 to 40 knots. A maximum wind speed of 46 knots was recorded at Cairns Army Airfield, with a total rainfall of 4.87 inches.

"The strong winds and heavy rains caused a loss of power throughout most of the post," Rice said, "Minor damage was sustained to more than 50 buildings on post (such as roof damage) and numerous trees were knocked down." Rice reported there was no damage to any of the aircraft.

"The Fort Rucker community took proactive steps in preparing for the hurricane and, as a result, we sustained comparatively minor damage." Rice added, "Everyone came together as a team after the storm to conduct recovery efforts." Student flight training resumed operations on Monday, Sept. 20.

# Make Sure No One Is Left Behind!



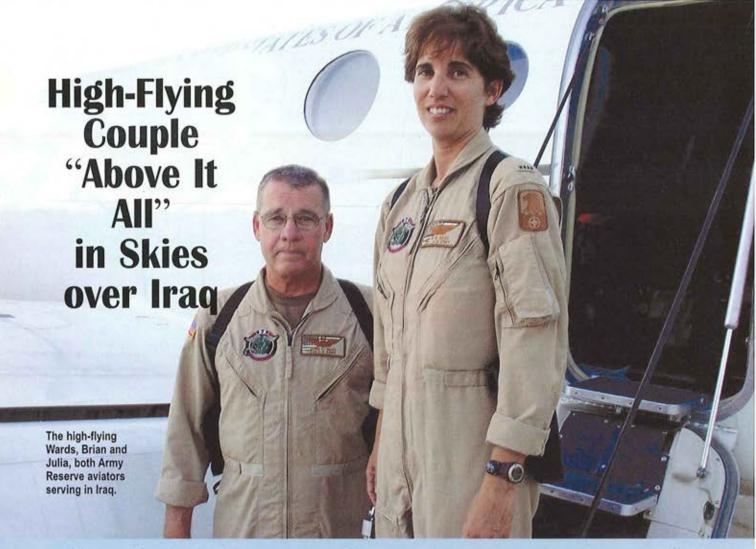
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# Co-piloting for each other presents no problems for married Army Reserve aviators

Story and Photo by MSG Jack Gordon

o make a marriage work, it's better if the husband and wife have a good grasp of the challenges and pressures facing each other. For Brian and Julia Ward, both CW4s in the Army Reserve, they have a firm grip on their marriage and smooth flying ... especially since both are pilots. The Wards are with the 6th Battalion, 52nd Aviation Regiment from Los Alamitos, Calif. and are serving at Logistics Support Area Anaconda in Balad, Iraq.

"We're fortunate that we get to fly together quite a bit," Brian said. "It's a good relief for us as aviators. We're able to sit down in the morning or at the end of the day and discuss what's happened." Brian retired from his job as a pilot for the California Highway Patrol and was serving as an Active-Guard Soldier in the unit before he and his wife were both mobilized in support of Operation Iraqi Freedom.

"It's great," Julia said. "Actually, we're able to spend more time together here than at home since I'm a commercial airline pilot and Brian travels a lot too." Although they reside in Corona, Ca., Julia's job with Atlantic Southeast Airlines is based in Texas. She said she always looked forward to the monthly drills as dedicated time when they would be together. Now, for the first time, they'll be together for at least a year.

Brian and Julia initially met through their military service, and although they served together as friends for a few years, it was a deployment to Bosnia that cemented their mutual intentions. But even with love "in the air" the Wards take flying seriously.

"When we're flying it's strictly aviator to aviator," said Julia, adding that they each perform different functions depending upon the mission. She said they never argue about who's doing what or who is in charge. "If we're doing a flight with multiple legs, we switch legs on who flies and who talks or does commo," she said. "Each flight has a pilot in command — sometimes it's him and sometimes it's me."

Brian said that flying in Iraq is quite different from his former job with the highway patrol.

"I used to think that flying for the highway patrol was exciting but this is a lot more exciting," Brian said. "Obviously the missile threat is one thing we didn't have in California, or if we did I was unaware of it." Sometimes though, things on the ground are not much safer. "We have our earthquakes, fires and an occasional riot (back home), but nothing like this (mortar attacks). We average about one a day."

Flying skies that, while safe today, could bring new threats to aircraft at any time is something both have

considered.

"It's war," Julia said. "I'm not sure whether I like being in the air or on the ground. You can't worry about it — you just deal with it mentally. You try to be as safe as you can — you take all the precautions."

In their unusual situation, the Wards see more pros than cons. Both are proud to be serving in the Army and feel they are becoming stronger

in this deployment.

"It's a good thing we have each other ... for each other," said Brian. "It's been more than what we expected but it has not been what we didn't expect ... so it's been good." Julia said they had heard that things might go slow in the air so they prepared for stretches of lesser activity by bringing along books, movies on DVD and language courses.

# "Obviously the missile threat is one thing we didn't have in California ..."

"It's been pretty busy though," Julia said, "and it's all worthwhile. Our compatibility is great and we're lucky enough to be deployed together. I feel for people who had to leave their spouse behind, but on the flip side, they don't have to worry about their spouse flying over Iraq in the middle of the night. They know they're at home in the living room with the kids."

Neither has any doubt about the professional attitude and ability of the other, so the Wards are in smooth air flying as pilot and co-pilot.

"I have comfort in that he (Brian) is a very professional pilot and we communicate and work well together," said Julia. But merely getting themselves home safely encompasses other responsibilities and aspects of flying too.

"We fly a lot of Soldiers here,"

Julia said, "and I know it's important for the senior leaders to get to their meetings, but I especially like flying 'Private Smith' because he's the one working really hard in the field here. We see a lot of happy faces when they (passengers) know they don't have to convoy — they really appreciate being in the air."

Most of the Wards' missions are flown in seven-seat, Beechcraft C-12 turbo-prop planes, ferrying troops from spot to spot, and both share pride in their part of supporting

Soldiers.

"Our hearts really go out to the troops on the ground," Brian said. "They are the backbone of what's going on here. They're the ones doing the job and we're proud of them."

Brian said that most of their flights are operational in nature but occasionally they get a Soldier heading home or on rest and relaxation leave. "Even if we were here just for that purpose, that's good enough!"



MSG Jack Gordon is with the Public Affairs Acquisition Team, U.S. Army Reserve Command. This story is edited and reprinted with the permission of the USARC.

# 'Muleskinners' Looking for a Home



The "Muleskinners" of the 242nd Assault Support Helicopter Company (ASHC) were a great bunch of aviation Soldiers who were brought together at Fort Benning, Georgia in October 1966. Their unit, although reorganized and redesignated numerous times, has always been a

transporter of Army people and equipment. Now they are looking for an Army Aviation unit to help share their history once more.

Dating back to World War II, the Muleskinners began as the 724th Quartermaster Truck Platoon (Aviation) in July 1942. When they were reactivated in 1966 they went on to serve for just over four years in the Republic of Vietnam, flying CH-47 Chinook helicopters day and night, and in everything the enemy or weather could throw at them. They flew in support of the 25th Infantry Division from August 1967 to October

1971. Then the 242nd ASHC was ordered to Alaska to replace the 236th ASHC, which had formed in April of that year. Soon after arriving in Alaska, the Muleskinners merged with the 236th and lost their beloved call-sign and watched their unit history fade away. During their brief history they earned 15 campaign participation credits and four unit citations. Today the Chinook unit in Alaska has evolved into the 'Sugar Bears' of Company B, 4th Battalion, 123rd Avns. Regiment at Ft. Wainwright.

Veterans of the 'Muleskinner' are looking for any interested Aviation unit in the Active, Guard or Reserve component to adopt them and help bring back the 'Muleskinner' name to serve once again during the Global War on Terrorism.

For a discussion of the unit's history or adopting the unit, please contact retired Army SFC Roger Montgomery at (281) 288-4152 or email:Ramjet242 @aol.com.

Editor's Note: Army Aviation is seeking good-news announcements of aviation-related professionals who are on the move. If you or your organization have an upcoming change of leadership (at the battalion or squadron level, or higher for MTOE and TDA units), please forward the information to Editor, care of the AAAA National Office.



Fiscal Year 04 Chief Warrant Officer Five and CWO Four, Active Component, Selection Board Results for Aviation and Aviation Technician released by the U.S. Army Human Resources Command on September 16. Sequence numbers with an asterisk indicate a below-the-zone selection. Congratulations to the following 57 officers selected for CW5 and 268 officers selected for CW4.

0	W5	A	1-4	1.	4
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- Anderson, Alvin P.\* 57 Blackstone, Bruce Brasseur, Armand C. 5
- 22 Brown, Douglas B.
- 49 Callaway, Kevin J.
- 42 Chopra, Promod P.\*
- Clay, David D. Jr 33
- 31 Cline, Kenneth W. 27 Cook, George W.\*
- 54 Cooper, David F.
- Davis, Cleferd F. 50
- 11 Detlefsen, Kevin M.\*
- Dillon, Scott M. 39 3 Etheridge, Keith L.
- 58 Evans, Richard W. 24 Frabott, Terry L.
- Fremming, Eric D.\* 36
- 28 Fry, Steven L.
- Fuchs, Gregory P.\* 20 35 Holderby, James W.
- 14 Huffman, Robert L.\* Jensen, Kenneth C.\* 17
- Joyner, William G. 25
- Keith, Stacy T. 21
- Lansdowne, Kevin J. 29
- 8 Lapp, Charles B. Lasater, John M. 30
- 9 Leech, James R.
- Ley, Kenny L.
- Lindgren, Dale C. 18 44
- Lumley, David S.\* Manning, James E.\*
- 19 McCrea, Scott M.\*
- Morris, Steven A.\* 26 10 Morrison, Ross E.
- Musselwhite, Mark 46
- 6 Nelson, Michael E.\*
- Pendley, Brian J. 15 Pennington, Coy J. 48
- 38 Petty, Robert D. 43
- Rhyne, Timothy N. 51 Riddle, Mark A.\*
- 2 Sherman, Michael R.
- 32 Swan, Howard L.\* 55 Swann, David A.
- 12 Thornhill, Franklin
- 40 Thurmond, William L. 4 Trotter, Patrick J.
- 52 Turberville, Gregory
- 56 Tutin, Lee M.+ 34 Walker, Billy Joe J.
- 37 Walker, Robert D.\*
- Weddington, Michael 13
- 16 Weist, Michael E.+ Wojtala, Thomas J.+

## CW5 Technicians (Avn)

- Bechtel, Mark S. 25
  - Ward, Willie C.

## CW4 Aviation

- 71 Adams, Douglas A.+ 195 Adams, Gerald E.
- 49 Adams, Philip E.\* 15 Adams, Richard L.
- Alberghini, Marcus 78 203 Alliman, Perry W.\*
- Almanza, Sergio 108 Alumbaugh, Mark W.
- \*265 Antley, Michael D.
- 247 Ayala, Wade R.
- Ballard, Kevin D.\*
- 100 Bass, Steven C. 220 Baum, Daniel G.
- 193 Beck, Chester K.+
- 76 Bentley, John H.\* 233 Berry, Jeffrey S.
- 171 Beslin, David S.
- 184 Betterley, Theodore\* 141 Borden, David A.\*
- 101 Born, Anthony P.\*
- 134 Boyd, James C. 156 Boynton, Wade D.
- 144 Bradshaw, David N. 33
- Brouillard, James F. 139 Brown, Lee W.
- 176 Buchanan, James R.
- 60 Buchanan, William
- 43 Buie, Daniel G. 165 Burnside, Robert \*
- 206 Burton, Weldon Jr. 211 Busch, Dennis S.
- 138 Butler, William E.
- 164 Calvert, Gregory A.+ 110 Campbell, David P.
- 10 Carnahan, Robert D. 198 Castagna, Thomas \*
- Caudill, Nicklas R. 84 Chambers, Todd R.
- 38 Chickilly, Michael Church, Anthony W.\* 81
- 183 Clapp, Mark A.
- 130 Claytor, William L.\* Collins, Edward M.
- 53 Commerford, Timothy Conley, Michael J. 5
- Connolly, Daniel E.\* 80 253 Cook, Deren L.
- 113 Craig, David S. 213 Craig, Johnny L.
- 57 Cranford, Andrew\*

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- \*255 Croley, Patrick K. 200 Crowe, Gregory K.
- Cumbee, Danny A. 9 117 Curd, Jeffrey S.1
- 214 Cuscito, Thomas J. 69 Czarnecki, Kenneth
- 104 Dadswell, Martin P. 234 Daniel, John W.\*
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- 127 Dwyer James L. 116 Eastburn Gregory \*
- 208 Eastmoore John R.\*
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- Hensley, Todd W. 50 145 Hermoso, Nell R.\*

- Secretary of Defense Donald H. Rumsfeld announced Sept. 23 that the president has nominated the following Aviation officers for promotion to the rank of brigadier general. All of these officers are awaiting Senate confirmation for promotion.
- COL Walter L. Davis, currently inbound as the commander of the 20th Support Command (NBC, Radiological and High Yield Explosive), Aberdeen Proving Ground, Md.
- COL Harvey T. Landwermeyer, currently serving as the deputy director, Officer Personnel Management Directorate, United States Army Human Resources Command, Alexandria, Va. Landwermeyer has been selected for assignment as the director of the Korea Region Office, Installation Management Agency in Korea. Date of move is pending. The assignment of Landwermeyer should not be construed as the Senate's consent of his promotion nomination, and there will be no action to frock or promote him until Senate confirmation.
- COL Anne F. Macdonald, currently serving as a deputy director for operations, National Military Command Center, J3, The Joint Staff, Washington, D.C.
- COL William N. Phillips, currently serving as the deputy program executive officer, Aviation, Redstone Arsenal, Ala.
- COL Ricky L. Rife, currently serving as the director of materiel, Office of the Deputy Chief of Staff, G8, United States Army, Washington, D.C.

The Chief of Staff, Army announced Sept. 27 the assignment of BG John A. Macdonald, director of the Korea Region Office, Installation Management Agency to commanding general of the U.S. Army Community and Family Support Center in Alexandria, Va. Date of assignment pending.

- Hickman, Daniel J. Hodges, Fred L. 52
- 196 Holland, Chris W. Hook, Bryan K. Hoover, Todd S.\* 63
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CW4 Technician (Avn) Armbruster, Thomas 197 Grieser, Norman J. 52 Haken, Grant M. 59 Matt. Anthony C.

Teeter, Clyde

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Fiscal Year 04 Major, Active Component, Selection Board Results released on August 24. Congratulations to the following 159 Aviation Officers.

SEQ# NAME 460 Almquist, David K.\* 131 Amazaki, Kendall M. 1234 Amos, Jeffrey S.\* 607 Aponte Rodriguez 399 Azubuike, Amanda I. \*1827Bailey, David\* 1013 Baker, Christopher 369 Baldwin, Robert F.\* 1307 Barton, Braum P. \*1809Becker, Jeffrey 1689 Bianchi, Michael A. 1226 Birdsell, Natalee M.\* 1474 Black, Ronald C. 545 Bouma, Jeffery G.\* 309 Bowie, Charles J. \*1741Braman, Matthew 1546 Brashear, Clay A. 1020 Bresser, David M.\* 729 Brooks, Robert E. 711 Burke, Thomas E. 1514 Carlson, Thomas E. 511 Caulkins, Annette R. 1330 Chaffee, Neil T. 357 Chasteen, Chad E.\* 1298 Cline, Nathan S.\* 398 Cole, Gregory J.\* 937 Cole, Kenneth C.\* 240 Conzemius, Clinton 1136 Counts, Kevin E. \*1782Coyle, Richard R.\* Craig, Eric H. 559 Criqui, Brett D.\* 1508 Cutler, Christopher Decarlo, Jeffrey A. 509 Dimon, James E.\* 958 771 Donnelly, Robert C.\* \*1747Duckworth, Thomas\* 1331 Edstrom, Joseph W. 234 Ettrich, Brian B. 974 Farrar, Sean E.

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835 Farris, Prescott R.\*

1148 Faulknor, James A.\*

798 Fechtel, Peter H.\*

1231 Ferido, George G.\*

993 Graham, Philip E. 952 Griffin, Camille D. 1470 Griffith, Terry L.

1178 Groskopf, Jeffrey C. 1537 Guadalupe, Fernando 943 Gusukuma, Danny

229 Hagadorn, Dean B. 464 Hales, Michael A.+ 1030 Hanna, Darren D. 305 Harness, Ronald R. 1127 Hasse, Kristen A. Hasse, Oliver L. 717 Haufler, Keith W. 1677 Heer, James M.\* 562 Henderson, Steven 1235 Herrera, Raymond\* 452 Hill, Bernard K. \*1786Hopkins, John C.\* 986 Huettemeyer, Christopher 1006 Hunnicutt, Jack C. 813 lavecchia, Marvin E. 1678 Jakola, William K. 462 James, John A. 997 Jerlow, Loren B.\* 1011 Johnson, Randy T. 235 Jones, John W. 241 Kern, Danford A.\*

126 Knowlton, Amy M. 1195 Knoxlimbacker, Kodj 1016 Krause, Michael G. 830 Krievins, Karlis A. 365 Lacer, Elden D. 1438 Lawrence, Ryan C.+ 1332 Lenzmeier, Scott M. 1675 Leonard, Keegan S. 944 Lewallen, Jason L.\*

1009 Lewis, James M. 1159 Lewis, Jerry M. 402 Litvin, John F. 1255 Magsig, Joel S.\* 921 McQurk, David G. 459 Mettling, Daniel S.

915 Miller, Jason L. 815 Mora, Michael E. 1347 Morea, Gary J. 844 Morgan, John L. 1524 Morris, Daniel Y.\* 1149 Nalls, John C.

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136 Samouce. Wellington+ 1229 Schaap, Brian R.\*

799 Scrocca, Joseph E. 1329 Sharp, Salem L.

940 Shore, Stephen T.\* 839 Shultz, Thomas A. 236 Smedley, Kenneth 397 Snedden, Michael+ 731 Spencer, Richard C. 205 Spradlin, Scott A.\* 1022 Stanfield, Richard\* 1048 Stanton, Dwayne T.\* \*1701Stinson, Rogers L. 865 Sullivan, Stephen\* Swanner, Timothy\* 887 1131 Sweet, Erick W.\* 1351 Tarquinto, Michael+ 1163 Teichma, Corey M. 1398 Thompson, Christopher 319 Todd, Victor E. Todd, Walter R. Jr. 347 461 Trask, Aadam B. 1040 Turner, Frank L. 313 Turner, Gregory S. 1471 Tyler, Kevin C. \*1694Vedder, Edward M.+ \*1790Vine, Christopher+ 349 Walker, Rhett D. 671 Walsh, Brian E. 1565 Ward, Chad E. 302 Ward, Derwin E. 1281 Wideman, James+ \*1720Wilkinson, Scott D.\*

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1003 Wood, Marc D.

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1398 Thompson.

Christopher

Fiscal Year 04 Reserve Component Major Selection Board Results released July 1. Congratulations to the following 94 Aviation Officers.

Johnson, Cheri L.

Johnson, Mark W.

Juliar, Mark D.

Johnston, Steven R.

Kennedy, Joshua S.

Kottsick, James M.

Koval, Michael P.

Amick, John W. Barkus, David C. Barrow, Ashley W. Bartlett, Phillip A. Bigay, Michael M.\*

\* Below the Zone



Boettcher, Mark A. Jr. Laszacs, Joseph Bookless, Todd M. Mackrell, Cornelius P. Bovat, Bruce D. Manion, Todd M. Marinaro, John D. Brenneman, Jerome S.+ Brown, Carlos J.\* Matt. Albert A.\* McAllister, Sean P. Bruce, Lori L. McGinley, Mark J. Campos, Jose L. Chan, Stephen Mizelle, Christina N. B. Coats, Mark A. ONeil, Steven P. Connelly, Brian T. Pecher, Roger S.\* Czehowski, Shawn B.\* Pregana, Edward A. Dasher, Kevin K. Prouty, Lee Q. Dent, Daniel H. Ramp, Demyre W. Dowling, Tracy A. Reid, David M. Drury, Roger W. Ritterbusch, June M. Duckworth, Ladda T. Ryan, Richard J. Duriancik, Frank M. III Salvatore, Robert M. Dziubek, Christopher J. Schreffler, James P. Egan, John F. Scott, Bruce J. Evans, Frederick J. Seery, Timothy J. Farrar, Keith H. Self, Troy M. Fleck, Kurtiss J. Settino, Richard W.\* Flowers, Troy G. Jr.\* Settle, Kevin D. Folkestad, Eric' Shelton, Jeffrey M. Francis, John\* Smith, Michael D. Fredricks, Robert J. Smith, Michael W.\* Fuhrmann, Roy R. Spencer, John A. Fuller, Nicholas E. Sproat, Jared I. Galy, Christopher M. Steckel, Timothy M. Garrett, James R. Stephens, Alan L. Gauval, Marc L. Swanson, Guy T. Gelhaus, David P.\* Tabor, Clinton D. Gilmore, Michael K.\* Tamez, Carlos Green, Ronald J. Jr Upton, Christopher M. Haake, Karsten J. Walsh, John P. Harms, Steven C. Walz, Frederic J. Jr. Hess, Dean R. Warfield, Kevin L. Hess, Paul J. III Warren, Vanessa L. Holcomb, Daniel F. Weidemeyer, John H. Horne, Edward E. Wineland, Calvin D.\* Huggins, Bret T. Wynn, William S.

> KEY \* Below the Zone

\* = AAAA Member + = Life Member

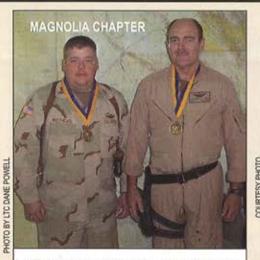
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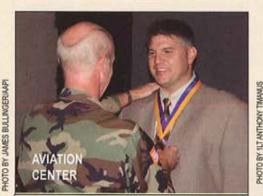
I certify that the statements made by me in this statement and dated September 31, 2004 are correct and complete.

William R. Harris, Publisher

# AAAA NEWS



The Bronze Award of the Order of St. Michael was presented to CW4 Gregory G. Matthews (left) and CW4 William Ogle on Sept. 18 at Balad Airbase in Iraq. Both are Mississippi Army National Guard members deployed with Task Force 185 Aviation (a brigade equivalent) in support of Operation Iraqi Freedom. Matthews is the standardization officer and Ogle is the aviation maintenance officer for TF 185. These officers were recognized for their many significant contributions to Army Aviation.



CW3(P) John H. Bentley received the Bronze Award of the Order of St. Michael Sept. 29 at Fort Rucker, Ala. Chapter President COL Steven Semmens presented the OSM to Bentley for his many Army Aviation contributions during a 20year career. Bentley first served as an AH-1 Cobra crewchief and technical inspector before his appointment. During his career he served in positions of greater responsibility, including propertybook officer, safety officer, UH-60 instructor pilot and standardization IP. His final assignment was with the Aviation Training Brigade's Night Vision Devices Branch as an instructor. Here he worked key issues such as Army-wide delivery of new NVDs, writing NVD aviation safety action messages and preparing equipment specifications for future NVD acquisitions. Selected for promotion to CW4, Bentley declined in lieu of retirement. Today he works as an After Action Review Analyst for Westar Aerospace & Defense Group, lead systems integrator for the Military Flight Operations Quality Assurance program.



Chapter President LTC David Greenwood presented retired CW4 Milon G. Whittier with Bronze Award of the Order of St. Michael on Aug. 20. Whittier's aviation career spanned more than 40 years, including active duty tours in Vietnam and Bosnia. Joining the Oregon Army National Guard in 1973, he was instrumental in the 1042nd Military Intelligence Company (OV-1D) and the 1042nd Air Ambulance Company (UH-60L) earning AAAA Aviation Unit of the Year honors in 1997 and 2002 respectively. Most recently his skills shined during a deployment in support of Operation Enduring Freedom where his unit maintained aircraft operational rates of 96 percent. Whittier has retired from his Military Aircraft Maintenance Supervisor job with the National Guard and today continues to contribute as a contract maintenance employee in Oregon.



CPT(P) Michael Salvitti received the Bronze Award of the Order of St. Michael on Sept. 9 at Fort Riley, Kan. LTC Robert Mitchell, commander, 36th Medical Evacuation Battalion, Fort Hood, Texas, presented the OSM to Salvitti for his service as the unit's \$3 and his contributions as an Aeromedical evacuation officer. Salvitti's achievements include the testing and fielding of HH-60L Medevac helicopters at Fort Hood from 1999 to 2001 and having flown over 100 lifesaving missions in support of military and civilian emergencies. Today Salvitti is an Active/Reserve component adviser with the 2nd Bn., 291st Avn. Regt. at Fort Riley. Also pictured is Salvitti's wife Julie.



After 25 years with Sikorsky Aircraft, Mr. Michael Blake departed to become the Senior Vice President for Commercial Helicopters with Bell Helicopter Textron in Fort Worth, Texas. Blake, who was the chapter president, was honored Sept. 9 by the chapter and his colleagues with the Bronze Award of the Order of St. Michael for all his outstanding work for Army Aviation and with AAAA. Blake last served as a V.P. and Order of St. Michael for all his outstanding work for Army Aviation and with AAAA. Blake last served as a V.P. and O'Leary, AAAA Executive Director william R. Harris, acting Chap. Pres. Charlie Brady, Blake, Chap. Secretary Ron Kwalek and Chap. V.P. for Scholarships Paul Hoar.

ARMY AVIATION

# AAAA NEWS



Tennessee Valley Chapter President Bob Birmingham presented the Bronze award of the Order of St. Michael to Mr. Robert J. Szerszynski on August 20. Throughout his career, Szerszynski served in various aviation related capacities to include the U.S. Army Aviation Board at Fort Rucker, Ala, and with the Test and Experimentation Command, Aviation Test Directorate at Fort Hood, Texas. His jobs included Equipment Specialist, Test Project Officer,

PHOTO BY CW5 (RET.) DON BEATTY

Program Manager, Supervisor-Military Test Plans Analyst, and Deputy Chief of the Combat Aviation Test Division. Among his many contributions to Army Aviation, Szerszynski is known for his crucial role in the investigation, fault determination and testing of the UH-60 Black Hawk stabilator problems in the mid-1980s, and later identified a critical fault in the AH-64 back-up controller system, which if left unchanged, would most certainly have resulted in the aircraft losing control with catastrophic results. Today Szerszynski is the Project Manager for Combat Systems Support at Fort Belvoir, Va.



LTC Robert D. Mitchell, commander of the 36th Med. Evac. Bn., received the Bronze Award of the Order of St. Michael on Sept. 20 at Fort Hood, Texas. MG James E. Simmons, deputy commanding general of III Corps and Fort Hood, presented the OSM to Mitchell during the 13th Corps Support Command's training brief for units deploying to Iraq. Mitchell, who also serves as the Phantom Corps chapter's V.P. for Scholarships, was recognized for over 20 years of Aviation service as a warrant and commissioned officer.



## **Keystone Chapter Holds Clambake, Honors Heroes**

The Keystone Chapter of AAAA held a clambake and fundraiser on July 10 at Fort Indiantown Gap, Pa. to welcome home deployed Soldiers from the Pennsylvania Army National Guard. Approximately 80 people attended the get-together, which honored Soldiers from Co. G, 104th Avn. Regt., a CH-47 unit who served in Afghanistan; and members of HHC, 2nd Bn., 104th Avn. Regt. who recently returned from a tour in Kosovo. The event also helped to raise \$500 for the chapter's general fund. Left, MAJ Dave Wood, commander of Co. G, 104th Avn. Regt. talks with retired COL John J. Stanko, Jr., former chief of the National Guard Bureau's Aviation and Safety Division, about his unit's mission in Afghanistan. The chapter thanks LTC Frank Blouch, principal organizer, and sponsors LSI, the Boeing Company, and the Eastern ARNG Aviation Training Site for their help in making the event a success.

Editor's note: Co. G, 104th Avn. was AAAA's 2003 Army National Guard Unit of the Year.

## Tennessee Valley Chapter Holds AAAA Scholarship Golf Tournament



First place team: Wright, Enright, Glass and Roberts.

MG James Pillsbury thanks AEPCO, Inc., one of the many sponsors, for their support.

rd place teams of Tom Dickinson, Mark Hanris and Gary Hodge, and MG James Pillsbur

The Tennessee Valley Chapter held its annual AAAA Scholarship Golf Tournament in August at the Hampton Cove Golf Course, a challenging and picturesque Robert Trent Jones course in the Huntsville, Ala. hill country. Turn out for the event was beyond expectations with 42 four-person teams participating and over \$2000 being raised for the scholarship fund. COL Cory Mahanna, master of ceremonies, presented the first place trophy to the team of Mike Enright, Pete Glass, Justin Roberts and Dave Wright, who pulled out a one stroke victory over the sec-

ond and third place teams of Tom Dickinson, Mark Hand, Sandy Morris and Gary Hodge, and MG James Pillsbury, Mike Carden, Joe Ritch and Jeff Wishik. Ladies and men's individual winners included Carol Frazier, Shelly Yarborough and Bob Burroughs, with Jeff Smith winning longest drive, and Paul Carlton, Chris Henderson and Justin Roberts all being closest-to-the-pin. The day was capped off by a great BBQ event, lasting well into the evening. With the continuing success of this annual tournament, next year's event looks to be better than ever.

# ALEVANA WSAAA NEWS AAAA NE

#### VA SUMMARIZES SURVIVOR BENEFITS

The Department of Veterans Affairs has published a summary of programs, under the Iraqi Freedom Icon on the VA web site that assists survivors of service members who died on active duty. Included are burial benefits for the deceased member that include a gravesite in any VA national cemetery with available space; perpetual care of the grave at no cost to the family; a government head-stone or marker; a Presidential Memorial Certificate; Dependency & Indemnity Compensation at a monthly rate of \$967 for a surviving spouse, or more if there are dependent children; and life insurance, which most military members carry at the highest level of \$250,000. Other benefits are burial flags, military funeral honors upon request (visit www.militaryfuneralhonors.osd.mil), health care, educational assistance for survivors of members killed in action, home loans, and refund of the service member's unused GI Bill contribution. For specific individual information, call the VA at 800 827-1000 or TDD 800 829-4833 or go to www.va.gov.

#### TMC AND MOAA CONTINUE PUSHING SBP

The Military Coalition (TMC) members and MOAA joined forces in mid-September and visited the offices of key members of the House Armed Services Committee, urging their continued support for the House plan to end the Survivor Benefit Plan (SBP) "military widows tax."

The House version of the FY2005 Defense Authorization Bill (H.R. 4200) ends the age-62 SBP benefit reduction in 3 1/2 years, while the Senate-passed version would take 10 years. Nearly 90% of the 255,000 SBP survivors are already over age 62, and a 10-year plan would offer little help to thousands of the "Greatest Generation" widows who are now in their late 70s and 80s.

Hopefully by the time you are reading this The Joint Conference will have been completed and both the House and Senate will have passed the Bill.

#### DISABLED VETERANS TRANSITION ASSISTANCE ACT

Congressmen C.A. Dutch Ruppersberger (D-MD), Steny Hoyer (D-MD) and Walter Jones (R-NC) introduced H.R. 5057, the Disabled Veterans Transition Assistance Act of 2004. The legislation will help severely wounded troops from Iraq and Afghanistan smoothly transition back into civilian life.

The DOD has previously recognized this critical need and initiated the Disabled Soldier Support System (DS3) program in April 2004 to help servicemembers and their family's transition from military service back to civilian life, but this program badly needs additional resources to help as many severely wounded military personnel as possible. DS3 is currently staffed by only ten people and has a budget of only \$1 million.

Tony Coelho, former Congressman and author of the Americans with Disabilities Act said, "One of the major factors of a war where we commit American troops is those who return home disabled cannot find a job and don't have government support for accommodations or benefits — this program is critical to recognize that need. We now have close to 10,000 American young men

LEGISLATIVE REPORT

Col. Sylvester C. Berdux, Jr. (Ret.), AAAA Representative to The Military Coalition (TMC)

and women whose own lives and families have been impacted for the rest of their lives. This is something that is critically needed."

This bill addresses that critical need by giving the Secretary of Defense discretional authority to transfer funds to this program to help soldiers and their families resolve pay, benefits, entitlement, and care issues immediately. This bill also expands this assistance to all wounded Soldiers, Marines, Sailors, Airmen, Coast Guardsmen, National Guardsmen, and Reservists.

## MEDICARE DRUG, IMPROVEMENT AND MODERNIZATION ACT

Prescription Drug, Medicare Improvement and Modernization Act of 2003 (MMA) has a provision that directly impacts certain Medicare-TRICARE dual-eligible beneficiaries. It eliminates the Medicare Part B surcharge for uniformed services beneficiaries who were subject to a higher premium (currently paying more than \$66.60 a month) for enrolling in Part B during the years 2001 to 2004. Under the MMA, Medicare Part B premiums will be reduced for these beneficiaries to the regular monthly premium rate and beneficiaries will be reimbursed for any surcharges paid in 2004. These refunds will be provided in Social Security retirement checks. In mid-September, the Social Security Administration (SSA) sent a statement that clearly explains these changes.

The legislation also provides the opportunity for uniformed services beneficiaries who are entitled to Medicare Part A but are not enrolled in Medicare Part B to enroll in Part B without a premium surcharge. These beneficiaries will be offered the opportunity to enroll in Part B during the Special Enrollment Period.

#### SSA SPECIAL ENROLLMENT PERIOD NOTICE

The SSA mailed a Special Enrollment Period notice in mid-September 2004 to uniformed services beneficiaries who are entitled to Medicare Part A but are not enrolled in Medicare Part B. The notice explained that the SSA enrolled the beneficiary in Part B effective Sept. 1, 2004. The Part B monthly premium (\$66.60) is automatically deducted from Social Security retirement checks starting Sept 1, or if beneficiaries do not receive a Social Security check, they will be billed the appropriate amount. The SSA notice includes a form that gives beneficiaries the option to change their Medicare Part B effective date or decline enrollment. Anyone who refuses Part B will be ineligible for TRICARE benefits.

Beneficiaries have 60 days after the date of the notice to complete and return the form if they choose to change the effective date or decline Part B enrollment. If beneficiaries notify SSA that they are selecting an earlier month in 2004 as the start date for their Part B enrollment and would find it hard to pay the past months' premium amount in a lump sum, they should take the completed form

and the SSA letter to a local Social Security office (if they live in the USA, Canada or Mexico) or U.S. Foreign Service Post for processing and ask about alternative payment options.

## RESERVISTS' RE-UP INTENTIONS SHOW A SHARP DROP

The new Defense Manpower Data Center (DMDC) survey compared results from a May 2004 questionnaire with data from identical questions posed in a May 2003 survey. The survey report was completed in July but only became available in the last few days.

The Report summary noted that, "Over the past year, Reserve component members' reports of their intentions to stay in the military, satisfaction with the military way of life, personal readiness, and unit readiness have significantly declined."

The sharpest decline in intention to remain in uniform, not surprisingly, was reported by members of the Army National Guard and Army Reserve. Groups associated with these servicemembers -- spouses, other family members, civilian job supervisors, and coworkers -- reported a sharp decline in their support for participation in the Guard and Reserve.

#### DMDC FOUND THAT:

- Army Reserve members' intention to stay in the military dropped 10 percentage points to 59% from May 2003 to May 2004.
- Army National Guard troops' intention to stay dropped to 62%, a decline of 8% over the same period.
- Spouses' "favorable" rating of service participation declined 15 percentage points to 60%.
- Other family member support for continued military participation dropped 13 points to 68% with the biggest declines in Army Guard and Reserve families.
- Civilian job supervisors' support dropped 10 points to 59%, on average, with declines in support for Army Guard employees down 14 points to 66% and Army Reserve employees down 17 points to 61%. Support for Air Guard participation among civilian job supervisors dropped 10 points to 61%.

The survey also revealed that Guard and Reserve servicemembers are spending more and more time training for their missions. For example, on average, in the past 12 months Reserve component members reported spending 84 days in a reserve pay status, up 37 days from May 2003. Reservists also spent 72 nights away from home, up 28 nights from a year earlier. The survey documented increased stress, reduced satisfaction with the military way of life, and a drop in individual readiness to perform wartime jobs.

These new data reinforce TMC's and MOAA's long-held concerns that overreliance on Guard and Reserve forces to fulfill long-term active duty missions poses con-

# AAA NEWS

siderable risks for recruitment, retention and readiness

At the very least, the government needs to recognize that the increased sacrifices being demanded from our Guard/Reserve forces requires some adjustments in the Reserve component benefit package, starting with options to provide year-round health cover-age continuity for Selected Reserve families.

For the longer term, it requires a more realistic rebalancing of active duty and Guard/Reserve forces to recognize that requiring Guard/Reserve servicemembers to spend one year out of five on active duty is incompatible with multiple civilian career, military, and family responsibilities.

#### NATIONAL GUARD AND RESERVE BILL OF RIGHTS

Sen. Tom Daschle (D-SD) introduced legislation that would establish the National Guard and Reserve Bill of Rights, a plan to provide these troops and their families with the guaranteed support and benefits they have earned.

The National Guard and Reserve Bill of Rights includes a set of nine legislative proposals and initiatives that would guarantee deployment notification, health care, and other rights for Guard and Reserve members and reinforces the fact that the Guard or Reserve is no longer a one-weekend-amonth commitment. These nine legislative proposals are:

#### EVERY RESERVIST HAS THE RIGHT TO:

- Straight answers about their deploy-
- The best equipment the nation has.
   Adequate, timely, and problem-free
- compensation.
  - Quality, affordable health care.
- 5) Child care during his or her deployment.

6) Employment when he or she returns home.

Education benefits.

8) A fair retirement plan.

Representation at the highest levels of the Dept. of Defense.

#### USFSPA MOTION HEARD-BUT NOT DECIDED

A hearing was held in the Alexandria, VA Federal District court on September 10, 2004 on a government motion to dismiss a lawsuit brought by the Uniformed Services Former Spouse Protection Act (USFSPA) Legal Support Group (ULSG). ULSG filed the suit on behalf of 58 servicemembers and retirees alleging that the former spouse law violates constitutional protections. Judge James C. Cacheris listened to opposing arguments and acknowledged "a lot of public interest in this issue." He concluded that he would need more time before rendering his decision. The final decision could take a few weeks to two months.

Most USFSPA observers don't hold much hope that the lawsuit will lead to substantive changes to the former spouse law. To read more about the USFSPA issue, visit www.moaa.org/Legislative/USFSPA/.

#### TRICARE TRANSITION TIPS

Some TRICARE beneficiaries may be experiencing transition challenges such as long wait times when calling their new regional contractors. Here are some tips for accessing TRICARE information: conducting business online whenever possible, calling during non-peak hours and visiting TRICARE Service Centers for face-to-face assistance.

TRICARE Region Contractor web sites & telephone numbers:

TRICARE North - www.healthnetfederalservices.com, 1-877-874-2273

TRICARE South - www.humana-military.com, 1-800-444-5445

TRICARE West - www.triwest.com, 1-888-874-9378

Beneficiaries can enroll/change enrollment information online, search for providers in their local area, find health plan information, and links to claims and online appointments. Beneficiaries are welcome to call, recognizing that they might experience longer wait times due to high call volume durtransition. Consider calling Thursday/Friday, the days with the fewest calls and best for gaining quick access to information. Typically, Mondays have the largest volume of calls. For additional TRI-CARE information visit the TRICARE web site at www.tricare.osd.mil or the TRICARE Online web site at www.tricareonline.com.

#### RACING THE LEGISLATIVE CLOCK

Congressional leaders once again find themselves between a rock and a hard place as the legislative (and election) year winds down. We also find that once again the Defense Appropriators have passed the "funding" before the Authorizers have completed and passed their Bill. One of these years Congress may get it in sequence once

They want to recess in early October to get home for a few weeks of pre-election campaigning before November 2. But they're way behind on their legislative agenda, and have lots of contentious authorization and appropriations bills that have to be finished. Hill leaders are resigned to having to come back to Washington for a "lame duck" session after the election. Some have speculated that action on the 12 remaining appropriations bills may take so long that it will even spill past the lame duck session and into next year. With so much to do and so little time to do it, House and Senate leaders face some tough choices on which issues will be given priority for action before the lame-duck session adjourns, and which might have to be pushed into next year.

## \*CFC\*CFC\*CFC\*CFC\*CF\*

The AAAA Scholarship Foundation, Inc. (AAAASFI) is now part of the Combined Federal Campaign (CFC), a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately \$195M in pledges annually. Contribution Code 2121



Tax-deductible donations may also be made directly to the

AAAA Scholarship Foundation, Inc. 755 Main Street, Suite 4D,

Monroe, CT 06468-2830 E-Mail: aaaa@quad-a.org Telephone: (203) 268-2450 FAX: (203) 268-5870



#### FALLEN HEROES

AAAA is saddened to announce the loss of the following Soldier deployed with Aviation units in support of the global war on terrorism.

Operation Enduring Freedom:

SSG Alan Lee Rogers, 49, from Kearns, Utah, died Sept. 29 in Bagram, Afghanistan, of noncombat related injuries. Rogers was assigned to the 1st Bn., 211th Avn. Regt., Army National Guard, based in West Jordan, Utah. The incident is under investigation.

# AAAA NEWS

#### **New Chapter Officers**

#### Air Assault:

CPT Daniel L. Legereit, V.P. Scholarship

#### Colonial Virginia:

CSM Joseph R. Bachus, V.P. Enlisted Affairs

#### **Delaware Valley:**

COL Waldo F. Carmona, Senior Vice President

#### Morning Calm:

MAJ James T. Benson, Senior V.P.; CPT Michael E. Entrekin, Secretary; CW4 David J. McMahon, Treasurer; Mr. John H. Bae, V.P. Membership Enrollment: CPT Tiffanie S. Cox, V.P. Activity.

#### AAAA Soldier of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis

## SCF Ronald N. Sanda

December 2004 (Narragansett Chapter)

#### New AAAA Life Members

BG James M. Coleman, Ret. SFC Palermo A. Deschamps MAJ David S. Hamby MSG John F. Houck Mr. William B. Jester Mr. richard D. Ostlund LTC Harold Silver, Ret. Mr. Milburn F. Walker LTC Wesley F. Walters, Ret.

#### **New AAAA Industry Members**

Texas Aerospace Services F.R. Countermeasurers Inc. Meggitt Defense Systems

#### Aces

The following members have been recognized as Aces for their signing up five new members each. CW4 Donald R. Joyce, Ret. SSG (P) Angel R. Galinanes

#### New AAAA Order of St. Michael Recipients

CSM Joseph M. Tainatongo (Silver)

> CW4 John R. Musser (Bronze)

> CPT Daniel Y. Morris (Bronze)

> 1SG Giles T. Almeida (Bronze)

> COL Paul E. Casinelli (Bronze)

CW4 Gregory G. Matthews (Bronze)

CW4 Bill Ogle (Bronze) SFC James F. Graves (Bronze)

CPT Jeffrey W.

Milchanowski (Bronze) MG John R. Wood (Bronze) SGM Lonnie E. Whitaker (Bronze)

SFC(R) Gearold F.E. Jones (Bronze)

SSG Clark K. Herring (Bronze)

COL Daniel D. Imholte (Bronze)

MSG Allen T. Morgan (Bronze)

CW3 David AJ Borden (Bronze)

CPT David R. McNish (Bronze)

## Attention AAAA **Members!!!**

Send us your E-Mail Address (Especially Your AKO Account) AAAA National Office e-mail aaaa@quad-a.org

#### IN MEMORIAM

Retired Army COL Turner Eugene Grimsley, 62, a life member of AAAA since 1973 and a regular participant on the National Awards board, 13 died Aug. Warrenton, Va. Born in the same town Nov. 29, 1941, Grimsley was commissioned a second lieu-



tenant in the Army after graduating from Virginia Military Institute in 1963. After serving two tours in Vietnam, he earned his Masters of Education from the University of Virginia in 1972. Grimsley was described as an avid outdoorsman and brilliant Pentagon staffer, serving as a division chief with the Force Development Aviation Office, Army Deputy Chief of Staff for Operations and Plans. Grimsley, also a former senior Vice President of the Morning Calm Chapter in Korea, retired after more than 26 years of service on Oct. 1, 1989. His wife of more than 40 years, Bonnie Grimsley; his mother, Jean Beecroft; his daughters, Heather Hendrickson and Lee Ann Donaldson; and five grandchildren survive Grimsley. Family, friends and colleagues gathered on Sept. 30 at Arlington National Cemetery for an inurnment service with military honors.

## **Lost Members**

Help us find our Lost Members. We'll give you an additional month on your AAAA membership free for each member you help us locate. Simply write, call or E-mail us with the Lost Member's current address. AAAA, 755 Main Street, Monroe, CT 06468-2830. Tele: (203) 268-2450; FAX: (203) 268-5870; E-Mail: aaaa@quad-a.org.

Adams, Jerrod C., 2LT (02) Ingram, Mike, Mr. (03) Arnett, Marion E., SFC (02) Johnson, Lisa M., Ms. (03) Baker, Spencer C., 2LT (02) Jones, Russ, Mr. (03) Bell, Joseph C., 2LT (02) King, David J., WO1 (02) Bell, Raymond R., WO1 (02) Kipp, Lester A., 1SG (02) Brown, Bobby L., SGM (02) Knaus, Dustin M., 2LT (03) Brown, Octavia AK, SGT (00) Larson, Edwin A., Mr. (03) Byers, David B., MAJ (02) Liggins, Alfred J., WO1 (02) Denton, Daniel R., WO1 (02) McClendon, Kenneth, WO1 Dye, Jesse M., WO1 (02) Evans, George W., CSM (97) McCormick, Richard WO1 Fefolt, John A., WO1 (03) Folk, Charles L., WO1 (02)

Fugit, Ryan D., 2LT (02)

Harris, Letetia M., 2LT (02)

McCoy, Brian T., 2LT (02) Messick, Jeremy E., 2LT (02) Green, Casey M., CW2 (98) Metzger, Doran D., 2LT (02) Hall, Nathan L., WO1 (02) Moran, Gretchen A., WO1 Hardy, James CW4, Ret. (03) (02)

Harriman III, William CW2 (02) Murphy, Jerry E., 2LT (02) Owens, Joshuah T., 2LT (02) Hunter, Michael M., CSM (00) Paul, Richard O., WO1 (02)

Quiterio, Manuel L., COL (00) Ratcliff, Darius 1SG, Ret. (00) Sato, Yasuto, MAJ (02) Schlesinger, Stephen 1LT (00) Seitz, John D., 2LT (02) Singleton, Steven M., SFC Steffensmeier, Andrew, WO1

(02)

Stump, Seth, SPC (03) Thomas, Mark D., WO1 (02) Vollmer, Jason D., WO1 (02) Westfall, Travis N., WO1 (02) White, William G., 2LT (02) Whittington, Lucas J., WO1

Williams, Travis, Mr., Ret. (03) Yerger, Kristopher, MAJ (03)

#### NEW MEMBERS

#### AIR ASSAULT CHAPTER FORT CAMPBELL, KY

MAJ Justin R. Hall CPT Daniel L. Legereit ALOHA CHAPTER HONOLULU, HI MAJ Terry L. Lakin SGT Noel Rao SPC Miguel Rosacruz

#### ARIZONA CHAPTER MESA, AZ

LTC Milton E. Brown, Ret.

#### ARMADILLO CHAPTER CONROE, TX

1SG Roger G. Montgomery, Ret

#### **AVIATION CENTER CHAPTER**

FORT RUCKER, AL 2LT Alan M. Barkley 2LT Adam D. Bennett 2LT Lori L. Bigger 2LT Philip J. Boldt WO1 Dustin S. Bray WO1 James L. Brisco 2LT David C. Brockbank 2LT Ryan J. Buckingham CW4 Charles A. Bumgardner 2LT Elizabeth D. Callahan WO1 Timothy F. Cauley 2LT Ashlie I. Christian 2LT Frederick L. Clapp III 2LT Dabney A. Clifton 2LT Bonnie L. Conrad 2LT Joy F. Cousineau 2LT Robert A. Crapanzano

2LT Xenia M. Cuevas 2LT Zachary L. Dadisman 2LT Shauna E. Danos 2LT Michael W. Davies 2LT John B. DeLoach WO1 Stephen A. Dennis 2LT James E. Desaulniers 2LT Ross B. Dickman 2LT Thomas P. Dirienzo 2LT Kenneth A. Doleac WO1 Layron F. Doyal WO1 Christina M. Engh WO1 Rafael R. Espinosa

2LT Matthew T. Ford

2LT Amanda S. Fortenberry

2LT William P. Frederick 2LT Bradley C. Gates MAJ Guy J. Gierhart MAJ Mark E. Grant WO1 John A. Gresh 2LT R. Smith Griggs 2LT Mark P. Hayes WO1 Kodey B. Henderson Mr. Eric C. Henry 2LT Josephine T. Hinds WO1 Thomas J. Hinson 2LT David Hortman 2LT Ashley N. Howard CW5 Jim W. Humphreys 2LT Wesley P. Hunt 2LT Benjamin R. Jackson 2LT Luke T. Jackson WO1 Christopher J. Johnson 2LT Levi R. Johnson 2LT Raymond C. Jones III 2LT Robert CB Kelly 2LT Ryan V. Kelly 2LT Matthew D. Killoran 2LT Christopher F. Klich 2LT William L. Koch WO1 Mary Jo L. Kraft 2LT Samantha M. Kruper WO1 Aaron P. Kuhn 1LT Everett Lacroix WO1 Aaron J. Lanious 2LT Justin V. Lee WO1 Louis M. Letterman 2LT Paul E. Lindberg 2LT Thomas J. Loux CPT Jerod J. Madden WO1 Brandon M. Maggetti CW2 Greg J. Marotz WO1 Lynn M. Martin 2LT Robert P. Massey 2LT John M. McLean WO1 Chad D. McPike 2LT Lindsey C. Melki WO1 Seth A. Mendel 2LT Dennis B. Meyer 2LT Matthew D. Mogensen WO1 Richard J. Moudy WO1 Jason P. Nazarenko 2LT Paul B. Neal WO1 Justin C. Norman WO1 Stevan D. Parker

WO1 Franklin T. Powell 2LT Benjamin J. Recla 2LT Robert W. Revels WO1 Michael S. Roberts WO1 Christopher A. Ryan 2LT Ross J. Schuchard WO1 Matthew M. Schuld 2LT David M. Schwetz 2LT John W. Sharkey WO1 Sean D. Sharp 2LT Brian J. Silva WO1 James K. Stricker 2LT Eric P. Swanson 2LT Justin J. Swanson 2LT Seth Swartz 2LT James M. Torres WQ1 William R. Ursery WO1 Scott J. Ward 2LT Jeffrey S. Weaver Mr. Bryan White 2LT Shaun M. Wild

#### **BIG RED ONE CHAPTER** ANSBACH, GERMANY

CPT Brandon L. Russell

#### BLACK KNIGHTS CHAPTER WEST POINT, NY

MAJ Steven R. Braddom CPT Nicholas H. Gist

#### CEDAR RAPIDS CHAPTER CEDAR RAPIDS, IOWA

Mr. Scott Greener

#### CENTRAL FLORIDA CHAPTER ORLANDO, FL

CW2 Joseph E. Duvall COL William E. Hodgson, Jr. Mr. Kenneth S. Mulholland

#### COLONIAL VIRGINIA CHAPTER FORT EUSTIS, VA SSG Harry M. Chambers

CONNECTICUT CHAPTER STRATFORD, CT

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Mr. Fernando Salinas

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JACK H. DIBRELL/ALAMO FORT SAM HOUSTON, TX Mr. Mike Carothers

#### JIMMY DOOLITTLE CHAPTER COLUMBIA, SC

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KEYSTONE CHAPTER INDIANTOWN GAP, PA SSG Gerald J. Moore

#### MAGNOLIA CHAPTER JACKSON, MS CW5 William E. Ogle, Jr.

MID-AMERICA CHAPTER FORT RILEY, KS

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CPT Tiffale S. Cox

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#### NORTH COUNTRY CHAPTER FORT DRUM, NY

MAJ Charles S. Bell CW3 Russell K. Stegemoller

#### NORTH STAR CHAPTER ST. PAUL, MN CDT Nolan W. Anliker

NORTH TEXAS CHAPTER DALLAS/FORT WORTH Mr. Jerry Reid

**OREGON TRAIL CHAPTER** SALEM, OREGON WO1 Sean C. Lazier

SFC Scott D. McCoy SPC Jade E. Seale

#### PHANTOM CORPS CHAPTER FORT HOOD, TX

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Mr. Dietrich Volkland

#### TENNESSEE VALLEY CHAPTER HUNTSVILLE, AL

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#### UNIV. OF N. DAKOTA CHAP. **GRAND FORKS, ND**

CDT Judson M. Edwards CDT Brandy L. Fields

#### WASHINGTON-POTOMAC CHAP. WASHINGTON, DC

CPT William R. Edmonds Mr. Geoff Leighton

#### MEMBERS WITHOUT CHAPTER AFFILIATIONS

Mr. Mike Annen Mr. Cavin R. Hill MAJ Jeff Holliday Mr. George Howard MAJ Vincent R. Lindenmeyer Mr. David T. Morgan COL Michael G. Mudd, Ret. SPC Arlen L. Sybert Mr. Brian L. Wright CW4 Michael C. Wyman, Ret.

#### ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

2LT Susan K. Petroff

755 MAIN STREET, SUITE 4D, MONROE, CT 06468 PHONE (203) 268-2450 FAX (203) 268-5870

#### Please check one: ☐ Change of Address: ☐ New Membership Application

I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine "Army Aviation", and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitate contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary business expenses.

Rank/GS Grade	First Name	MI	Last Name	Sex
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Mailing Address				
City			State	Zip + 4 Code
Active Duty or Civilian Job Tit	le and Unit or Firm name	E-Mail	( )	
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Consent: □I do □I do	not consent to the publication	or release of the abov	e information t	o third parties.
Signature				Date
Citizenship —	Nickname	Spouse's	Name	
Date of Birth (Mo/Yr)		Social Security No		
membapp.i31 02/14/02				

#### AAAA ANNUAL DUES

Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below;

Applications other than those listed below:

() 1 yr, \$26; () 2 yrs, \$47; () 3 yrs, \$70

Wage Board 12 DACs & Below: () 1 yr, \$15; () 2 yrs, \$27; () 3 yrs, \$39 Add \$5 per year if you have a foreign, non-APO address. Add \$15 if your check is drawn on a foreign bank. ☐ Check enclosed payable to "AAAA" or charge to □ AMEX □ Diners Club □ Mastercard □ VISA Card No. Amt \$ Exp. Date. Signature: Check (✓) Your Professional Qualification: ( ) Other US Military Service Army Active Duty ) Army AGR (ARNG) ) Army AGR (USAR) ) DA/DOD Civilian (Active) () Other US Military Service (Retired) () US Defense Industry () US Defense Industry & Army Nat'l Guard Army Reserve ) Army Retired ) Foreign Military Service ) Foreign Defense Industry Military Retired ( ) Consultant ( ) Publishing/Other Assn. () Other

Are you a former AAAA member?   Yes	□ No
If yes, what year did you join?	
Chapter Affiliation Preferred	
Print Name of Recruiter	



You served your country with **pride** and **honor**, and now your country wants to serve you by helping you secure a **brighter future** through **education**.

AAAA invites you and your family members to get onboard the education mission by applying for grants and interest-free loans.

More than 1,200 others have already come aboard, using the \$2-plus million the AAAA Scholarship Foundation has so far distributed to improve their futures through career-advancing education. And if you're future is already secured, you can help others to get there by **donating** directly to the **Scholarship Foundation**, or through the **Combined Federal Campaign (CFC)**.

Get onboard now by calling 203.268.2450 or visiting www.quad-a.org.



# AIEWAMAA WSAMA NI NAENYYMSIEWS AAAA NEWS AAAA

## ASE AND AVIONICS AWARDS PRESENTED



Left to right: COL (Ret.) Jim Riser, BAE Systems; LTG Mark Curran, banquet speaker, Christian Gilbert, BG (Ret.) Tom Konitzer, AAAA National Senior Vice President, listen as the ASE award citation is read.

The Annual AAAA Aircraft Survivability Equipment and Avionics awards were presented September 22 to two outstanding individuals during the Network Centric Warfare Symposium in Atlantic City, N.J. The ASE award, sponsored by BAE Systems, was presented to Christian M. Gilbert, chief of the Army Reprogramming Analysis Team - Threat Analysis, 1st Information Operations Command (Land), Army Intelligence and Security Command at Eglin AFB, Fla. The Avionics award, sponsored by Cubic Defense Systems, Inc., was presented to CW3 Jason K. Pratt, an aviation maintenance technician with Co. D, 1st Bn., 25th Avn. Regt., 25th Inf. Div. (Light). CW3 Pratt, who is deployed in support of Operation Iraqi Freedom,

just returned from Iraq two days before the event. He was home on two weeks of rest & relaxation leave before returning to his unit for three more months of duty in Iraq.

The symposium, sponsored by a number of military associations to include the AAAA Monmouth Chapter, featured three days of briefings and presentations. A highlight of the symposium was a series of off-site classified discussions with over 50 Electronic Warfare Officers brought in by the Program Executive Office - Intelligence, Electronic Warfare & Sensors, and the Communications-Electronics Research, Development and Engineering Center to get direct feedback from troops in the field.

Special thanks for a great job supporting this event to the Monmouth Chapter crew and President Ron Kurowsky.



CW3 Jason Pratt receives the Avionics award from LTG Mark Curran and BG (Ret.) Konitzer, assisted by MG (Ret.) Bob Morgan, Cubic Defense Systems, Inc.

## **UPCOMING EVENTS**

#### **NOVEMBER 2004**

Nov 5 Avn. Center Chapter Fall Golf Classic, Fort Rucker, AL
 Nov 6 AAAA Chili 5K Race and Cookoff, Fort Rucker, AL
 Nov 19 Avn. Center Chapter Quarterly Membership Meeting, Fort Rucker, AL

Nov 30-Dec 2 ARNG Avn Safety and Standardization Conference, Little Rock, AR

#### JANUARY 2005

Jan 14 AAAA Morning Calm Chapter Aviation Ball, Seoul, Korea

Jan 24-28 Annual Aviation Conference, Fort Rucker, AL

Jan 26 AAAA Nat. Functional Awards Dinner, Fort Rucker, AL

Jan 28 AAAA Scholarship Ex. Committee Meeting, NGRC, Arlington, VA

Jan 29 AAAA National Awards Selection Meeting, NGRC, Arlington, VA

#### **FEBRUARY 2005**

Feb 6 — 8 HELI-EXPO 2005, Anaheim, CA

Feb 16 — 18 AUSA Winter Symposium & Exhibition, Fort Lauderdale Convention Ctr., FL

Feb 23 — 25 Joseph P. Cribbins Product Support Symposium, Huntsville, AL

#### **MAY 2005**

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# Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2007.

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

### LTG Harry W.O. Kinnard Army Aviation Hall of Fame 1974 Induction

LTG Harry W.O. Kinnard, a seasoned authority in airborne operations before he became involved with Army Aviation, was rated an Army Aviator in 1962 and applied his experience to the testing of airmobility concepts. Under his command and leadership, the 11th Air Assault Division was formed in 1963, and established the superiority of airmobility in maneuvers against the 82nd Airborne Division. Subsequently, he formed the Army's first Airmobile division, the 1st Cavalry Division [Airmobile], primarily from assets of his test division.

From this organization, which provided the Army's first large scale airmobility capabil-

ities, came the aviation techniques, tactics, and SOP's which have been adopted throughout the U.S. Army. He deployed this newly-formed division to Vietnam where it was immediately committed to combat and continued to confirm its intrinsic value on a daily basis.

Employing highly innovative techniques and ideas which emphasized the use of rocket artillery, rappelling from helicopters, night vision equipment and the refuel-rearm point system, the division demonstrated the value of the combined arms-helicopter team in several significant and victorious campaigns. Later, as Commander of the U.S. Army Combat Developments Command, LTG Kinnard extended airmobility doctrine and contributed materially to the refinement of air assault operations before retiring in 1969.

