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ON THE COVER

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS CONTRACTS

PHOTO BY JAMES BULLINGER/ AAPI

BRAC and Army Aviation

Flanked by mayors, retired Aviation generals, community and business leaders, BG E.J. Sinclair, commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala. held a news conference following the Defense Dept. 2005 Base Realignment and Closure program announcement May 13. Under the BRAC proposal Fort Rucker would see the Aviation Technical Test Center (34 military & 98 civilian positions) realign with Redstone Arsenal, Ala. The U.S. Army Aviation Logistics School at Fort Eustis, Va., would relocate to Fort Rucker, bringing 483 military and 124 civilian positions, with 5,500 students annually. Joining USAALS with USAAVNC increases training effectiveness and efficiencies.

Aviation Units Shift from Korea to Alaska

Army reconfiguration efforts will shift three aviation companies with about 150 Soldiers from Korea to Fort Wainwright, Alaska by mid-June. The three units will bring with them 8 UH-60 helicopters and will handle command and control, administration and maintenance for the 1st Bn., 52nd Avn. Regt. The companies are under the control of an aviation brigade in Korea that the Army will deactivate June 16. In Alaska the new troops will occupy barracks, offices and hangars previously used by 500 Soldiers of the 4th Bn., 123rd Avn. Regt., many of whom have been serving in OIF since December and January.

Bell's ARH Demonstrator Takes Flight

BELL PHOTO BY SHELDON COHEN

A Bell 407, converted to a flying demonstrator aircraft for the Army's Armed Reconnaissance Helicopter (ARH) program, flew for the first time June 2 at the company's XworX research and development facility at the Arlington Municipal Airport in Texas. This variant flew three times for a total of 1.5 flight hours to test and demonstrate rotor and power train technology, handling qualities, structural dynamics and the forward looking infrared system. Bell is offering the modified 407 based on the success of their commercial model, which has more than 600 aircraft in service with over 1.2 million flight hours. The Army selection decision for the ARH program is expected in July. Current plans call for the production of 368 ARH between fiscal years 2006-2011. The Boeing Company is offering a variant of their AH-6 Little Bird.

ASE and Avionics Award Nominations Open

Nominations are now open for the annual AAAA Aircraft Survivability Equipment and Avionics awards. Suspense is August 15. Forms are available on the AAAA web site (www.quad-a.org) or by calling the AAAA National Office at (203) 268-2450.

AAAA Announces First UAVS Symposium

The first annual AAAA Unmanned Aerial Vehicle Systems Symposium will be held October 24-26 at the Crystal Gateway Marriott Hotel in Arlington, Va. Contact the AAAA National Office for details on attendance and exhibit opportunities, (203) 268-2450, or email: aaaa@quad-a.org.

CONTRACTS: **Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded May 13 an $8.8M contract for Black Hawk helicopter aircraft doors. Also awarded, a $17.7M contract for conversion of four UH-60L Black Hawk helicopters to HH-60L configuration. Work will be performed in Stratford and should be complete by early 2008.

* indicates small business

***Briefings** continued on page 6*

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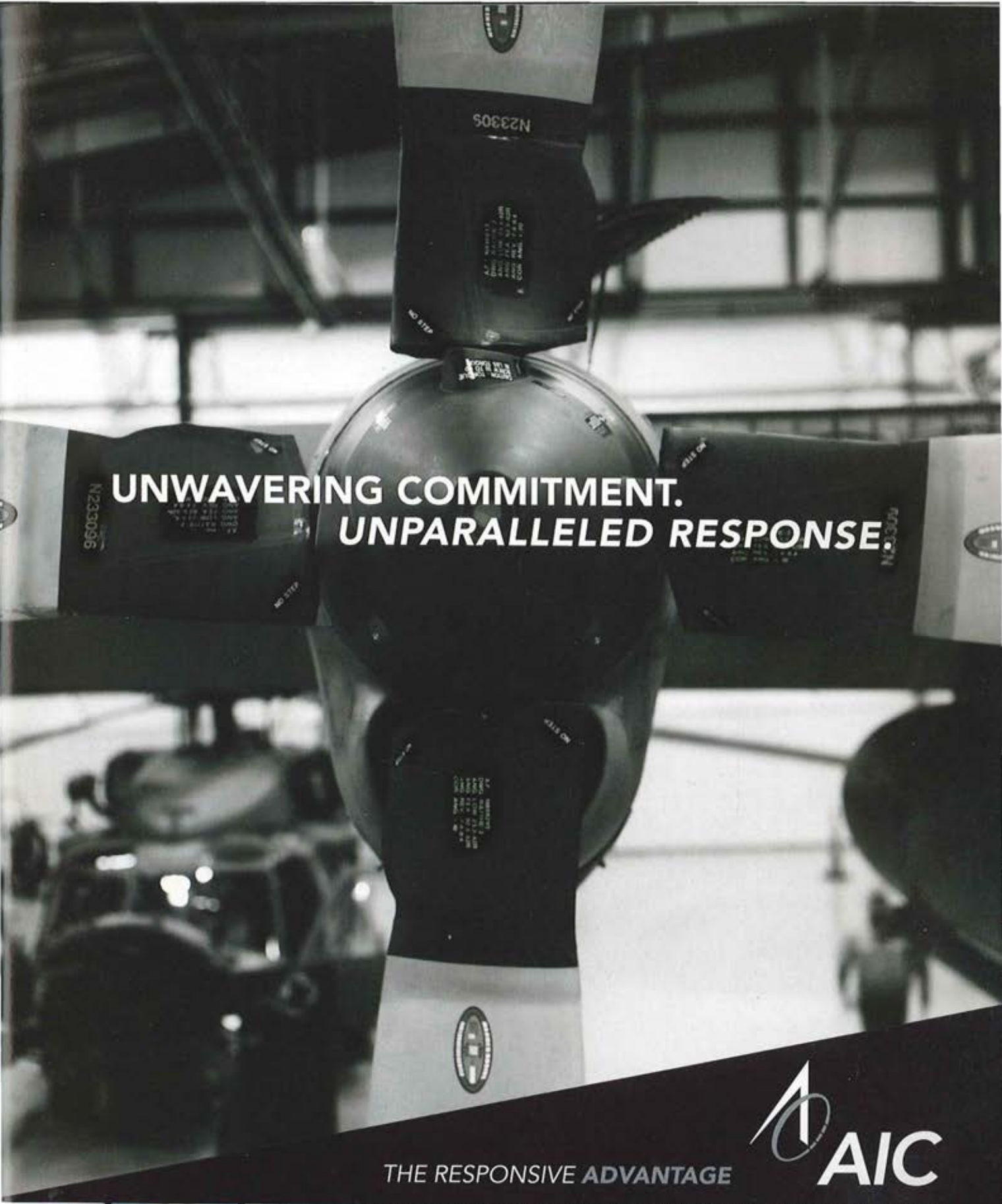
ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position 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, Suite 4D, Monroe, CT 06468-2830.



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Briefings...

Continued from page 3

The Purdy Corp.*, Manchester, Conn., was awarded on May 5 a delivery order amount of $7.3M as part of a $41.6M contract for Control Swashplates for the UH-60 Black Hawk Helicopters. Work will be performed in Manchester.

TEK Precision Co. Ltd.*, Deer Park, N.Y., was awarded May 4 a delivery order amount of $5.3M for hardware for the UH-60 Black Hawk system.

Curtiss-Wright Flight Systems*, Gastonia, N.C., was awarded May 4 a delivery order amount of $3.3M as part of a $15.6M contract for the hardware for the Utility Black Hawk UH-60 system.

The Boeing Co., Ridley Park, Pa., was awarded April 29 a $25.9M contract for cut in common avionics architecture system and digital advanced flight control system to the CH-47 new build production effort. Also awarded, a $186M contract for CH-47F remanufactured helicopters.

AAI Corp., Hunt Valley, Md., was awarded April 27 a $9.8M contract for engineering services for the SHADOW unmanned aerial vehicle system.

Lockheed Martin Missile and Fire Control, Orlando, Fla., was awarded April 26 a $262.3M modification to contract for Arrowhead Units with accompanying initial spares. .

Innovative Concepts Inc., McLean, Va., was awarded April 20 an $8.4M modification to a contract for software upgrade of the improved data modem.

Technology Research Consultants*, Haines City, Fla., was awarded April 15 a $9.4M contract for CN-1314B/A and CN-811 displacement gyroscopes for the UH-60 and CH-47 helicopters.

Lord Corp., Erie, Pa., was awarded March 31 a delivery order amount of $1.6M as part of an $8.8M contract for Plain Bearing Rods for the CH-47 Airframe.

Rockwell Collins Inc., Cedar Rapids, Iowa, was awarded April 4 a delivery order amount of $2.8M as part of a $5.6M contract for integration of the Integrated Data Modem.

Robertson Aviation L.L.C.*, Tempe, Ariz., was awarded March 31 a delivery order amount of $1.8M as part of a $10M contract for auxiliary fuel system components.

FN Manufacturing Inc., Columbia, S.C., was awarded March 31 a $16,876,904 firm-fixed-price contract for M-240H aviation machine guns, egress kits, and M-240H unique spare parts.

Transaero Inc.*, Woodbury Park, N.Y., was awarded on March 30, a delivery-order amount of $5.3M as part of a $27.6M firm-fixed-price contract for servocylinders for the CH-47 Chinook aircraft. Work will be performed in East Lyme, Conn.

Honeywell International Inc., Tempe, Ariz., was awarded March 30 a delivery order amount of $23.5M as part of a $48.6M contract for commercial maintenance and overhaul effort for the T55-GA-714A engine and its components for the CH-47D helicopter. Work will be performed in Greer, S.C. (90 percent), and Tempe (10 percent).

Aurora Flight Sciences*, Manassas, Va., was awarded March 24 a delivery order amount of $5M as part of a $20M contract for Excalibur tactical unmanned aerial vehicle development.

Northrop Grumman System Corp., was awarded a contract with a potential value of $8.7M for demonstration of a terrain following/terrain avoidance radar in support of the U.S. Special Operations Command. The work will be performed out of Linthicum, Md.

Correction: In the April-May convention issue we misidentified on page 54 the ranks of LTC Rodney Robinson and CSM Gary Stearman with the Outstanding Aviation Unit (ARNG) of the Year. We apologize for the error and have reprinted that page in this issue on page 29.

–James Bullinger, Editor

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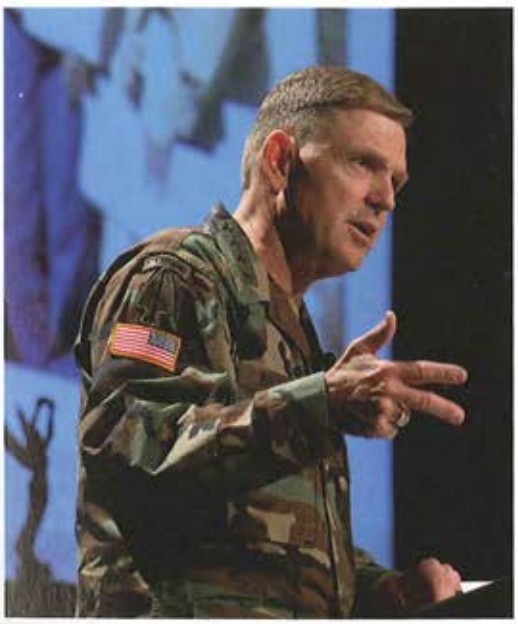
Some Gave All
Heroes of the Battlefield

By BG E.J. Sinclair

This year's annual AAAA Convention at Walt Disney World was an incredible success, with record attendance and a new format that allowed numerous opportunities to enjoy the various theme parks and local attractions. On behalf of all Aviation Soldiers, we pass on our compliments and appreciation to our association president, MG Ronald K. Andreson (Ret.), Executive Director Bill Harris, the Central Florida AAAA Chapter, the U.S. Special Operations Command, and the entire association team for their dedication and effort. A special thanks goes to our distinguished guest speakers, the panelists, and all of the association members who participated.



PHOTOS BY RENE BIDEZ / AAAA

GEN Bryan D. Brown, commanding general of the U.S. Special Operations Command, presented the keynote address.

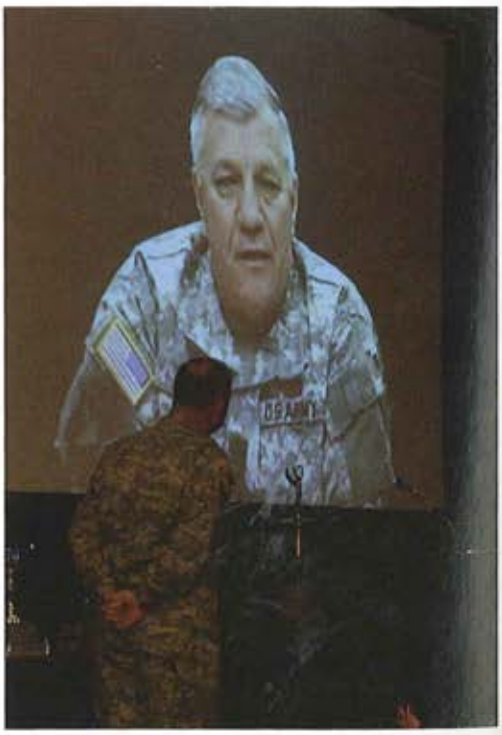
It was also a chance to celebrate fantastic industry partnerships that are so crucial to Army Aviation in the Global War on Terrorism, the Reset program, and our transformation. But more importantly, it was also the appropriate event to reflect on the one thing that's not changing in this extremely volatile, uncertain, complex and ambiguous world…the incredible contributions and sacrifices from our Soldiers.

We recognized several Aviation Soldiers during the opening ceremony. I would like to share their stories that highlight the *Warrior Ethos* that exists in our branch today. These Soldiers personify the four tenets of the Warrior Ethos. Their stories warrant deeper study and analysis, as they undoubtedly provide significant inspiration and motivation for all.

I Will Always Place The Mission First

On April 24, 2004, while performing duties as a UH-60 Black Hawk crew chief, **SPC Justin Trayford** observed enemy activity in the vicinity of an Iraqi village. Approximately 35 insurgents were observed digging and uncovering large numbers of mortars, 152mm artillery shells and rockets. The insurgents attempted to flee the site. Recognizing that the lead vehicle was not an immediate threat and trusting his instincts, SPC Trayford detected that something was wrong. He obtained permission to delay firing on the vehicle until he could determine why the occupant would not move away.

After a few minutes two young children, approximately eight and four years old,



GEN Dick Cody, the Army's Vice Chief of Staff, speaks to convention attendees via teleconference from the Pentagon.

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exited the vehicle. Trayford's superb situational awareness and decision not to engage the vehicle immediately prevented the accidental death of these children. Once the children departed the enemy vehicle Trayford engaged and disabled it. Trayford's and his crew's actions resulted in the capture of 20 anti-Iraqi forces and the seizure of over 15,000 rounds of ammunition. These actions helped save the lives of American Soldiers by preventing the construction of roadside improvised explosive devices and by reducing future attacks on U.S. forces in Iraq.

SPC Trayford clearly demonstrated a mature understanding of controlled aggressive execution and always placed the mission first.

The Hon. Valerie Lynn Baldwin, Asst. Secretary of the Army for Financial Management and Comptroller, was one of the featured guest speakers.

I Will Never Accept Defeat

On Dec. 21, 2004, **SGT Fred Osgood** distinguished himself at the 67th Combat Support Hospital while treating wounded in a mass casualty at Forward Operating Base Marez. He provided triage for over 70 casualties. Then, when the hospital came under mortar attack, Osgood calmly directed the removal of casualties and continued to administer patient care. Osgood then went on to assist in the emergency room, where he worked alongside of the physicians for hours.

SGT Osgood demonstrated exceptional bravery, professional skill and leadership during his care of the wounded at FOB Marez and he never accepted defeat.

I Will Never Quit

On April 8, 2004, **CW2 Jason Ray** and his team of OH-58D Kiowa Warriors were enroute to Forward Arming and Refuel Point (FARP) Chevron in Iraq, when he received a mission change. A cavalry unit was in contact with enemy elements, in the vicinity of Raider Base in Abu Ghurayb, and receiving heavy indirect and direct fire. The troop commander requested reconnaissance and engagement of enemy dismounts around three suspected locations. During successive passes in and near the areas, both aircraft received a high volume of small arms, rocket propelled grenade (RPG), and machine gun fire from multiple locations within the city. Without regard for his own personal safety, CW2 Ray continued to provide reconnaissance and security.

During the second to last pass, five enemy personnel

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Several "Heroes of the Battlefield" join with the Hon. Valerie Lynn Baldwin and the Aviation branch leadership for a photo.

armed with AK-47s and RPGs were identified. Once again the aircraft received heavy machine gun and small arms fire and the team broke off the engagement to re-attack. Undeterred, Ray and team attacked from another direction while still under intense enemy fire. On the team's last pass, the aircraft received direct machine gun impacts in the cockpit. Ray's pilot in command (PIC) received multiple gun shot wounds and was disabled and Ray himself sustained a chest contusion and bullet wound to his upper right bicep, disabling his right arm.

With his PIC incapable of flying the aircraft, Ray took the flight controls using his left arm only and regained command of the helicopter during the descent. Although the injuries Ray sustained prevented use of his right arm, he maintained the presence of mind to select a suitable landing area and maneuvered the damaged aircraft in an approach. Prior to impact, Ray arrested the descent with his left hand on the collective, while manipulating the cyclic with his knees to maintain a level attitude. Upon landing, the helicopter continued to take enemy fire. As the two pilots moved away from the aircraft, it was engaged and destroyed by two enemy RPGs.

The actions of CW2 Ray throughout the landing sequence, evading enemy capture and his medical treatment of his PIC, without regard for his own injuries or safety, demonstrates the highest degree of selfless service, valor and heroism, and resulted in the saving of his fellow pilot's life. CW2 Ray's effort to persevere despite all odds clearly demonstrates he will never quit.

I Will Never Leave A Fallen Comrade

On March 4, 2002, during the Battle of Takur Gahr in Afghanistan (during Operation Anaconda), **CW4 Gregory Calvert**, call sign *Razor 01,* was piloting an MH-47E. His mission was to reinforce and rescue an engaged and isolated U.S. special operations force. During the approach to the landing zone the aircraft was hit numerous times by enemy fire, wounding Calvert on the controls. Despite injury, he still completed a safe landing of the damaged Chinook, flying on one engine, to a sloping 10,500-foot mountaintop.

While fighting the approaching enemy from the cockpit with his personal weapon, CW4 Calvert was wounded in both legs and his left hand was nearly severed by enemy rounds. Passing his carbine to another Soldier to use, Calvert, badly wounded, continued to attempt radio contact with other forces and directed fire towards the advancing enemy. The team of special ops warriors defended themselves and held their positions until a follow-on force could recover them 14 hours later.

Seven of the 21 special operations Soldiers made the ultimate sacrifice, with 12 others wounded. The tenacity and ferocity with which they fought honors the hallowed pledge of leaving no warrior behind.

I Will Never Leave A Fallen Comrade

On Oct. 16, 2004, **CPT Ryan Welch** and **CW2 Justin Taylor,** while flying a routine night reconnaissance mission, recognized the call sign of another aircraft from a distress call. Responding immediately, they redirected their AH-64D Longbow helicopter to perform what would become a heroic rescue. Contacting the downed pilot, they were informed that two OH-58D pilots were killed in action and that two surviving pilots were trying to make their way to a defendable position. One of the injured pilots was unable to walk.

As they landed, CPT Welch quickly exited the aircraft armed with an M4 Carbine and his 9mm automatic. He retrieved the two injured pilots, carrying one back across the treacherous 100 meters to his waiting Longbow. With

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only two seats and a threatening enemy situation, they would have to use "self extraction." Welch radioed CW2 Taylor and told him what he intended to do—put one Aviator in the front seat, and strap the other pilot and himself to the outside.

Secured and assuming a defensive posture with his carbine, Welch gave Taylor a thumb's up sign and the Apache lifted off. At 90 miles per hour the helicopter flew the 20 kilometers to Forward Operating Base Falcon, the closest base with a combat support hospital. Landing on the emergency pad, Welch and Taylor jumped out and helped medics take the two pilots inside for treatment.

Once again, with sheer determination and ingenuity CPT Welch and CW2 Taylor have honored the hallowed pledge of leaving no warrior behind.

The Warrior Ethos

On Easter Sunday, April 11, 2004, 29 Soldiers from 706th Transportation Company departed Baghdad International Airport on a convoy to Fallujah. Their mission was of the highest priority as they were hauling 32,000 gallons of JP-8 fuel in six tankers to resupply the U.S. Marines beginning the siege of the city. The Marines were all around Fallujah and fighting a continuously more intense battle with members of Mahdi's army. While refueling in a FARP, **CW3 Chuck Fortenberry** and **CW2 Shane Colton**, call sign *Bear-Trap 36*, and their wingman overheard a call on "Sheriff" frequency from a unit in distress.

The call came from SSG Robert Williamson, the convoy commander. His convoy was trapped in what the combat tested group of Soldiers would later call, "the worst ambush they had ever seen or heard of," and were frantic for relief. The 706th was caught in what was determined to be a mile long "kill zone." As the volley of small arms fire from the enemy increased, it was joined by mortar fire and Soldiers began falling. Twenty-nine soldiers of 706th had been under the heavy fire of a direct ambush for almost 30 minutes. Desperate for assistance, Williamson relayed his cry for help through the command and control channel back at the airport, which assured them that assistance was not far away. It was during that call that *Bear Trap 36* responded back over the radio and a surge of relief raced through SSG Williamson. He left the hand-mike to run down the line shouting, "We've got help on the way! We've got help on the way!"

The NCOs of 706th immediately witnessed a wave of relief and exaltation sweep over the Soldiers who had been pinned down for almost an hour and already had five of their members awaiting evacuation. Less than two minutes later, the two AH-64D Longbow Apaches called inbound and asked Williamson for direction onto targets. The highest priority for the Soldiers of 706th was the destruction of a house on the southwest side of the kill zone that was pinning them down with heavy, well-directed fire.

The first Apache rolled in, placing multiple bursts of 30mm cannon fire on the adobe structure. "The house just exploded in a puff of dust," recalled SSG Lemay and after that, "there was no more fire coming from that house." With multiple gun runs, the two Longbows strafed a ravine, again quieting the fire. "Everywhere the Apaches flew, the fire stopped. If they were over an area, people had their heads down and weren't shooting at us," reflected the 2nd Squad Leader SSG Rowe later. The cover of the Longbows could not have come at a better time. While watching the Apaches operate, the Soldiers were filled with hope.

"When I heard the Apaches, all I could think of was 'Thank God!' I am going to live."

–SSG Williamson, 706th Trans

SSG Williamson turned to move out and had not gone more than five steps when a sharp, loud crack ripped through the air. "It sounded like fiberglass breaking," SSG Williamson remembers, "It was a sound you never forget." He looked over his right shoulder to see *Bear Trap 36* sink in the air with debris flying off of it. The main rotor blades folded up and the tail boom crumpled. Everything was suddenly silent. The aircraft fell to the Earth and exploded. "For almost thirty seconds, there was not a sound. No one fired or moved… not us, not the Iraqis," SSG Rowe remembered.

As the Soldiers of 706th watched the crash unfold in disbelief, the Bradleys and HWMMVs from Sheriff unit finally arrived to secure the site and relieve the beleaguered Soldiers. The heavily armed vehicles quickly set up a perimeter around the 706th's position and began pushing toward the crash site of Bear Trap 36. By the end of the day, all six fuel tankers had been disabled, five soldiers had been evacuated and 13 drove their vehicles back despite their wounds. It is apparent to the 706th Soldiers that the toll would have been much higher if not for the sacrifice of CW3 Chuck Fortenberry and CW2 Shane Colton.

"Those Apaches saved our lives, no question about it," explained SSG Lemay. The Apaches arrived at the ambush site at the most critical point of the engagement. The Soldiers of 706th were down to their last magazines; the enemy fire was increasing and becoming more and more accurate. SSG Williamson admitted, "When I heard the Apaches, all I could think of was 'Thank God!' I am going to live."

Summary

These vignettes demonstrate the charter, courage and dedication of our Soldiers today. This is a period in our country's history when we are again asking all to give some, but let us never forget that… *some gave all.*

"Above the Best!"

❖❖

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

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Keeping Pilots ALERT

The NVESD's YEH-60 Black Hawk in flight with ALERT mounted system.

ARMY PHOTO BY ANDREW KITTREDGE

Air/Land Enhanced Reconnaissance and Targeting

By Kevin F. Hunt

The primary offensive mission of a reconnaissance-attack helicopter is enemy acquisition, which results in either threat engagement, target hand-off, or continued reconnaissance. Army aviators must be able to perform the target acquisition process anywhere, anytime, and in most atmospheric conditions, including periods of limited visibility. The target acquisition process incurs a heavy workload on aviation crews, especially when visibility is limited. Hence, there is a need for a system that reduces workload while enhancing situational awareness during the target acquisition decision-making process. Such a system offers significant tactical advantages on the battlefield. Higher situational awareness results in fewer battlefield errors, and enhances survivability and lethality during combat.

To support airborne target acquisition, the Night Vision and Electronic Sensors Directorate (NVESD) of the U.S. Army Research, Development and Engineering Command's Communications-Electronics Research, Development and Engineering Center, initiated the just-completed Air/Land Enhanced Reconnaissance and Targeting program, known as ALERT, which is a follow-on effort to the successful Multi-Sensor Aided Targeting-Air (MSAT-Air) program.

MSAT-Air demonstrated that fusing improved thermal and radar sensors with advanced image processing enhanced the ability for aviators to detect and classify stationary targets from a hovering helicopter. The MSAT-Air program demonstrated improved aided target detection/classification (ATD/C) performance with lower false-alarm rates. However, the detection range and amount of clutter were limited and, more important, the demonstration was static in nature as the system was evaluated against only stationary targets collected from either a pop-up or hovering helicopter.

ALERT greatly extended the MSAT-Air program by demonstrating that data could be collected from a thermal sensor, be processed and then displayed to the airborne operator, all in real-time, to provide rapid aided targeting during reconnaissance and targeting missions. In addition, ALERT demonstrated that both stationary and moving targets could be detected and classified by a scanning sensor, and that the process could also be extended to provide search-on-the-move (SOM) (from a helicopter moving at airspeeds of up

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to 80 knots) and aided target detection and classification of moving targets in a wide area search of up to 60 degrees. Such capabilities have not been previously demonstrated in a comparable effort to date. ALERT also represented an effective partnership between NVESD and the Army's Program Executive Office for Aviation to develop integrated, advanced ATD/C target acquisition capabilities.

Hardware Description

ALERT consists of a turret-mounted sensor integrated onto a night vision YEH-60 Black Hawk helicopter, an onboard control station, and a target recognition processor. The turret, which is mounted under the cockpit between the pilot stations (figure 1), contains a long wavelength, second-generation thermal sensor that produces state-of-the-art thermal imagery critical to the performance of the recognition algorithms. Also within the turret is a multifunction laser, operating as both a target designator and an eye-safe laser rangefinder, providing range information necessary for optimal algorithm performance.

ALL ARMY PHOTOS BY CHRISTINE BASS

Figure 1: The ALERT external turret-mounted sensor housing.

The control station operates the thermal sensor and sets the system's operating modes. The operator uses the on-board controls to manipulate the thermal imager's position, image settings and scan settings (figure 2). Selectable scan settings include a manual stare mode, in which the imager functions as a typical sensor, and gimbal scan which is capable of 5 or 10-degree local area search and 30 or 60-degree wide area search.

Figure 2: The ALERT control station is mounted inside of the cargo compartment.

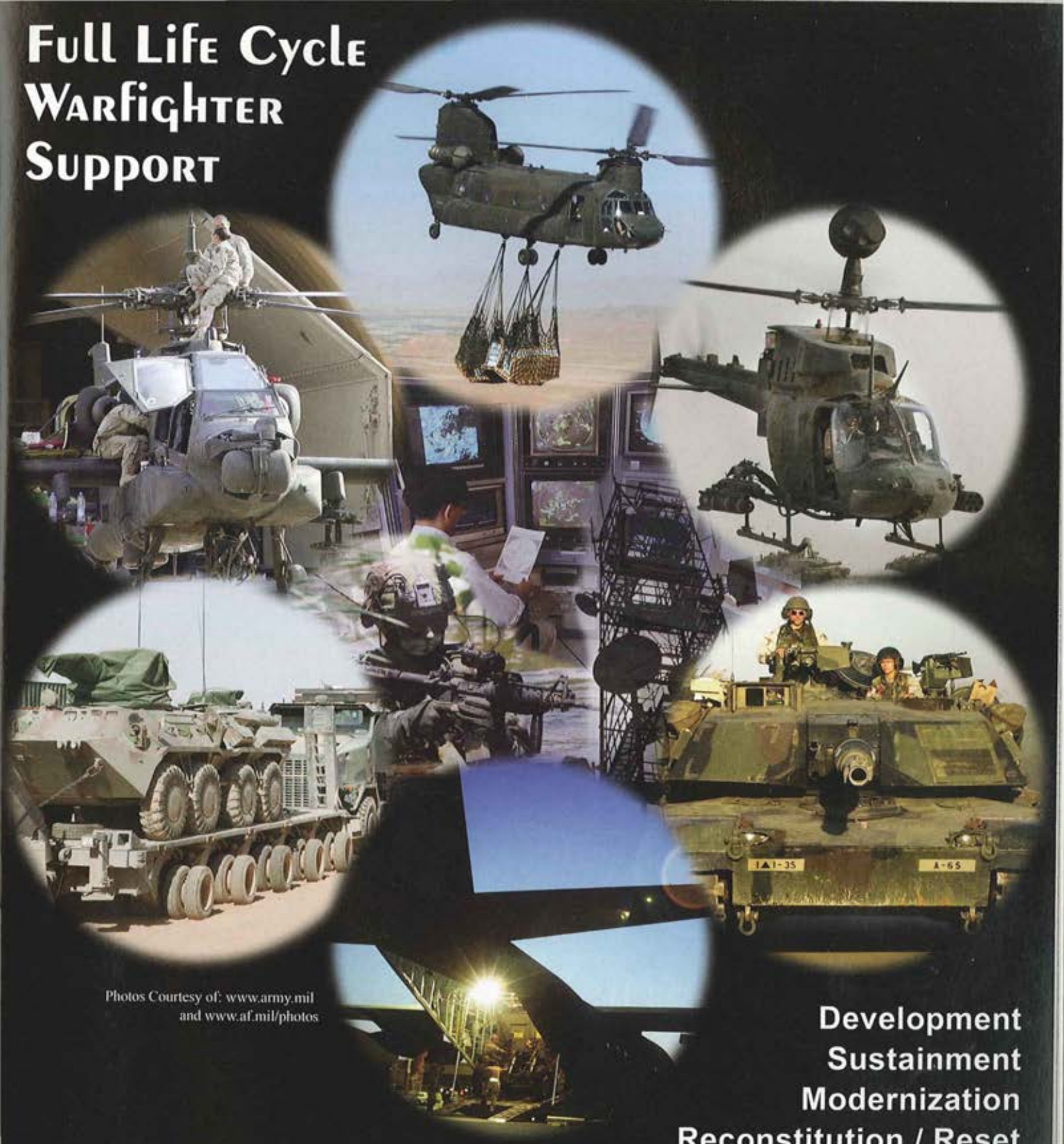
The ATD/C processor combines the thermal imagery, range information, and target recognition algorithms to accurately classify detected targets (figure 3). The user interface highlights the acquired targets directly on the thermal imagery.

Figure 3: The ALERT's aided target detection and classification processor.

Stationary targets are highlighted by a blue box, while moving targets are indicated with red boxes. The software displays normalized target chips with classification information (wheeled or tracked) referenced by vehicle number. The algorithms process the imagery instantly to display the target chips in real time for man-in-the-loop identification (figure 4).

Figure 4: The ALERT's computer generated display provides sensor mode data, and information and imagery on detected stationary and mobile targets.

Full Life Cycle Warfighter Support



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System Demonstration

To fully demonstrate ALERT's capability, the system was evaluated from October 2003 through March 2004 and tested the ALERT's ability to acquire an assortment of stationary and moving vehicles to include: M60 tanks, M113 armored personnel carriers, 2-1/2 and 5-ton trucks, and Humvees. ALERT was evaluated while performing searches while in a hover and while on the move.The system's target recognition algorithm proved accurate at extended ranges from all directions at altitudes from 100 to 650 feet, depending on the terrain.

ALERT was evaluated at speeds from 15 to 80 knots (limited by the aircraft's air worthiness release). Even at high speeds, the system accurately processed, classified and displayed the targets in real time, a first for the industry.

Conclusion

The ALERT program objective was to enhance the targeting capability of Army reconnaissance and attack helicopters through the implementation of an ATD/C algorithm that processes thermal imagery collected from a gimbal-scanned second-generation thermal device, to provide targeting cues for airborne crews. The ATD/C algorithm provided real-time prioritized "chips" (potential target cues of extracted images) from thermal imagery collected over extended ranges in a wide area search or scan. ALERT reduced the time needed to detect and classify targets by providing essential real-time target information to the crew.

By using three critical technological advancements—a second-generation thermal imager, a multimode laser and an ATD/C algorithm —ALERT provided rapid, wide area search with aided targeting for reconnaissance and attack rotary wing aircraft. The ALERT system has significantly advanced the state of the art in aided target detection and classification by demonstrating the following achievements:

- First ever real-time display of target cueing information in a search on the move scenario at speeds to 80 knots.
- Acquiring targets using a wide area search of up to 60 degrees.
- Detection and classification of stationary and moving targets while in hover and search-on-the-move.

The payoffs of the ALERT program include: improved target acquisition for long range standoff and search on the move, high speed automated wide area search that allows the operator to better see the battlefield and shorten the shooter-sensor timeline, and man in the loop cueing, featuring low false target reports and reduced crew workload.

Future plans for ALERT include integrating the system with third-generation thermal imaging technology to help mature and prove the next generation of advanced signal processing. ALERT will also be evaluated for use with the future rotary wing and unmanned aerial vehicle platforms.

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Kevin Hunt is the program engineer for the ALERT system with the Air and Netted Sensors Division, Night Vision and Electronic Sensors Directorate, Fort Belvoir, Va.

James E. Fulbrook, PhD, a human factors engineer with the DCS Corporation, Alexandria, Va., also contributed information to this article.

SPECIAL OPERATIONS AVIATION
SOA

Success Secrets of SOA on the Battlefield

By COL Andrew N. Milani II

I am often asked to describe why the 160th has become such a successful organization. My answer is always one word – attitude. The common denominator that has driven all of our successes is the attitude of our Soldiers and civilians. An organization can be the most well equipped and resourced organization of its type, but if its people don't strive to be the recognized best at what they do, then it will become – average.

As the Commander of the 160th, I constantly marvel at the pride, ingenuity and professionalism displayed by Night Stalkers. As an empowered species, these warriors have the freedom to succeed like no other organization. They innovate without worry of the stigma of failure. Their approach to complex problems is positive – like the charter I give our safety officers – "Don't tell me a mission is dangerous, I know that, tell me how I can do the dangerous mission safely."

With this little guidance and intent, Night Stalkers at every level feel a need to look beyond the obvious and ask "what if?" or, "how can I do this better?" It is an attitude instilled in Night Stalkers from their first day in the unit – in Green Platoon. Soldiers seeking to exceed the standard are what we look for. This attitude permeates every endeavor – whether planning for contingencies in combat, developing better tactics, techniques and procedures (TTPs), designing or improving our equipment, or debriefing a mission.

Night Stalkers have been deployed to the Global War on Terrorism (GWOT) battlefield for over 1,300 consecutive days. At times, up to 75 percent of the regiment's aircraft were committed to the fight – with the residual at home on no-notice alert for our worldwide contingency mission. There has been no respite. On a daily basis, Night Stalkers continue to execute complex, graduate level missions. These missions involve the integration of enabling assets such as AC-130 gun-ships, I-GNAT and Predator unmanned aerial vehicles, and others in the high end of classification and sophistication.

PHOTO COURTESY USSOCOM

The secret to the successes of the 160th "Night Stalkers" is the attitude of its people. All are volunteers, committed to the unit and mission accomplishment.

COURTESY GRAPHIC

Our crews execute these missions with such adroitness that ground force commanders have been conditioned to believe them routine. Nothing could be further from the truth. The enemies on the GWOT battlefields are, if nothing else, cunning and thinking. They add fog and friction to our target sets and continue to be fraught with danger. But Night Stalkers continue to excel – and they do so because of the experience amassed not just in the past three and a half years, but because they have built upon a solid foundation of TTPs developed by their predecessors.

The 160th, if nothing else, is a learning organization. Our TTP are refined and tweaked as lessons are learned – they have to be if we are to remain on the forefront of Army

Aviation. Karl von Clausewitz once wrote that the only lubricant for the friction of war is combat experience.

Today, 160th personnel are 100 percent combat experienced. This fact in and of itself is a force multiplier, a force protection measure – if you will. Shortening the feedback loops in the Observation-Orientation-Decision-Action, keeps us relevant. Applying shortened feedback loops in the immediate adjustment of our TTP, equipment and training are the hallmarks of our success.

As a long-time Night Stalker, I can reflect back on the days when combat operations were sporadic and relatively short-lived by today's standards. The youthful exuberance and desire to be included on a "real-world" mission was overwhelming. That youthful exuberance is gone – replaced now with a matter-of-fact confidence that whatever the target, wherever the mission, Night Stalkers will bring their formidable capabilities successfully to bear. In the articles that follow, the Army Aviation magazine reader will get an understanding of how the 160th leverages the innovativeness, experience and ingenuity of its people, embraces change, and harnesses the combat experiences of generations of Night Stalkers to perpetuate excellence on the GWOT battlefields.

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COL Andy Milani was the commander of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky at the time this special report was prepared. Today he is the chief of staff of the U.S. Army Special Operations Command, Fort Bragg, NC.

SPECIAL OPERATIONS AVIATION SOA

Mission Enhanced Little Bird in Combat

By MAJ Heath Niemi

ALL PHOTOS COURTESY USSOCOM

The newest version of the Army's H-6 special operations aviation aircraft is the AH/MH-6M.

The Army's newest aircraft, the AH/MH-6M (formerly known as the mission enhanced little bird or MELB), is now actively engaged on the battlefield in support of the Global War on Terrorism. As of February 15 Company A, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne) became the first fully fielded company with the new re-configurable AH/MH-6M model helicopter. This date is historic as it represents the culmination of more than a decade of development and production of the AH/MH-6M; taking the Little Bird fleet from 1950's technology to a "state-of-the-art" aircraft worthy of the 21st Century battlefield.

Fielding the MELB

In the early 1990s, the MELB concept was conceived and approved for development. The original concept was to improve the performance of the aircraft by upgrading the engine and transmission, while maintaining the original cockpit design and functionality. Over the last five years, the MELB program has undergone a complete overhaul. The resulting program incorporated a modern cockpit with multi-functional displays (MFD) to increase situational awareness; integrated avionics with the ability to interface with those avionic systems through the cyclic without removing your hands from the controls, the ability to rapidly convert between attack (AH-6M) and assault (MH-6M) mission profiles, as well as the original intent of improving the aircraft performance. All of these design changes resulted in the transformation of the MELB into a new classification as the AH/MH-6M model.

Fielding During Combat

In December 2002, three 6M model aircraft were initially fielded to the Special Operations Aviation Training Company (SOATC). Train-the-trainer classes were introduced for pilots and crew chiefs with the instruction being done concurrently by SOATC and the Systems Integration and Management Office (SIMO). The first class of trained assault and attack pilots was produced in April 2003. And thus started the initial trials and challenges of flying both the AH/MH-6J and the AH/MH-6M. Both Co. A and SOATC continued to rely on the 6J model, the primary workhorse, to provide the airframes for realistic training. On March 10, 2003, J model was a key participant in combat operations in support of Operation Iraqi Freedom.

The requirement to turn in a J model in return for an M model created some interesting challenges in meeting all of Co. A's requirements. Although similar to the J model, the handling characteristics of the M model are different. The hardest challenge was to maintain pilot proficiency in the new aircraft while continually conducting combat deployments in the 6J. This problem was finally resolved when the number of airframes and maintenance could support the initial combat deployment of the MH-6M on Aug. 10, 2004.

Combat Profiles: Mission Planning, Assault, Attack and Recon

The improved performance of the AH/MH-6M is but one of the attributes that enhance the ability of the 1-160th to support special operations ground forces. The interface between the mission planning systems and the aircraft avionics systems also increases the capability of the 6M. The new systems weave computer-based planning programs such as Falcon View and the Avionics, Weapons and Electronics (AWE) load into data cards that can be quickly inserted into the data loader and all communication frequencies, navigation routes and waypoints can be brought up on the color MFDs. Along with maps produced on map printers and packet products created using interconnected planning local area network (LAN) systems, timelines have been significantly reduced.

In the assault role, the aircraft's

increased payload allows the ground force to mass more combat power on an objective, while at the same time expanding the safety margin for the MH-6M crews. The aircraft has already proven its ability to come through in a pinch on a mission when plastic bags were ingested into the rotor. The aircraft performed beyond expectations with the engine exceeding its maximum power envelope and overcoming the amplified drag of the bags on the rotor system. The extra power margin allowed for the successful completion of the mission.

The increased payload capacity of the AH-6M results in extended station time over an objective while maintaining a full complement of ammunition. The imbedded GPS inertial navigation system and improved displays allows the AH-6M attack pilot continuous accurate situational awareness of target environmentals. The ability to perform surgical fires in a complex urban environment is unparalleled, and remains at the top of the list for the ground force commanders' fire support mission. Additionally, the AH-6M has performed numerous convoy security and reconnaissance missions in order to provide the ground force commander timely situational awareness and understanding. The AH-6M continues to perform to standard on a nightly basis while forward deployed.

The AH-6M model attack helicopter packs a formidable array of armaments for close combat attack missions.

The MH-6M model in assault configuration is capable of quickly inserting assault teams.

Summary

The AH/MH-6M is the newest aircraft in the Army's SOA fleet and proves its worth on the battlefield daily. It is fully fielded with Co. A, 1-160th SOAR and continues fielding to Co. B, 1-160th with a completion date in December. In conjunction with the completion of the fielding plan, the aircraft and crews will continue to train, build pilot proficiency, and conduct combat operations. With its demonstrated combat record, it has proven that it meets all mission requirements and the original design specifications. The AH/MH-6M continues to lead the way in the ongoing Global War on Terrorism.

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MAJ Heath Niemi is the commander of Company A, 1st Battalion., 160th Special Operations Aviation Regimental (Airborne), Fort Campbell, Ky.

SPECIAL OPERATIONS AVIATION
SOA

Joining the Night Stalkers

Special Operations Aviation Recruitment and Assessment

By CW4 Ivan Murdock

The most important resource for Special Operations Aviation (SOA) is its people. Due to the increased scope of SOA support throughout the gamut of conflicts, the 160th Special Operations Aviation Regiment (Airborne) has seen some dramatic changes. The events of September 11th and the Global War on Terrorism have driven us to a larger role in today's military actions. As a result, SOA has received an increase in authorized personnel and is undergoing a fielding of more advanced airframes. Army SOA is concurrently transforming with the rest of the Army. The changes in structure within the military transformation have put us on the cusp of growth as we establish a new fourth battalion and expand the MH-47 and MH-60 community.

PHOTO COURTESY USSOCOM

Assignments with the "Night Stalkers" of the 160th Special Operations Aviation Regiment are challenging and professionally rewarding.

Despite the challenges and the growth of the regiment, the 160th SOAR recruiting and assessment programs have achieved a level of success. Today the recruiting effort is headed up by four "gold badge" recruiters, four senior noncommissioned officers, a host of support personnel and a fully mission qualified warrant officer aviator.

The 160th recruitment and assessment programs are successful for three reasons. First, the chain of command is involved in the selection process of assessing the right officers for assignment into the unit. Second, the regiment receives tremendous support from Special Management Division (SMD) at the Human Resource Command (HRC). SMD was formed to assist the unit in maintaining manning levels at 100 percent strength. Third, a formal memorandum of understanding (MOU) generated between the Army's Special Operations Command and HRC helps the unit identify, recruit, assess and assign Soldiers as dictated by mission and operational security requirements. Additionally, this MOU addresses the need to protect a Soldier's career while they are assigned to sensitive, nontraditional duties.

The Recruiting Process

The 160th recruiting and assessment team visits approximately 15 stateside and six overseas locations annually to conduct unclassified SOA information briefings. The timing of these visits revolve around the rotational cycle of deployed units fighting the GWOT. The team also visits units deployed to Operation Enduring Freedom and Operation Iraqi Freedom. Additionally, visits are made to various Training and Doctrine Command (TRADOC) schools to speak to Soldiers interested in joining the 160th. These briefings consist of an informational presentation injected with videos of the mission aircraft and unit training. The briefing provides pertinent information about the mission, history, equipment, personnel assessment and assignment, and training. The 90-minute presentation concludes with an informal question and answer period. Following the briefing, personnel are encouraged to attend a one-on-one question and answer session conducted by the recruiters and unit subject matter experts to address specific assignment questions.

Officer Qualification

The most important requirement for officers in the regiment is that they volunteer to serve in the 160th. Aviation officers should have completed at least one operational flying assignment. With that said, attitude, aptitude, trainability and motivation are the keys for success in the Special Operations community. Flight time should primarily be from tactical night vision goggle environments. Additionally, officers must possess a secret or higher security clearance and

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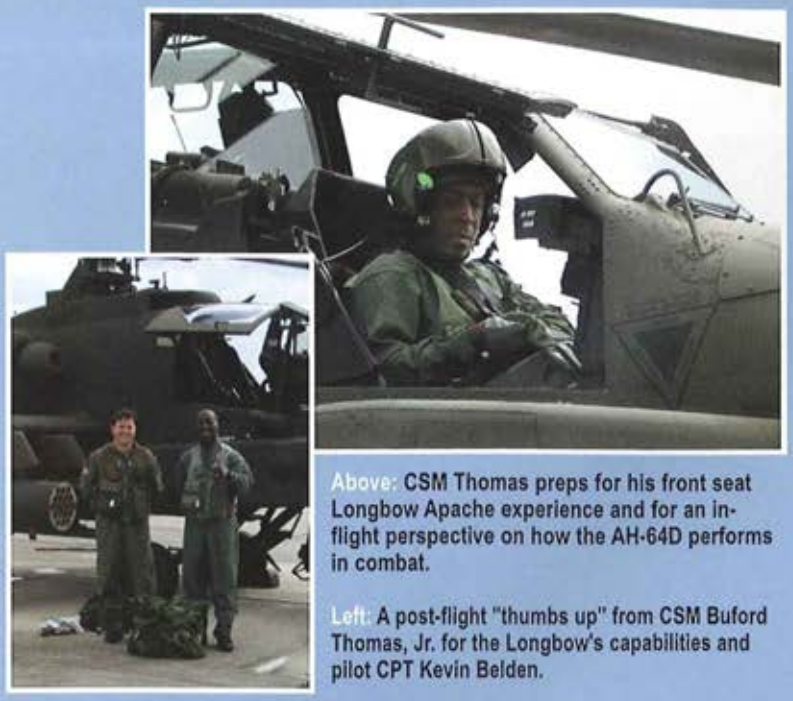
Branch CSM Experiences Longbow First Hand



PHOTOS BY SFC DANIEL DONALDSON

Above: **CSM Thomas preps for his front seat Longbow Apache experience and for an in-flight perspective on how the AH-64D performs in combat.**

Left: **A post-flight "thumbs up" from CSM Buford Thomas, Jr. for the Longbow's capabilities and pilot CPT Kevin Belden.**

CSM Buford Thomas, Jr., is a hands-on type of leader, the kind who likes "to do" rather than just see something. On April 14 the Command Sgt. Major of the Aviation Branch and the U.S. Army Aviation Center at Fort Rucker, Ala., climbed into the copilot/gunner cockpit of an AH-64D Longbow Apache, Block II, Lot 8, attack helicopter with a mast mounted fire control radar for a first hand experience.

The TRADOC System Manager for Reconnaissance and Attack requested the flight to give the branch's top NCO a better understanding of the aircraft and what it takes to maintain and operate the most modern AH-64D in the fleet. With the concurrence of BG E.J. Sinclair, the Aviation Branch Chief, and support from the 1st Bn., 14th Avn. Regt., 110th Avn. Bde., the flight was arranged.

CPT Kevin Belden, the assistant TSM for Attack and an AH-64D instructor pilot, served as the pilot for the CSM's historic flight. He provided a hands-on overview of the aircraft and demonstrated the mechanical complexities of the AH-64D. In addition, the flight provided CSM Thomas with a true insight of how the AH-64D operates on the battlefield and what the maintenance demands are for the Soldiers who maintain this helicopter.

"The flight went as planned. CSM Thomas got to see basic flight tasks, including terrain flight, communications set-up, navigational capabilities, the fire-control radar, and basic 30mm chain gun, 70mm rocket and HELLFIRE simulated engagements," Belden explained.

After his flight Thomas said, "The aircraft is phenomenal. Compared to the Cobra attack helicopters that I worked on, the advances in technology are astounding." And with that Thomas gave the experience a thumbs-up.

The TSM-R/A represents Soldiers' interests in the logistical development and sustainment of the Apache (AH-64A), the Longbow (AH-64D), the Kiowa Warrior (OH-58D), and the future Armed Reconnaissance Helicopter.

– From a Fort Rucker field report

must be in good physical condition. It is preferred that officers be in a career status and possess a civilian education level appropriate for their time in service prior to assignment in the 160th.

Officer Selection Process

Officers desiring assignment to the 160th may obtain an application in one of several ways. They may call or write the recruiting office to request an application packet or attend one of the many recruiting briefings. The officer application requires several supporting documents be forwarded with the completed application. Once received, the application packet undergoes a very detailed screening process. Character reference questionnaires provided to the applicant's chain of command, standardization instructor pilots and peers provide an honest assessment of the applicant's past performance. Additionally, a manner of performance, or MOP, is requested through SMD. This initiates a thorough file evaluation at HRC to determine the officer's current assignment status and promotion potential. Upon receipt of the MOP and the reference questionnaires, the application packet is reviewed by the regimental and battalion chain of command. If selected for assessment, the officer is contacted and an assessment date is scheduled.

Officer Assessment

Officer assessments are conducted monthly at Fort Campbell, Ky. and the process is structured in the following pattern:

DAY 1: The first day starts at 5:30 a.m. with a standard Army physical fitness test, followed immediately by a Navy Class II swim test. After the swim test, candidates complete their in processing and turn in their flight and medical records for review. At 10:30 a.m. candidates receive a briefing from the regimental psychologist and begin a series of psychological tests. At 3 p.m. candidates are introduced to either their instructor pilot (IP) or a subject matter expert (SME) for their particular military occupational specialty. The IP or SME issues a mission for which candidates will be required to write a five-paragraph operations order and brief selected personnel within 24 hours.

DAY 2: An in-depth interview is held with the regimental psychologist, which helps to define the individual's strengths

and weaknesses. In the afternoon, candidates report to the Aviation Life Support Equipment facility for issue of flight gear. At 2 p.m. interviews with the assessment officer are conducted to review the candidate's personnel records. Those assessing for the MH-47E or MH-60K positions are scheduled for a simulator period for cockpit orientation.

DAY 3: After interviews are completed and assessment flights are scheduled, selection board presentation topics will be provided - depending on scheduled board times. The assessment officer provides the candidate the presentation materials needed for a professional brief.

DAY 4: The selection boards begin on this day. Boards are tailored for each individual and the amount of time allotted varies by individual and officer qualifications. It is recommended that candidates arrive 30 minutes early for their scheduled board wearing their Class A uniform, and be prepared to brief. The formal board is chaired by either the regimental commander or the deputy commanding officer. The board considers the whole man and makes the final decision on whether or not to accept the officer. The candidate will leave knowing the results of his or her assessment and the reasons for the decision.

DAY 5: The last day for boards and concludes the assessment week. Historically, 67 percent of those officers who come for assessment are accepted the first time. Of those not selected, many are asked to return within a year for a second assessment, which averages about a 90 percent acceptance rate.

Officer Assignment

Following successful assessment, the responsibility for officer assignment shifts to the regimental adjutant for coordination with SMD, who coordinates with specific branch managers at HRC for the earliest possible assignment into the regiment. This can take time as the global war on terrorism challenges HRC to maintain readiness Army-wide.

Enlisted Assignment Process

Enlisted Soldiers are assigned directly to the 160th by HRC. Enlisted Soldiers may also volunteer for the assignment, but they must possess one of the authorized MOSs for 160th.

They must be in good physical condition and be eligible for a secret or higher clearance. Soldiers who possess an appropriate MOS and desire an assignment should contact the recruiting officer or a member of the recruiting team to request an enlisted packet.

For more information contact the recruiting section at (270) 798-9819 or DSN 635-9819; the assessment section at (270) 798-5689 or DSN 635-5689; or the enlisted recruiting team at (270) 798-6508 or DSN 635-6508.

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CW4 Ivan Murdock is the recruiting officer for the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky. He is an instructor pilot and an instrument flight examiner in the MH-60K and has served with the 160th for the past 10 years.

LTC Robinson

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Task Force Pirate, 1st Battalion, 211th Aviation Regt., Utah ARNG

Task Force Pirate, led by the 1st Bn., 211th Avn. Regt., Utah ARNG epitomized the Army's transformation to units of action in which modular "plug and play" formations are combined to form deployable, lethal, capable and sustainable forces.

Integrating Active Component, Army National Guard and U.S. Army Reserve elements are combined to form deployable, lethal, capable and sustainable forces. TF Pirate was a multifunctional aviation task force consisting of the battalion staff, Headquarters and HQs Company, two AH-64 Apache companies, and an AH-64 aviation unit maintenance (AVUM) company (minus) from the 1-211th Avn.; and with two UH-60 companies, a CH-47 company, a UH-60 AVUM company (minus) and an aviation intermediate maintain company (minus) from the 25th Avn. Bde., 25th Inf. Div. (Light) from Hawaii. In addition, a North Dakota ARNG C-12 detachment and an Army Reserve UC-35 detachment from Georgia provided fixed wing support.

Deployed to Operation Enduring Freedom in Bagram, Afghanistan in 2004, TF Pirate out-performed all other aviation task forces, past and present, supporting OEF. TF Pirate flew in excess of 17,300 hours between May 1 to Dec. 28, executing 1,756 aerial missions, resulting in the transport of 42,757 people and over 5,113,000 pounds of cargo.

Despite an operational flying tempo four times higher than their normal garrison rate, the Soldiers of TF Pirate excelled in keeping aircraft fully mission capable, with rates averaging 80 to 90 percent. TF Pirate has now returned and demobilized.

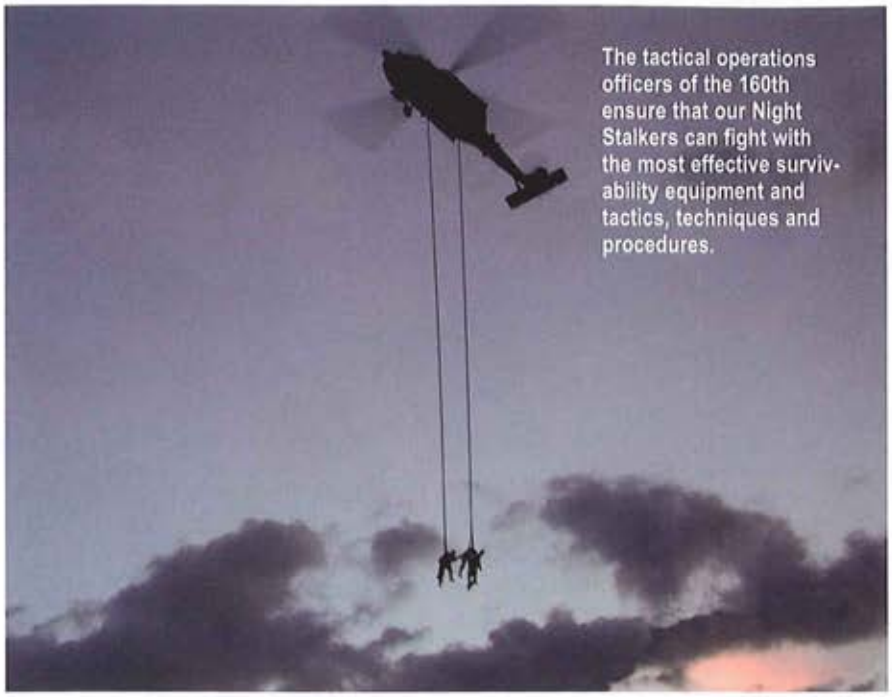
SPECIAL OPERATIONS AVIATION SOA

"It's about Survivability!"

Night Stalker Tactical Operations Officer Utilization

By CW4 Greg Calvert

Over a year ago the regimental commander COL Andrew Milani asked me to be the first tactical operations officer (TOO) for the 160th Special Operations Avn. Regiment (Airborne). As daunting as this task seemed at the time, I was honored by the assignment. Although I was familiar with this new career management field and I had served as an instructor pilot, an instrument flight examiner and as an electronic warfare officer (EWO) during my fourteen years of aviation service, I had little reference on how to implement this office into Army Special Operations Avn. (ARSOA). After a Google online search for "TOO," which yielded 1,920,237 references to everything from aviation to zoology, it finally dawned on me like the proverbial light bulb… "It's about *Survivability*, stupid!"



The tactical operations officers of the 160th ensure that our Night Stalkers can fight with the most effective survivability equipment and tactics, techniques and procedures.

PHOTO COURTESY USSOCOM

TOO as a Survivability Officer

The more I thought about it, the clearer it became. We in the aviation warrant officer business had all the operational bases covered for our commanders and aircrews: standards, training, safety, and maintenance…except we didn't have a technically and tactically proficient professional dedicated to the survivability of our low density and high demand personnel and equipment. I now understood the intent of the aviation branch in its expectations of the tactical operations officer, but some of those duties and responsibilities did not apply to the unique personnel, organization, training, equipment, and missions of the 160th. And thus, Night Stalker Tactical Operations was born as the survivability "Mecca" for our organization.

ASE & EWO

Aircraft survivability equipment is the traditional task base of the EWO that most are familiar with. But in the 160th—due to constant use and the complex, integrated nature of our equipment—the responsibility for the maintenance, programming and accountability of our ASE is shared with the avionics and maintenance teams. This means that the EWO is no longer just an "additional duty," but the leader and the "tie" that binds these elements together. This insures that our Night Stalkers fight with the most effective survivability equipment and tactics, techniques and procedures (TTP). The 160th TOO utilizes all the current tools in the inventory and has direct input into the development of future aircraft and ASE.

Information Survivability

In the world we now face, information is combat power. Our TOOs not only ensure the effectiveness of ASE, they are the "aviation brokers" of intelligence, mission and classified data that supports combat operations. All mission planning in the 160th is centered around the flight lead (FLD) and the mission planning cell. The TOO is the hub of aviation-specific intelligence information to support the FLD, from specific threat equipment information, order of battle filtering, to the TTPs that ensure defeat of threats to our mission and customers. Survivability is not just defensive, our TOOs are also schooled in the offensive use of survival equipment (the classification of this publication precludes discussion of their use).

Personnel Survivability

In every real world operation during its 24 years of existence, the 160th has found itself in the midst of potential and actual personnel recovery operations, including isolation, recovery and repatriation. We have always succeeded by having well-trained people who can act independently in the right place at the right time. But now, with the TOO, we have a focal point for standardizing and implementing personnel survivability. Depending on the level of command where the TOO is assigned, he has responsibility for coordinating each phase of personnel recovery, manage-

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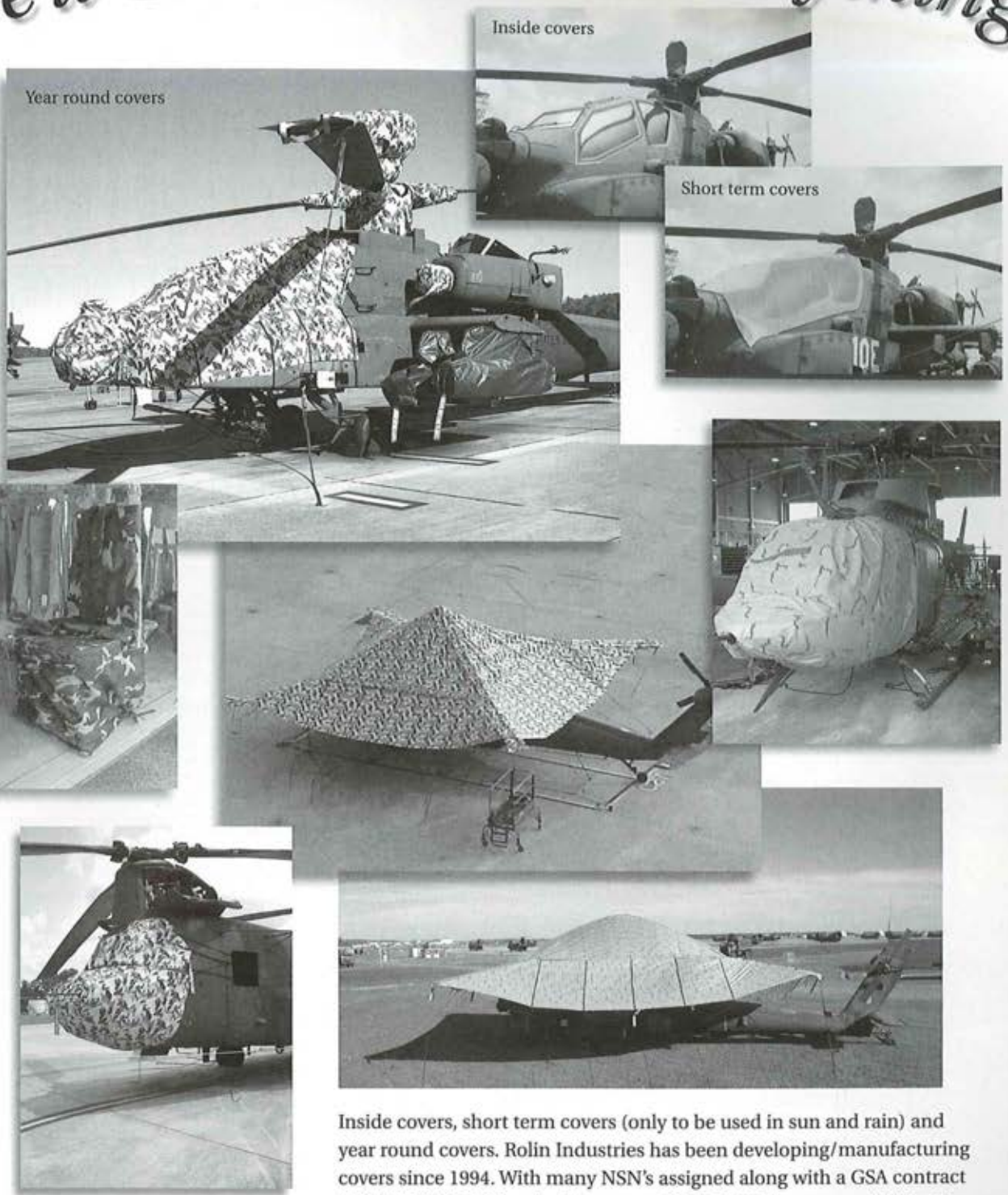

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ment of unit combat skills and survival training, and in some instances, serves on the ALSE steering council to address personal equipment issues.

Survivability Training

Before a Soldier in the Special Operations Aviation Training Company (SOATC) ever gets behind the controls of an aircraft or piece of equipment, he begins his new vocation in the Green Platoon's combat skills phase and attends the Survival, Evasion, Resistance and Escape course at Fort Bragg, N.C. This sets the foundation for focusing on surviving to live and fight another day. As Admiral Hymen Rickover once said that "...the more you sweat in peace, the less you bleed in war," and the 160th lives by this doctrine. Survivability training continues throughout a Night Stalker's career with a variety of SERE-type and environmental training. Using a phased-training approach the TOO, in coordination with other sections, is the facilitator of this training to ensure that no Night Stalker is left without the tools to fight and survive.

Future Survivability

The 160th has always led the way in new equipment and TTP development for rotary wing aviation. We continue to do this with our ASE cell in our Systems Integration Management Office (SIMO). This cell not only looks to the future of Night Stalker survivability, but also assists in the management and maintenance of current and legacy equipment. The TOOs within SIMO work to provide our Night Stalkers with next-generation equipment that continues to advance and remain one step ahead of constantly evolving threats.

"Soup To Nuts" Survivability

The 160th is and always has been a dynamic and innovative organization. It is no different in our implementation and utilization of tactical operations professionals and programs at all levels. The Night Stalker TOO responds personally to unit needs and requirements in real time. He takes a lead role in his internal survivability steering committee. The regiment has elevated the status of the TOO by adding "Survivability" to its regimental Safety and Standardization Council – thus now calling it the SSS Council. We have taken the basic tools of tactical operations and expanded upon them for both the individual and the organization, advancing SOA capabilities now and into its future transformation.

Being the 160th's tactical operations officer is an exciting new career opportunity for Night Stalkers passionate about the survivability of our crews and customers. Tactical operations officers are a key element in our success and survival, and those of us in the field live by the maxim..."Arrive Alive and Return with Honor."

Night Stalkers Don't Quit!

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CW4 Greg Calvert is regimental tactical operations officer for the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

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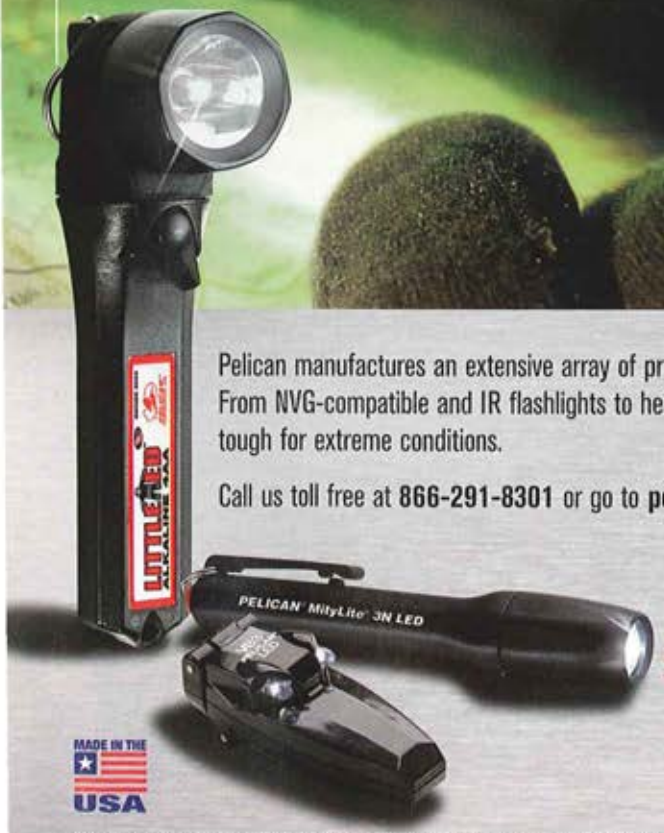

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SPECIAL OPERATIONS AVIATION
SOA

Mission versus Safety

Night Stalker's Approach to Risk Management

By CW4 Troy Boonstra

There are many perceptions of the 160th Special Operations Aviation. Regiment throughout the Army — some of them not so flattering. The one perception that may seem contradictory to some is that we view ourselves as a very safety conscious organization. The reason it seems contradictory is that many perceive the military mission in general, and the special operations mission in particular — as non-compatible with safety. Rather than accepting the premise that *safety* and *mission focus* are mutually exclusive, we have set up a program that proves that mission focus and safety can coexist and mutually support operations.

There are things people must comprehend upfront in order for this system to work. First, everyone must understand that the military's primary mission is not safety. The 160th, like every other unit in the military, has a specific *military* mission. What we look for and develop in our Soldiers and leaders is the ability to judge the parallel demands of both the mission *and* safety. In doing so, we build mission scenarios with safety integrated at every level. Safety is difficult to integrate after the mission is planned without adversely affecting realism in training, or effectiveness in combat. This has been the technique of many Army safety officers in the past and has led to dissension between trainers and safety personnel. This can prove to be a fundamental mistake and often leads to an ineffective safety program.

Innovative Safety Applications
160th SOAR (A)
Safety
Unprecedented Mission Success

The second principle everyone must understand is that to reduce accident rates and truly foster a safe work environment, we must reduce human error. In aviation, human error rates traditionally run around 70 percent of the causal elements in accidents. To reduce accident rates, we must reduce error rates. Preaching safety will not change this. The only thing that will change it is the development of good individual decision making skills. When an individual is confronted with tough choices and must weigh the risks, good decision-making ensures good choices.

The third principle to understand is that risk management starts with the individual Soldier. Over the years of developing SOA, we have concurrently developed a system to groom our Soldiers and leaders to be risk managers. True, we have some distinct advantages in that we screen and select our people. But this allows us to ensure that the person we get has demonstrated the desired qualities we are looking for. We also have an intense training program with our Green Platoon to prepare Soldiers for service in the operational units. Throughout Green Platoon, the soldiers are exposed to risk management "disguised" as tough, realistic training. We teach them to make good

PHOTO COURTESY USSOCOM

The 160th SOAR(A) ingrains risk management into every Soldier serving with the regiment to ensure mission accomplishment without compromising safety.

"Every Night Stalker is expected to understand the difference between mission risk ..."

decisions and demonstrate good judgment. To be honest, isn't that what safety is all about?

Once assigned to an operational unit, the Soldier undergoes a continuous evaluation where his judgment is further developed, and his actions critiqued. Once again, the system is grooming the individual to demonstrate sound judgment in realistic mission situations. Ultimately, we develop a fully mission qualified aviator or Soldier who has been exposed to risk management throughout his progression and a solid foundation of integrating safety as a reinforcing element. This entire process is more of a "lab" than classroom exercise and is far more effective at instilling the fundamentals than any presentation.

To emphasize this, at the end of instruction everyone in the class can identify the five steps in the Army risk management model. There may even be a written test to verify this fact. At the end of Green Platoon, the Night Stalker may or may not be able to identify the five step process, but our goal is that he is able to identify the peak hazards associated with his mission and what is being done to reduce the risk. Classroom instruction is a great tool, but we should make sure that it is giving us the product we need to perform our mission. Without the "lab," classroom instruction often lacks the reinforcement needed for retention.

The beauty of this system is that we apply it across the regiment for every military occupational specialty. It is effective whether training aviators in the cockpit, paratroopers planning a jump, or Soldiers planning a foot or vehicle movement. Exceptional application of composite risk management to every mission is what sets apart a good safety program from a great one, but it depends on solid individual decision making. Every Night Stalker is expected to understand the difference between mission risk (risk of mission failure) and accident risk (risk of injury or equipment damage). The ability to balance and mitigate these risks is a basic quality we do our best to develop. With over three years of constant deployment behind us, and a successively lower accident rate each year, the Night Stalker program is working.

The Regiment Safety Office motto rings true... *"Innovative Safety Applications, Unprecedented Mission Success."*

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CW4 Troy Boonstra is the regimental safety officer and has 13 years with the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

SPECIAL OPERATIONS AVIATION SOA

Families of Fallen Night Stalkers

To Honor And Assist

By Kelly Tyler

It's not enough to promise to never leave a fallen comrade. Those who fall in battle or in training leave behind families who must also be cared for. In keeping with that simple tenet, the 160th Special Operations Aviation Regiment (Airborne) held the inaugural meeting of the newly re-formed "Families of Fallen Night Stalkers."

"The Families of Fallen Night Stalker [FoFNS] program was begun and perpetuated by my many predecessors," said COL Andrew Milani, the 160th's commanding officer. In its current form, the group meets two or three times annually for seminars, memorial services and building dedications, and to renew bonds with each other and the unit.

"Most of the families return because they seek to further their emotional attachment or identity if you will, with the Night Stalkers. Others come looking for purpose. Some, particularly the now-grown children of fallen Night Stalkers, come seeking answers to lingering questions or to find a purpose for what their father did, or was," Milani said.

Group meetings started in September 2004, with 33 wives, children and parents attending a two-day seminar at Fort Campbell, Ky. A second series of seminars was later held in December. During the "Week of Night Stalker Activities," held the last week of May each year, the FoFNS will be invited to participate. Seminars focus on financial management, college fund availability, coping with loss, Veteran's Affairs information, and a variety of other informational briefings. Additionally, a quarterly newsletter goes out to help keep families informed of upcoming events within the regiment.

The foundation for the group was laid in 1993 by Willi Frank, whose husband, CW4 Raymond Frank, was among five Night Stalkers killed in Somalia Oct. 3, 1993, in one of the unit's most publicized battles.

PHOTO COURTESY 160TH SOAR(A)

Families of Fallen Night Stalkers helps to honor the fallen Night Stalkers and strives to assist those left behind develop and maintain a sense of independence and well-being.

"It was a large part of the healing process, to be able to talk and share, and to know that we truly weren't alone, and that the things we were thinking weren't crazy," Frank said. "We could share thoughts, share ideas and share solutions. We could pour out our hearts," she added. "We knew they were people who really knew how we felt. When the people in this group say 'I know what you have been through, and I understand,' you know it is the absolute truth."

"We will continue to provide as much assistance as we can, by creating a forum to gather and share ideas, and help each other," Milani said about the FoFNS. The goal of the organization is not just to honor the fallen Night Stalkers, but to help those left behind develop and maintain a sense of independence and well-being. "We want to help families be independent for life – not just in the immediate years following the deaths of their loved ones," Milani said.

"When it all comes down to it, we have all had a loss," Frank said of her fellow members of the Families of Fallen Night Stalkers. "It is important we have a place where we can each grow in our own time, our own space; where we always have the support of the regiment. We know we will always be Night Stalkers, and a part of the special operations community. We see the world differently here, and that world sees us as special, too. Because of that, we always have a place where we belong. And we can always come home."

Families and relatives of fallen Night Stalkers who have not been contacted by the regiment can contact the 160th and become part of the program by visiting the unit's website at: ***www.nightstalkers.com/ffns/index.html.***

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Retired Army MSG Kelly Tyler is the public affairs officer for the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

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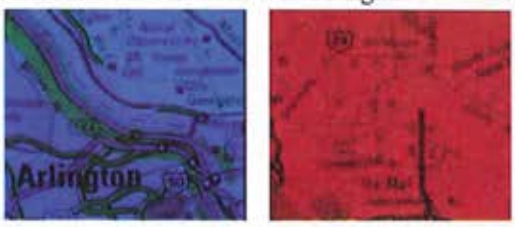

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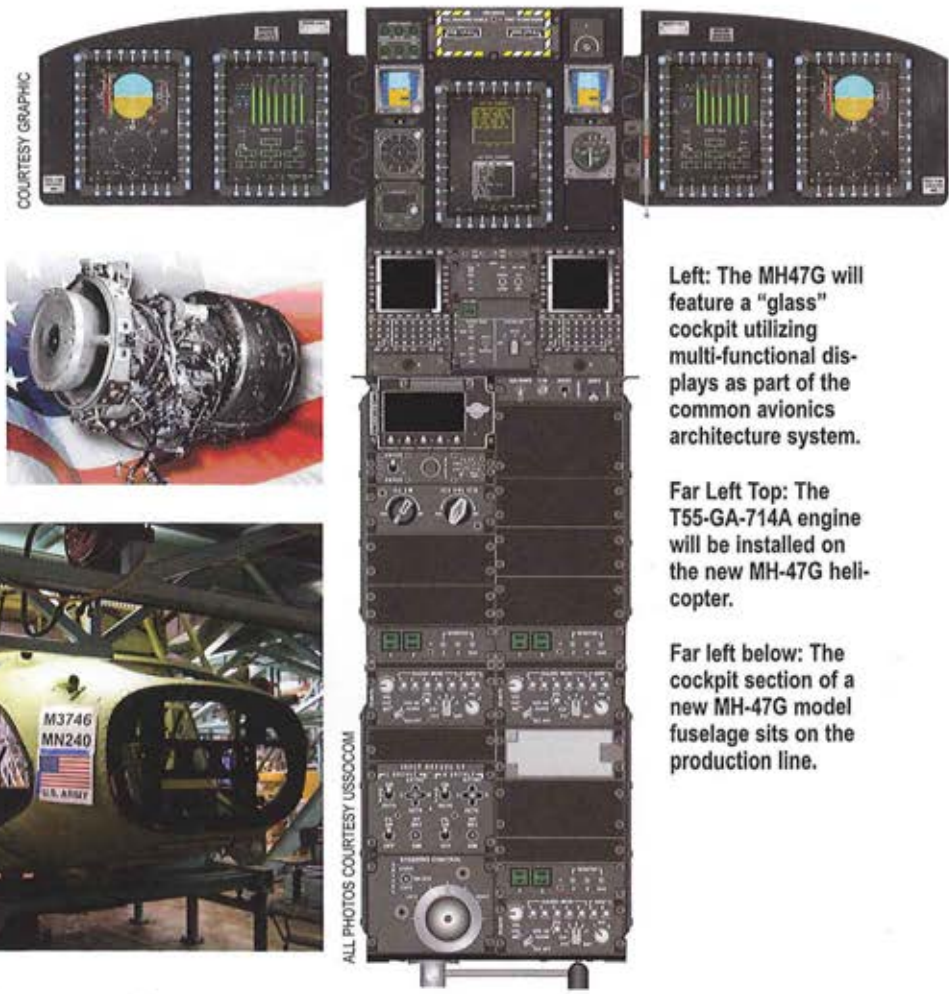
SPECIAL OPERATIONS AVIATION
SOA

Fielding the MH-47G Helicopter

By CW5 Jeffrey Vance

In January, the 160th Special Operations Avn. Regiment (Airborne) received delivery of the first MH-47G special operations Chinook helicopter. The delivery marked the beginning of a new chapter for the heavy assault helicopter and the regiment. For more than 20 years, the Chinook has developed a magnificent history of service with the 160th SOAR. The MH-47G model is the fourth and most capable series of the heavy lift helicopter to serve the unit.

Over the next six years, the U.S. Army Special Oper-ations Command will modernize its existing fleet of 34 MH-47D/E helicopters. The modernization program also includes the remanufacture of an additional 27 CH-47 helicopters increasing the number of special operations heavy assault aircraft to a total of 61 MH-47G helicopters.



Left: The MH47G will feature a "glass" cockpit utilizing multi-functional displays as part of the common avionics architecture system.

Far Left Top: The T55-GA-714A engine will be installed on the new MH-47G helicopter.

Far left below: The cockpit section of a new MH-47G model fuselage sits on the production line.

Employing CAAS

The MH-47G features a number of significant advancements over previous models. Foremost is the addition of the new *Common Avionics Architecture System* (CAAS). The CAAS provides the primary interface between the flight crews and the aircraft systems. It provides control and display of flight data and systems operation for communication, navigation, flight director and guidance, mission aids, aircraft survivability equipment (ASE) and the mission management systems.

The MH-47G CAAS consists of five multi-function displays (MFD) designed to provide tactical, strategic and aircraft system information to the pilots. Two control display units, consisting of an alphanumeric keypad and LCD display provide the primary data input capability for the pilot and copilot. A Data Concentrator System (DCS) integrates the systems instruments by digitizing the analog signals provided by the aircraft subsystems to be presented on an MFD.

Two general purpose processor units (GPPU) provide signal conversion and routing services for the mission aid video sensors. The units also provide high-speed digital switching for the network communication services. Coupled through a high-speed network system and powered by 12 independent processors, each capable of multi-tasking operations, CAAS represents the leading edge of aviation technology.

A Stronger Fuselage

A number of structural improvements have also been included in the development of the MH-47G aircraft. Structural enhancements include a new cockpit (section 41). The new section 41 is constructed of a machined structural framework enclosed by new skin sections and composite panels. The new one-piece machined design provides structural components, which can be easily reproduced to a very high degree of accuracy. Additionally, the one-piece design virtually eliminates the possibility of inter-structural corrosion developing due to water intrusion. Currently, the one-piece formers are installed in the forward cabin section at stations 120, 140 and 160. Rotor induced 1 to 1 rotation vibrations have also been reduced due to enhanced structural integrity of the 41 section. In addition to structural reinforcement throughout the 41 section, a composite

skin panel is installed in the right forward cabin exterior between stations 95 and 160 to further reduce resonant airframe vibrations.

To provide increased protection against corrosion, a corrosion-inhibiting compound has been applied to areas which have historically been prone to deterioration. These areas include the bilge, the combining transmission mount structure and the landing gear torque boxes. The corrosion-inhibiting compound is a durable, resilient coating, which resists deterioration caused by fuel, oil and cleaning solvents.

New Engines

The MH-47G also comes equipped with the new T55-GA-714A engine. The most notable improvement over the current T55-L-714 is the replacement of magnesium-thorium components with more corrosion-resistant stainless steel or aluminum components. In addition to being highly prone to corrosion, the repair of magnesium-thorium has always presented a potentially serious health risk. Previous versions of the T55 engine used magnesium-thorium primarily in the cold section of the engine to include the compressor housing, the inlet housing, the accessory gearbox housing, the oil filter and the starter gearbox housing.

On the GA-714A, the compressor housing has been replaced by upper and lower compressor halves, which are manufactured from stainless steel. The inlet housing and cover, accessory gearbox, oil filter and starter gearbox housings have been replaced by components manufactured from aluminum. Other improvements to the engine include the installation of the improved magnetostrictive torque meter (IMT) system. More accurate than its predecessor, the IMT has also proven to be more reliable. Through improved sealing techniques, system malfunctions due to oil intrusion have been significantly reduced.

The MH-47G model special operations heavy assault helicopter is the fourth generation aircraft to serve with the 160th.

On Track

These improvements coupled with the multi-mode radar, the forward looking infrared or FLIR system, and a high-tech moving map make the MH–47G a most capable weapon in all ambient conditions. The 160th SOAR is currently on schedule to field 20 MH-47G's by the end of fiscal year 2005. The unit is scheduled to complete the fielding of 61 total aircraft by November 2010, representing approximately a 50 percent increase in unit size.

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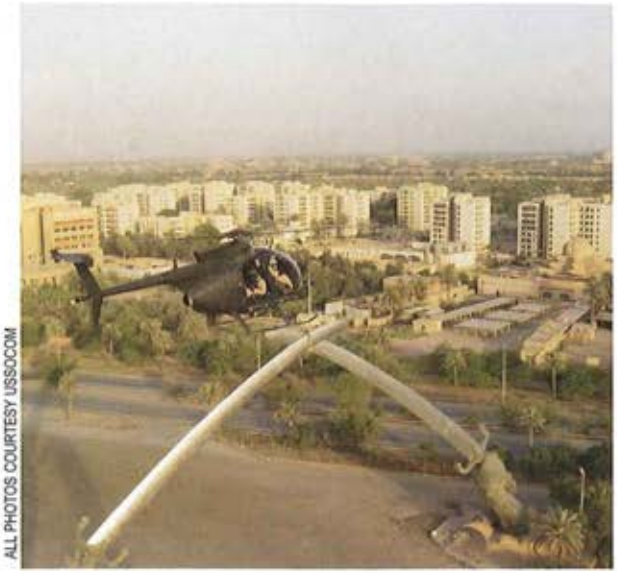
CW5 Jeffrey Vance is an MH-47 section leader with the System Integration and Management Office, 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Kentucky.

SPECIAL OPERATIONS AVIATION
SOA

Transforming Army Special Operations Aviation

By LTC Richard Crogan

The Army and the United States Special Operations Command (USSOCOM) are reshaping themselves to meet the demands of a new strategic reality. The Army's 160th Special Operations Aviation Regiment (SOAR) will transform to meet the demands of this environment through concepts, capabilities, people and organizations for the future joint force commanders by providing joint and expeditionary forces. At the same time, the regiment must also provide and sustain operational forces to fight the global war on terrorism, while maintaining the quality of a hand selected, specially screened, all-volunteer force. The 160th will organize as an expeditionary force based on tables of organization and equipment (TOE) that document personnel and equipment requirements defined in the Army Special Operations Aviation (ARSOA) Transformation Strategy.



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Left: The transformation plan of the 160th provides for four battalions, with certain units focused on various geographic combatant command areas of responsibility. This provides a rotational capability of trained and ready SOA forces to combatant commanders. Here an MH-6 aircraft conducts a recon mission over Baghdad, Iraq.

Background

The USSOCOM Joint Mission Analysis and theater contingency and operation plans validate the requirement for ARSOA growth and restructuring. The changes to the USSOCOM posture reflect a strategy that derives from and is attendant to the demands and the realities of the Global War on Terrorism. The early GWOT operational experience in the U.S. Central Command area of responsibility, where nearly 75 percent of the regiment's combat ready aircraft were engaged in combat support to Operation Enduring Freedom, Operation Iraqi Freedom, and other GWOT missions, was the genesis for this transformation concept.

The enduring realities and requirements of the GWOT drove the U.S. Army Special Operations Command and the 160th to develop the ARSOA transformation concept, which we have named "Forward Presence – Expeditionary" or FP-X.

Resourcing FP-X Requirements

The FP-X concept transitions the organization from the current force to the future force and establishes the optimum organizational design and stationing, enabling the 160th to support the execution of full spectrum operations with responsiveness, agility and lethality, as part of the Future Force Army. The FP-X concept establishes a 3:1 ratio of forces deployed to forces sustained at home station, for the long haul.

To sustain the current GWOT commitments, the 160th established a rotation-based, force deployment rhythm. This rotational rhythm includes both personnel and aircraft. However, the current organizational manning design makes it impossible to achieve a 3:1 ratio among the low-density MOS personnel (maintenance & command and control), as well as the critically short MOS populations.

The FP-X concept will solve the current force structure shortcomings by providing the full resources to achieve the required objective of 3,122 personnel authorizations. It includes the already approved growth by 833 people, and a subsequent requested future growth in personnel of 685 spaces, validated by USSOCOM in the ARSOA Force Design Update (FDU) 05-01.

The FDU 05-01 is currently being staffed within the Training and Doctrine Command and is the ARSOA link into the Total Army Analysis (TAA) 13 process competing this year for Army validation and subsequent resourcing implementation through TOE documentation. The ARSOA FDU will compete for resourcing with other command priorities in the USSOCOM Strategic Planning Process. At the end state, the 160th must comprise, at a minimum, a resourced future force of 3,122 troops, as well as the authorization to activate a fourth ARSOA battalion, and to deactivate several forward deployed companies.

Following the successful resourcing decisions by the Army and USSOCOM, the execution of the ARSOA FP-X concept will enable the 160th to deploy in support of multiple geographic combatant commands simultaneously. It will more than double the number of aircraft currently available to support the five active and two Army National Guard special forces groups (SFG). The FP-X construct

Above: The high demand for and deployment tempo of the 160th SOAR assets in the global war on terrorism, in areas such as Afghanistan here, requires a transformation of its force structure.

Below: The 160th will restructure its battalions to include MH-60 assault aircraft company capabilities in each unit, which allows for greater force package modularity and better self sustainment support.

will manifest itself in more support to combat operations and in the provision of more training opportunities to the SFGs. If the 160th fails to grow beyond the current approved force structure of 2,437 authorizations (spaces), this will have significantly undesirable impacts on operational and Soldier readiness.

The benefit of the FP-X future force design is that it provides some stability, predictability and control over the centerpiece of the ARSOA formation – the individual Soldier.

Transformation Vision of FP-X

The Forward Presence Expeditionary future force will organize on Headquarters Company (HHC), four continentally U.S. (CONUS) based SOA battalions, and two TDA organizations. One battalion will focus on a worldwide mission, while the other three focus regionally on separate geographic combatant commands (GCC). These battalions will provide a forward presence to the different GCC on a rotational basis. The TDA organizations will conduct initial training and systems integration and will organize on TDA manning and equipping authorizations. The ARSOA future force design will make the 160th SOAR more joint and expeditionary, rotationally based to reduce the deployment tempo, and be more globally deployable.

Currently, the 160th Regiment is comprised of a regimental headquarters and three battalions – two battalions at Fort Campbell, Ky., and one battalion at Hunter Army Airfield, Ga. There are two separate companies, one forward-based in Korea to support the U.S. Pacific Command (PACOM), and the second also based at Hunter AAF in support of the U.S. Southern Command (SOUTHCOM).

Our frequent and constant deployments have convinced us that an all CONUS-based expeditionary force of four battalions provides the best posture for the future. The stationing of a fourth battalion on the West Coast will provide the much-needed support that PACOM-oriented special operations forces have historically lacked.

The FP-X approach transforms the regiment into a capabilities-based force, built on airframe-specific companies, in composite battalions. The 1st Battalion at Fort Campbell will be organized with one company of AH/MH-6M light attack & light assault helicopters, and two MH-60K assault and MH-60L defensive armed penetrator (DAP) helicopter companies. In our FDU, the 2nd Bn. at Fort Campbell will transform from a pure MH-47 aircraft battalion into a composite battalion with a mix of three MH-47 companies and one MH-60 company. The East and West Coast battalions (the 3rd and 4th Bn. respectively) will be identical, comprising of two MH-47 companies (8 aircraft each) and a 10 aircraft MH-60 company. The regimental headquarters will remain at Fort Campbell, but will transform from a mainly "resourcing" headquarters to a "war fighting" headquarters.

Companies – The Centerpiece

The centerpieces of our transformation efforts are the aviation companies. Each company in the transformed regiment will have the organic ability to task organize and deploy as a Joint Special Operations Aviation Expeditionary Detachment or JSOAED. They will have the depth in personnel to command and control, and sustain a 90 to 120 day cyclic rotation – with minimal augmentation from their parent battalion. The concept is to provision each company with sufficiently robust maintenance personnel to conduct unscheduled maintenance and to provide aircraft build-up teams during strategic airlift movements. Phase maintenance will be done at home installations.

With this CONUS-based expeditionary force, the 160th will have a greater ability to sustain extended deployments. Remaining forces will be available to support SOF unit training and exercises in CONUS. Additionally, the CONUS based forces will remain ready for no-notice worldwide deploy-

ments in support of contingencies and full spectrum operations.

More Helicopters

The regiment is currently authorized 166 aircraft, however it will request an additional 10 MH-60 aircraft to make the 2nd Bn. a composite-structure organization, and four additional MH-47 aircraft and six additional AH/MH-6 float aircraft for the FP-X future force end strength.

The regiment will streamline the logistics requirements on our aviation platforms from ten mission-design series (MDS) aircraft into three re-configurable MDS helicopter platforms. This efficiency will yield large savings in aircraft sub-component commonality, repair equipment compatibility, and training and operational readiness across the ARSOA fleet. The MH-47G began arriving in 2005 and will replace the MH-47D/E models.

The final delivery of more than 20 MH-47G aircraft is scheduled for later in FY07. The increase in helicopters is particularly significant, given the role of the MH-47 in support of SOF elements in GWOT. These aircraft flew many missions that no other aircraft in the Department of Defense inventory could accomplish. In the future the 160th will also replace all of its MH-60L/K helicopters with the MH-60M model.

Future Platforms: UAVs

The regiment will pursue an unmanned vertical lift aerial vehicle with long-range, high-performance characteristics, including the ability to loiter and conduct support to a wide range of SOF missions through modular payload configurations. The UAV platform will be capable of operating in areas where enemy air defenses have not been adequately suppressed, in heavily defended urban areas, in maritime environments, and in contaminated environments.

The addition of a fourth 160th battalion, stationed on the West Coast, will help provide much needed support to special operations forces oriented on the U.S. Pacific Command area of responsibility.

The UAV solution will provide uninterrupted re-supply of supported ground forces while minimizing the exposure of low-density/high-demand (LD/HD) ARSOA assets and aircrews to hostile fire. Additionally, the UAV platform must have the growth potential to provide an organic intelligence, surveillance and reconnaissance (ISR) capability for enhanced situational awareness onboard aircraft and within command and control nodes before, during and after critical, complex mission execution.

Logistical re-supply missions are often conducted over hostile or denied areas for extended periods of time using LD/HD assets. A multi-purpose vertical UAV will provide an agile, responsive and precise re-supply bundle delivery method for SOF ground elements operating in denied territory, in any operational environment. Additionally, the UAV for ARSOA will be capable of operating in adverse weather conditions and compatible with Joint command, control, communications, computer, intelligence, surveillance and reconnaissance architectures to enable cross-cueing.

Finally, the UAV for ARSOA must lend itself to rapid deployment, setup and tear down in order to accommodate SOF mission and operations tempo. The regiment should be fielded UAV assets consistent to the Army modular force multi-functional aviation brigades (MFAB).

A Bright Future

This FP-X transformation plan will posture the 160th to successfully sustain combat operations from CONUS-based organizations. It will markedly increase the number of available assets for special operations forces in both peacetime and war. The transformation of the Regimental Head-quarters from what has traditionally been an administrative and support role to a war fighting headquarters in the joint arena is a significant leap forward in shaping this Army Aviation organization for a joint fight.

The final future force for the 160th will represent a near doubling of the SOA force. The road ahead is bright for future Night Stalkers. The FP-X plan will provide more stability by home stationing Night Stalkers at flagship installations, which translates into better quality of life for families and a much more predictable deployment tempo. Our challenge will be to sustain our commitment to excellence during this period of unprecedented growth.

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LTC Richard Crogan is the transformation officer for the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, Ky.

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SPECIAL OPERATIONS AVIATION SOA

The Special Operations Aviation Medical Indoctrination Course

By LTC Andre M. Pennardt

The sustained role of the 160th Special Operations Aviation Regiment (Airborne) in support of the Global War on Terrorism resulted in a dramatic increase in the operational responsibilities of unit medical personnel. The use of conventional medical evacuation (MEDEVAC) assets to support special operations forces is often unfeasible due to missions in denied areas. As a result, SOAR aircraft may be used for tactical casualty evacuation (CASEVAC) platforms under these circumstances, thus making it essential to have qualified medical personnel capable of providing in-flight casualty care on such missions.

Current regimental policy prescribes that a SOAR medical provider participates as an aircrew member on every combat mission. Typically, a team of one medical officer and one flight medic supports the dedicated CASEVAC aircraft.

Operational medical support for the regiment is provided by residency-trained flight surgeons, aero medical physician assistants, and flight medics who are graduates of the Special Operations Combat Medic (SOCM) paramedic course. While SOCMs are highly qualified and newly assigned medical personnel generally have significant training in general trauma care, oftentimes they lack the experience required to provide appropriate casualty care and evacuation aboard a special ops rotary wing platform.

The cabin space in mission aircraft offer a unique and challenging environment, including high noise levels, vibration, low light levels, and possible exposure to high altitude and extreme temperatures. These conditions demand the use of specialized casualty assessment and monitoring techniques, measures to prevent potential casualty hypothermia, and medical providers with a high degree of situational awareness.

Consequently, in 2004, SOAR senior medical leaders developed and instituted the Special Operations Aviation Medical Indoctrination Course (SOAMIC) to better prepare new medical personnel to perform CASEVAC duties in this unique environment. This course also serves to integrate medical personnel as functional aircrew members.

Although not accredited as a qualification course, the SOAMIC is an intensive two-week training program required for all regimental medical personnel. It has served the regiment and supported Soldiers well by providing indoctrination in an intense situational environment. Students receive instruction in tactical combat casualty care principles to include care under fire, the set-up and use of specialized CASEVAC equipment sets, preparation of MH-60 and MH-47 aircraft for casualty treatment and transportation, medical support for forward arming and refueling points, special ops medical mission planning considerations, and unit specific aspects of aviation medicine.

The SOAMIC produces medical personnel who are confident and qualified to conduct special operations battlefield care.

Additionally, students undergo day and night qualification for fast-rope infiltration and exfiltration, and casualty hoist extraction. The SOAMIC provides a progressive learning environment, beginning with classroom instruction and concluding with the execution of complex mission profiles aboard regimental aircraft during mass-casualty scenarios.

To graduate, students must successfully complete training events involving battlefield treatment, mass casualty management, infiltration and exfiltration, casualty extraction, and in-flight care of multiple casualties under low light conditions. A 1:1 student-instructor ratio is generally maintained for practical exercises throughout the course to ensure safety and maximize learning opportunities.

The SOAMIC produces medical personnel who are confident and qualified to conduct special operations battlefield care. These graduates have repeatedly proven the value of their training by providing outstanding casualty care and evacuation on numerous occasions during the Global War on Terrorism.

Recent examples include the successful stabilization and evacuation of casualties aboard an MH-47 by a single medical provider; the night time hoist rescue of a critically injured Soldier in mountainous terrain; provision of critical care services and ventilator management to a casualty with multiple wounds; and a night vision goggle in-flight airway control for two Soldiers with head injuries.

The semi-annual SOAMIC course will likely include participation by other special operations units in the future and will incorporate casualty transfer between echelons of care as part of the CASEVAC process.

The regimental medical leadership will continue to expand and refine the SOAMIC to ensure that unit medical providers remain the best qualified to meet the needs of injured special ops forces in even the most austere environments. Although the SOAMIC is labor and resource intensive, the lives saved during combat, coupled with aircrew confidence in unit medical personnel, far outweigh any costs.

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LTC Andre M. Pennardt is the regimental surgeon for the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, Ky.

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SPECIAL OPERATIONS AVIATION SOA

160th SOAR ALSE

Raising the Bar on Global Aviation Life Support

By CW4 Todd McDunn

The Army owes its modern night fighting aviation capabilities to the Soldiers of the 160th Special Operations Aviation Regiment (Airborne) who pioneered night flight techniques, and equipment. The 160th learned quickly that the standard issue flight equipment would not meet the needs of their unique missions. The Aviation Life Support Equipment (ALSE) shop of the Night Stalkers has been providing common sense solutions to aircrews since its inception.

ALL PHOTOS COURTESY USSOCOM

Aviation life support equipment for the 160th comes in various configurations based on mission and aircraft type. It also incorporates the technology advances of the Air Warrior system.

Survival Vests

The SRU/21P survival vest was one of the first items modified to meet 160th specifications. Early on it was discovered that a single vest design proved insufficient, as each helicopter had a different mission, cockpit design and performance capabilities—thus requiring different aircrew needs and restrictions.

The MH-60DAP vest was developed in 1990 to meet some needs, with the Survival Armor Recovery Vest Special Operations, or SARVSO, being designed in 1995. The MH-6 Little Bird vest was created in 1997. Later in 1999, the ALSE shop was directed to develop one vest ensemble for the entire unit that could be reconfigured to meet the needs of all aircrews.

The answer came in the form of the SARVSO II. This vest and body armor ensemble uses the best qualities of the MH-60DAP, SARVSO and Little Bird vests. The SARVSO II is basically a SARVSO I vest in fit and form, but it has had all pockets removed from the outer vest. The drag handle and integrated extraction harness remain. The inner vest was modified to 1000 denier Fire Resistant treated cordura for durability and webbing from the modular lightweight load-carrying equipment (MOLLE) was added to both the inner and outer vest. The color was changed from the traditional black to low reflectance infrared khaki and we added 36 pockets/accessories.

Both versions have a redundant capability for extraction, drag handle and Bat- belt integration. As an added benefit, the system is modular, allowing for growth and changes, and giving the individual the latitude to tailor his kit to his mission and aircraft.

The aircrew survival vests incorporate many features and functions of survival armor recovery vest special operations, or SARVSO, and can be individually configured based on mission requirements.

Flight Helmet

The HGU-56/P flight helmet has served us well, but with limitations. This has forced our Little Bird aircrews to utilize the SPH-4B. We have taken great strides to upgrade the HGU56/P for our use. We replaced the current thermal protective liner (TPL) with the Zeta liner, which has virtually eliminated hot spots and the need for a nuclear, biological and chemical TPL.

We also discovered an in ability to "shoot, move and communicate" in the event an aircraft is forced to land or shot down. This was because pilots

were fighting or evading as soon as they got their seat belts off, and were forced to utilize whatever they had on their body upon egress. To meet the communications need, we developed a hear-thru system into our flight helmets. This system unit uses a cable entrance panel (CEP) (it's in the section on the hear-thru helmets) that operates in two configurations. In the normal mode the CEP functions as standard CEP but in stereo. It also has a simple on/off switch on the back of the helmet, allowing a crewmember to hear sounds outside the helmet, including movements or conversation. Weapons fire, explosions, aircraft and other high intensity noise is not amplified and is virtually eliminated.

This system has been used in real world situations and performed flawlessly. Aircrews were able to shoot, move, and communicate effectively as a group, with increased situational awareness.

We are currently testing a flexible microphone boom, an extreme noise cancellation system and a pump-adjustable bladder system that inflates behind the ear cups for better fit, comfort and seal.

Life Rafts

The 160th ALSE is now fielding seven-man and 20-man vacuum packed life rafts. Vacuum packaged for a long-term life cycle, these rafts feature a one-hand release mechanism, possess a hard-shell case for rugged protection, and are configured for convenient storage and movement. They are uniquely configured for multiple airdrop scenarios, and are designed specifically for use on the MH-60 and MH-47 aircraft.

Other Developments

The 160th has always been at the forefront of ALSE research and development. In addition to helmet and vest modification and life raft improvements, we have also made significant changes and enhancements on oxygen delivery systems, cold weather protective clothing, first aid trauma gear, and exposure equipment. Although the future may be uncertain, one thing is sure…the 160th SOAR ALSE section will be on the leading and cutting edge.

❖❖

CW4 Todd McDunn is an aviation life support officer with the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

ATB Reflags to 110th Aviation Brigade

Text and Photo by James Bullinger

110th Aviation Brigade Unit Crest

Before an audience of hundreds gathered in the Army Aviation Museum, CSM Jerry H. McConnell (left) and COL Steven P. Semmens, the unit's senior leaders, unfurl the colors of the Army's newest brigade.

For over two decades the Aviation Training Brigade at the home of Army Aviation has supported the training of thousands of aviation Soldiers from the Army, Air Force, NATO allies, Pacific-rim and Middle East countries, and Latin America. The brigade, which evolved from the Department of Flight Training on Oct. 3, 1984, and best known by its simple abbreviation "ATB," was re-designated March 17 as the 110th Aviation Brigade.

In his remarks, BG E.J. Sinclair, commanding general of the U.S. Army Aviation Center and Fort Rucker, stated that the ceremony was more than a story about lineage and history.

"This is not just a simple change in unit designation, but more importantly, a symbolic reflection of the broader changes occurring at Fort Rucker, in our branch, and in our Army," Sinclair said.

The 110th Avn. Bde. traces its lineage to the 10th Aviation Group, constituted in 1965, which took individually trained personnel and provided tactical unit training before deployment to Vietnam. The 10th Avn. Group would activate, organize, equip, train and deploy UH-1 airmobile companies and CH-47 medium helicopter companies, conduct transition training in the UH-1 and CH-47, and provide individual training for air traffic controllers. The 10th Avn. performed this mission until the war effort in Vietnam faded, at which point they were inactivated in 1970 at Fort Benning, Ga.

In order to create a namesake that is unique to the brigade, the U.S. Army Center of Military History re-designated the 10th Avn. Group to the 110th Avn. Bde., allowing the ATB to inherit that title and lineage, and carry on the proud tradition of training excellence in time of war.

"The 110th Avn. Bde. will be the centerpiece of training Army aviators. Despite these changes and the ongoing requirement to produce 1,200 new aviators each year, virtually every flight training course has been significantly updated to better respond to the challenges faced by our graduates in today's contemporary operating environment.

"Additionally, as of this week, the 110th Avn. Bde. becomes responsible for training our unmanned aerial vehicle operators. So it will require a permanent presence at Fort Huachuca, [Ariz.]," Sinclair said.

The ceremony marked the end of one very distinguished brigade and the start of a new chapter in the history of the Aviation branch.

SPECIAL OPERATIONS AVIATION
SOA

Setting the Tone

Night Stalker Family Readiness Groups

By Julie Milani

"The time to foster the capacity for Soldier's spouses to cope with tragedy and hardship is not after an emergency occurs – the conditions must be set long before that time."

I hear my husband, COL Andrew Milani, the 160th regimental commander, say these words to every new group of spouses during our monthly new family member orientation briefings. As much as a wife doesn't like to admit her husband is right, and in this case mine, he is absolutely on target.

Anyone who has ever been a part of a family readiness group (FRG) leadership team understands the many challenges associated with convincing new unit spouses that it is in their best interest to get involved in FRG activities. We know from history that if we do not get a spouse involved at the very beginning of their tenure with the unit – we are unlikely to ever get them fully on board. These new spouses and families are the future of our military and it is very important to see them succeed. The purpose of this article is to highlight some of the mechanisms that Night Stalkers use to overcome those initial challenges and set the conditions for new spouses to become part of the FRG family.

"We recruit the Soldier, but we retain the family."

Recruiting Team

"We recruit the Soldier, but we retain the family."

In the 160th Special Operations Aviation Regiment (Airborne), the new spouse's first contact with the unit is through our recruiting team. This team travels worldwide in search of new Night Stalkers. However, it is not only the active duty Soldier they are recruiting, but also the spouse and family, who must be convinced that a tour or career with the 160th can be a positive family experience. The close-knit nature of the unit and the special family friendly atmosphere are basic tenets of the Night Stalker experience. Sometimes the spouse will have already heard about the 160th – but for the most part, they are unaware of the unit and its

A Good Day Down Under

AUSTRALIAN ARMY PHOTO BY SGT STEVE BAKE

It was a "G' day" for Aviation Soldiers last December 1 serving down under in the military personnel exchange program with the Australian Defence Force. The 16th Avn. Brigade Deputy Commander COL Phillip Smith presided over a promotion and awards ceremony for their American partners at Royal Australian Air Force Base Townsville in Queensland. CW5 Michael Weist, assigned to 5th Avn. Regt. as the maintenance standards officer and an S-70A-9 (UH-60) maintenance test pilot since May 2002, was promoted to CW5. Weist, who's deployed on operations to East Timor and Papua New Guinea providing both maintenance and operational flights, is held in the highest regard by the regiment for his enthusiasm and tireless efforts in maintaining the aircraft fleet. CW4 Cassie Logan and SFC Roy Payne, both assigned to the Squadron C, 5th Avn. Regt., were awarded respectively the Australian Army Flying Badge and the Army Air Crewman Badge. Logan, assigned in June 2003, is a squadron flight instructor (IP) and maintenance test pilot. Payne has served since March 2004 as a CH-47 crewman and technician. Pictured above are (l to r): CW4 Jesse Miller, SFC Roy Payne, CW4 Cassie Logan and CW5 Michael Weist. CW4 Miller, who was a member of the 1st Avn. Regt. for 32 months at Oakey Army Airfield in Queensland, served as the regimental standards and gunnery officer (Kiowa) until his return this April.

— CPT Patrick Ford, 5th Avn. Regimental Adjutant, Australian Army

tremendous history. Our recruiting team emphasizes the positive benefits of what "Night Stalkering" means to both the Soldier and the family. The 160th considers families to be part of the unit, so it is equally important that we appeal to the family as well as the Soldier. That is our goal.

SOATC & Green Platoon

"If momma ain't happy, nobody's happy!"

Upon arrival at Fort Campbell, the newly recruited Soldier enters the Special Operations Aviation Training Company (SOATC) and Green Platoon. With each new class, the command team of SOATC conducts a FRG welcome meeting to introduce the spouses to one another and provide them with important points of contact while their Soldier is assigned to the training company. During the first weeks of Green Platoon, as the Soldier learns the stock and trade of his newly chosen profession, the regiment hosts an evening Family Member Orientation (FMO).

This FMO outlines the plethora of resources available to all Night Stalkers. With FRG provided babysitting, the command and staff introduce themselves and describe the benefits of being a member of this elite organization. These benefits include such things as the Night Stalker family practice health clinic, and the legal, spiritual and private organization assistance available to unit families. The importance of integrating spouses into the unit's FRG is a persistent theme – especially with the advent of the GWOT and the relative frequency of Soldier-spouse separations. Spouses are encouraged to develop friendships within the FRGs to provide a network of people to help them cope with being an Army spouse during stressful times.

Weeks or months later, as the Soldier finishes Green Platoon, the SOATC graduation event is heralded as both a Soldier and spouse accomplishment. When the Soldier receives his or her maroon beret, the spouse is also officially recognized at a "pinning ceremony." Several senior unit spouses pin the new spouses with the Night Stalker crest. As most of the new spouses are women, the pinning ceremony marks the beginning of their life-long endeavor as a *Lady Night Stalker.*

Induction Into the Unit FRGs

"Setting the expectations from the very beginning is essential."

After graduation from SOATC's Green Platoon, the Soldier and family in-process into their newly assigned battalion. At the SOATC graduation, representatives from each battalion FRG officially meet the new spouses and present them the "coveted" phone roster and the most recent battalion newsletter. This is the first opportunity for units to welcome new spouses as Lady Night Stalkers.

As with any success comes reality. And the reality of today's family readiness groups is that they are a work in progress. There will still be the struggles of what exactly will entice a new spouse to participate in a FRG. It takes all of us to promote and support an FRG, not only during a war, but in peacetime as well.

The Soldiers and families joining the 160th are multiplying greatly. It is our battalion family readiness group's intent to immediately assimilate new spouses into the unit. Their participation in the FRG is absolutely fundamental to success in the unit. An active and functioning FRG can be most comforting and gratifying. I know from first hand knowledge that each of our FRG's is just that. It is the dedication of each command team that sets the tone for a successful group. Whether for friendships or for the sharing of information – we consider it a success when a new spouse regularly attends FRG meetings or socials. Someday, these spouses will look back at their time with the Night Stalkers and be proud of the fact that they were, and continue to be, Lady Night Stalkers.

And we all know that just like our men... *"Lady Night Stalkers Don't Quit!"*

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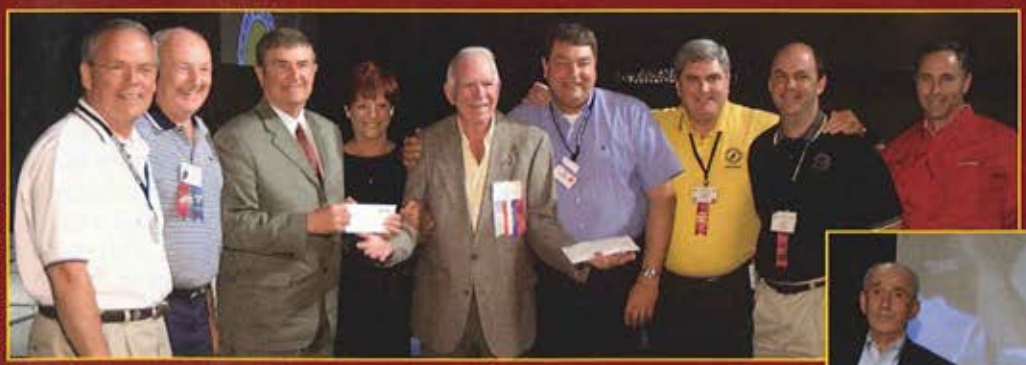
Julie Milani is the spouse of COL Andrew Milani and the first lady of the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, Ky.

Army Aviation Museum Foundation



PHOTOS BY RENE BIDEZ

Photo Below: Mr. Rick Diamond, left, of BAE Systems presented his company's donation of $10,000 to the Army Aviation Museum president,MG Ben Harrison.

Above: Big smiles all around from the Army Aviation Museum Foundation members and their supporters. (l to r): James Roop, AAI Corporation; Ron Kurowsky, AAAA Monmouth Chapter; retired COL Bob Bunting, Mayor of Ozark, Ala.; Lin Graham, AAMF Manager; retired MG Ben Harrison, AAMF President; Michael Miller, Bell Hellicopter; Michael Blake, Bell Helicopter; Doug Shidler, Sikorsky Aircraft; and Ray Handy, Boeing Rotorcraft Systems. Harrison and Graham accepted numerous contributions and donations during the convention.

SPECIAL OPERATIONS AVIATION
SOA

Origins of 2nd Battalion

The 15th Anniversary of the Darkhorse Battalion

By CPT Mark G. Kappelmann

In 1980, following Operation Eagle Claw, the failed hostage rescue mission in Iran, President Jimmy Carter appointed Admiral James L. Holloway to head the commission to study the deficiencies in the United States Armed Forces revealed by the operation. One of the most prominent findings was that the military lacked aircraft and crews trained to perform special operations missions. The U.S. Army turned to the 101st Airborne Division (Air Assault) at Fort Campbell, Ky. to provide the aircraft and crews that would form the core of a new special operations rotary wing capability. This aviation unit developed and became known as Task Force 158.

For the heavy lift capability required for these missions, Company A, 159th Assault Support Helicopter Battalion became the dedicated CH-47C Chinook unit to support what was now being called Operation Honey Badger. These large workhorses had served the Army well for over two decades and were the optimum platform for moving large numbers of troops and heavy payloads to their destinations. The Chinooks proved to be extremely valuable because of their ability to establish forward area refuel and rearm points.

On Jan. 20, 1981, the hostages in Iran were released, but this was not the end of Task Force 158. The Army leadership determined that the unit was required to meet future contingencies and became Task Force 160. The Chinook crews remained under Co. A, 159th Avn. Regiment and its designation as part of this new task force until 1985, when they were re-flagged as Co. E, 160th Avn. Bn. This year was another milestone for special operations Chinook crews with the initial fielding of the MH-47D aircraft with its all weather cockpit (AWC). Three years later, Co. E added aerial refueling probes to their MH-47D fleet, thus making these special ops Chinooks unmatched in performance, mission flexibility and range; a distinction the battalion still holds to this day.

Due to the increasing number of requirements and the growth of the 160th Special Operations Aviation Group (Airborne), the Army reorganized its special operations aviation unit and Co. E became the 2nd Battalion of the 160th Special Operations Aviation Regiment (Airborne) on May 16, 1990. This battalion remains to this day the Army's only special operations aviation heavy assault helicopter battalion.

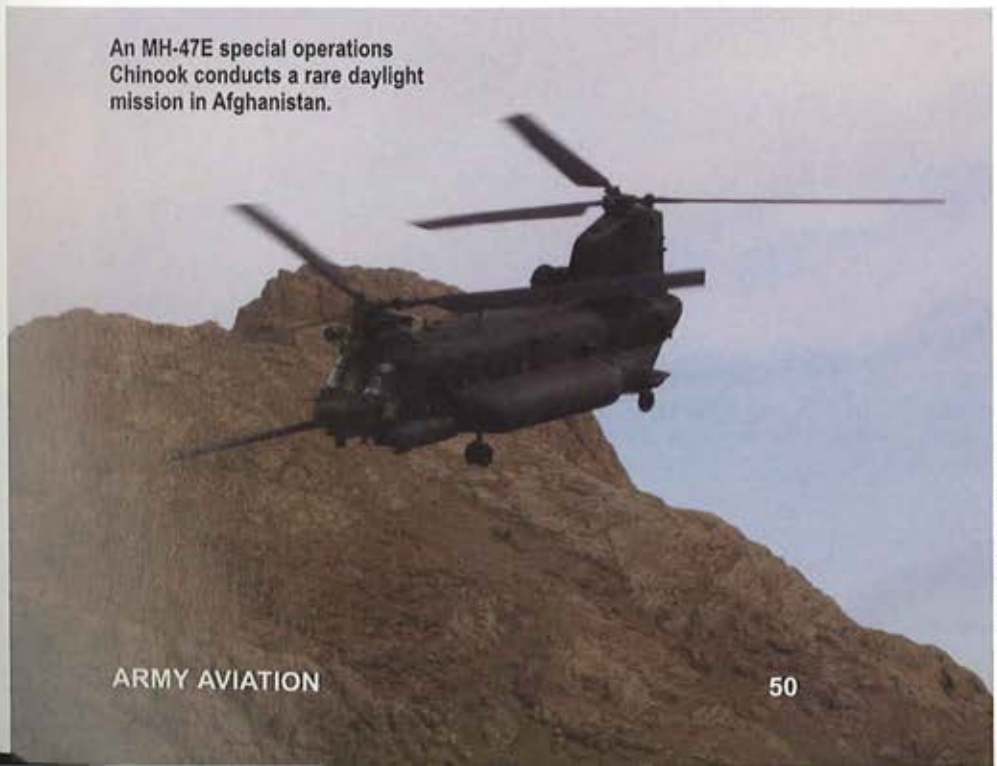
The Darkhorse Battalion Cuts Its Teeth

Within a year of reorganization, 2nd Bn. was providing CH/MH-47D support to Operations Desert Shield and Desert Storm in Southwest Asia. One of the most high profile missions for these special ops Chinooks was providing fuel to the AH-64 Apache helicopters of the 101st Abn. Div., supporting their attacks on Iraqi air defense and ground control intercept sites. This successful mission helped to kick off the air war over Iraq.

The following year the 2nd Bn. once again displayed its prowess and unique capabilities for long-range, extended payload missions when they conducted a non-stop flight from Puerto Rico to Fort Campbell. The duration of this self-deployment was in excess of 14 hours.

In the fall of 1994, the 2nd Bn. was once again called upon as part of an aviation task force to support Operation Uphold Democracy in Haiti. Once again displaying its matchless capabilities, the battalion deployed on an aircraft carrier, which served the task force as an afloat forward staging base (AFSB). Prior to H-hour, a delegation of senior United States dignitaries reached a diplomatic solution with Haitian officials and the battalion carried out its missions for the next six weeks in a permissive environment.

1995 was a year that changed the face of the battalion with the fielding of the new glass cockpit MH-47E aircraft. In May 1995, Co. B received the first MH-47E Chinooks and six months later Co. A received its aircraft. The E model was a marked improvement over the AWC MH-47D aircraft. With its advances in power, fuel consumption, and fuel capacity, it gave the new aircraft much greater range without having to refuel. Two years later



An MH-47E special operations Chinook conducts a rare daylight mission in Afghanistan.

PHOTO COURTESY USSOCOM

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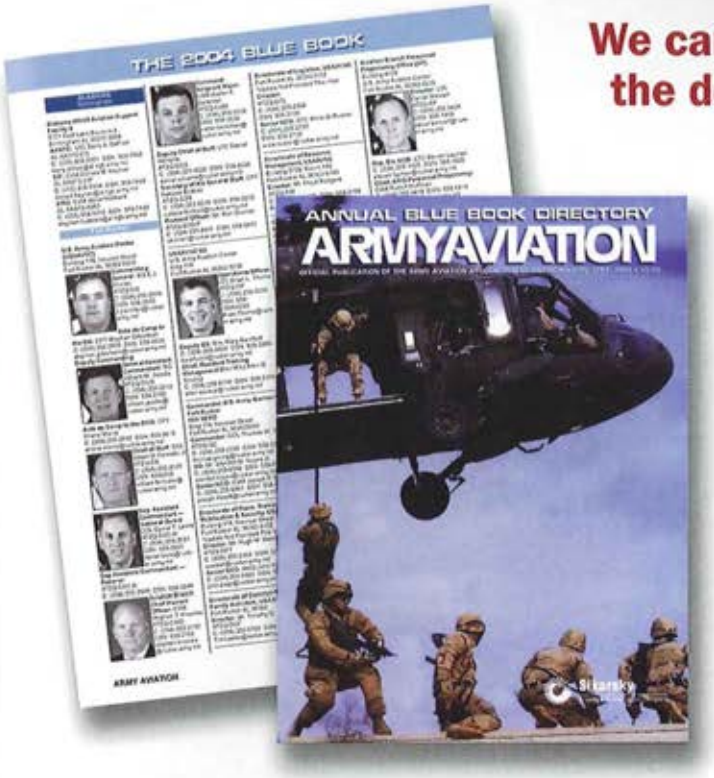

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The heavy lift capability and the versatility of the special operations MH-47E aircraft keeps the crews and unit in high demand.

the battalion fielded the multi-mode radar system for the MH-47E fleet, giving it a terrain following and terrain avoidance capability for enhanced low visibility operations. Since fielding the MH-47E, the battalion has logged in excess of 65,000 flight hours with these aircraft.

In 1998 the Darkhorse Battalion deployed again to Southwest Asia, this time in support of Operation Desert Thunder. As a result of Iraqi harassment of the United Nations inspectors in their hunt for weapons of mass destruction, and due to Iraq's hostility toward coalition forces supporting Operation Southern Watch, the U.S. Central Command requested assets to perform potential combat search and rescue and personnel recovery missions in Iraq. With its distinctive capabilities, the MH-47E was the obvious choice. The task force redeployed back to Fort Campbell after a couple of months, but returned to Southwest Asia less than a year later. Deployed once again to Southwest Asia, primarily for the personnel recovery mission, the 2nd Bn. proved its flexibility with a wide range of missions, some such as the recovery of a crashed Predator unmanned aerial vehicle.

The 2nd Bn. changed its structure in 2001, when Co. E was reformed from part of Co. B. By the end of the year, Co. E had forward deployed to Taegu, Republic of Korea, in support of the U.S. Pacific Command.

The Global War on Terrorism

The attacks of Sept. 11, 2001 had an incredible impact on the entire nation. The 2nd Bn. was one of the first units to react to the attacks. The battalion deployed as a member of two Task Forces in support of Operation Enduring Freedom. The formidable terrain of Afghanistan and the surrounding countries made the MH-47E the only helicopter capable of performing the missions demanded.

The crews deployed to an aircraft carrier and during the opening days of the war flew the longest air assault in the history of military aviation. The mission was in excess of 15 hours. The second task force flew Special Forces Soldiers into Afghanistan up over 14,000 foot mountains night after night. Other than a 45-day period in the fall of 2003, the Darkhorse Battalion has maintained a constant presence in Afghanistan in support of OEF, flying more than 8,000 combat hours in support of SOF.

Operation Enduring Freedom was not just focused on Afghanistan, but also conducted operations in support of the GWOT in the Philippines. Co. E, now in Korea, deployed in support of this contingency operation during 2001 and 2002.

In March 2003, 2nd Bn. deployed assets to Iraq again, this time in support of Operation Iraqi Freedom. The MH-47E Chinooks flew in some of the most demanding environmental conditions seen, including sand storms and severe turbulence, and participated in several crucial missions in the combat phase of OIF that set the conditions for success. When the Darkhorse deployed to OIF, the battalion was supporting three simultaneous MH-47E Chinook forward deployments.

As the world continued to change, 2nd Battalion was once again called upon in 2004 for Operation Silent Justice. A small, specialized task force self-deployed from Fort Campbell to Guantanamo Bay, Cuba and carried out missions from there. Upon completion of their mission in support of Operation Silent Justice, the crews self-deployed back to Fort Campbell.

The Global War on Terrorism continues to this day and requests for the support of the Darkhorse Battalion are ever increasing. The rare qualities of the aircraft and the exceptional crews that fly, maintain and support the MH-47E Chinooks are key ingredients in the support of the U.S. Special Operations Command and the GWOT.

The Future of the Darkhorse

As we celebrate the 15th anniversary of 2nd Bn., 160th SOAR(A), and reflect on the accomplishments and sacrifices of the past years, we also look to the future of the battalion. The MH-47G Chinook is rolling off of the assembly line now and will be fielded to the unit in the years to come. This new aircraft will serve as a service life extension program for the MH-47E fleet and will provide the special operations Chinook with an enhanced cockpit, advanced aircraft survivability equipment, and other upgrades.

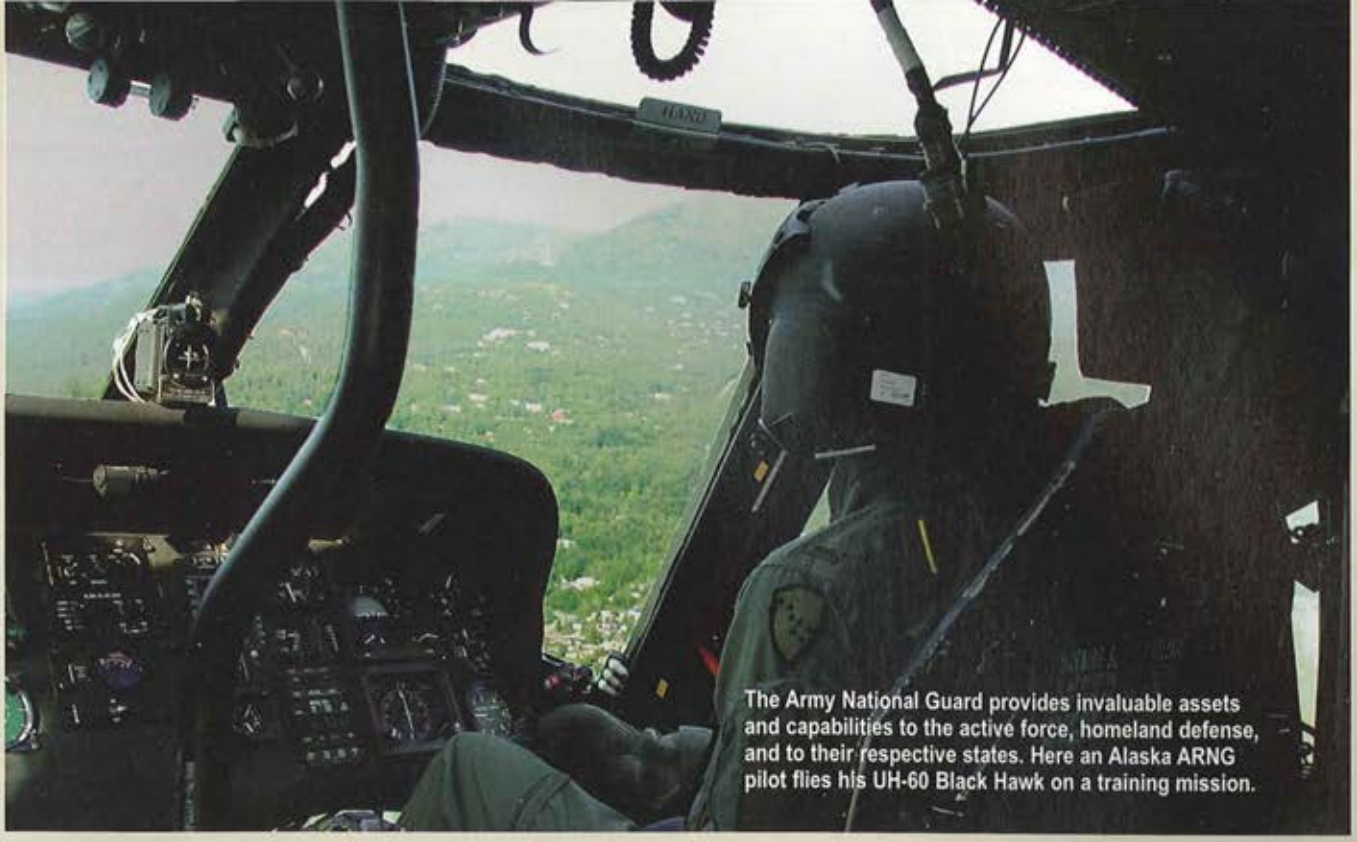
2nd Battalion will continue to stand out not only because of the capabilities of the MH-47E/G, but because of the Soldiers and civilians who work as part of the Darkhorse team. This team will continue to provide special operations forces around the planet with world-class aviation support.

As we look to the future and anticipate the opportunities ahead of the Darkhorse, we also take a moment to look back and remember the members of 2nd Bn. who made the ultimate sacrifice in defending this nation and freedom. We look back on the past 15 years and celebrate their lives and accomplishments, and remember that they loved to fight, fought to win, and would rather die than quit.

Beware the Darkhorse. Night Stalkers Don't Quit!

❖❖

CPT Mark G. Kappelmann is the commander of Headquarters Company, 2nd Battalion, 160th Special Ops. Avn. Regt. (Airborne) at Fort Campbell, Ky.



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The Army National Guard provides invaluable assets and capabilities to the active force, homeland defense, and to their respective states. Here an Alaska ARNG pilot flies his UH-60 Black Hawk on a training mission.

While We Fight

Transforming, Training and Maintaining

By COL Paul M. Kelly

Editor's note: *This is the second article from the National Guard Bureau Headquarters addressing issues of interest on Army National Guard aviation. The first article was published in March. We would like to hear your comments on what you would like addressed and to get your feedback on published articles.*

The National Guard's Army Aviation Training Sites grew not only in permanent infrastructure but in capabilities and criticality to the individual training readiness mission of the Total Army.

The Army National Guard (ARNG) continues its full-spectrum support of the War on Terrorism. However, even though the Total Army is transforming as we fight, theater commanders, mobilization planners and force providers continue to call for units and people to fill wartime requirements as the force is currently configured. In deployments of combat aviation forces to the Central Command's area of responsibility in Afghanistan, Kuwait and Iraq, National Guard units are deploying in their "current force" tactical structures.

As the active Army moves towards the ability to deploy forces in the "future force" and modular fighting force constructs, commanders from the five geographical areas of responsibility within the nine unified combatant commands (and more importantly for the immediate fight, the two major theaters of Northeast and Southwest Asia) will field forces commensurate with their new doctrinally-supported battlefield footprint. As experience, familiarity with, and availability of the new force structures grow, commanders of future battlefield rotations to theaters will employ modular aviation formations. As transformed ARNG aviation units "stand-up" and are ready to deploy, they will be able to replace active Army, Guard and Reserve force formations on the battlefield, allowing them to re-deploy, Reset and transform.

Guard Transformation

Significant transformation events await many redeploying forces. Some will simply incur a change in their modified tables of organization and equipment (MTOE) autho-

rizations and command structure to the modular construct. Some will be re-missioned against a new war-trace and begin orientation and training towards operations in another future theater. Some will endure (along with everything else) a complete unit re-flag and change-out of major combat weapons systems, necessitating a complete re-training and qualification of all line-unit warfighters and command personnel. In all cases, transformation is programmed to occur at a furious pace.

When considering aviation transformation and modernization to the future force, a key readiness factor impacting our Army's ability to meet the federal mission is individual training and military occupational specialty (MOS) qualification. Selection, review and nominations of Guard aviation units for possible mobilization have challenged us to (collectively) recommit to a higher standard of duty MOS qualification and have fostered new ways of accounting for training resource utilization by our units and maximizing their execution. This highlights new challenges as transformation progresses in which the ARNG has taken definitive action over the past several years to meet, to ensure that MOS qualification is aggressively sought as we transform and support the war on terrorism. One of those definitive actions and its continuing positive return on investment has been the inception and continuing contributions of the ARNG aviation training sites.

Left: Guard aviation units and individuals received training at various National Guard run Army Aviation Training Sites across the country. At the Western AATS in Marana, Ariz., training on aircraft systems such as the AH-64A Apache help reduce the training burden on active Army resources.

Below: The High-altitude AATS near Gypsum, Colo. is indispensable at training and qualify aviation warriors to conduct operations in mountainous terrain and at high elevations around the world. Guard pilots from the Alaska ARNG fly in such a challenging and unforgiving environment.

ALL PHOTOS COURTESY ARMY NATIONAL GUARD BUREAU

National Guard AATS

Typically, the U.S. Army Aviation Center (USAAVNC) at Fort Rucker, Ala. operates at maximum capacity each training year in each of its MOS and skill identifier producing courses for aviation branch officers and enlisted personnel. The National Guard's Army Aviation Training Sites (AATS) were initially created to provide a legacy aircraft system training capability in lieu of USAAVNC, which eventually "morphed" into a "training surge" capability for the Aviation Center to help mitigate insufficient training capacity over a relatively short period of time. The intent as originally conceived was to have the ability to stand-up and stand-down USAAVNC-approved programs of instruction at approved venues to help USAAVNC meet immediate and short-term un-projected training requirements.

However, throughout the period of the Army of Excellence (AOE) conversion in the late 1980s through the Aviation Restructure Initiative in the 1990s, the AATS grew not only in permanent infrastructure but in capabilities and criticality to the individual training readiness mission of the Total Army. Each AATS has nurtured and grown a full cadre of highly experienced professional instructors, using state-of-the art technology and facilities to execute a full load of Total Army School System certified graduate aviation training. Now they are a vital component of Army Aviation's war fighting capability and figure heavily in our Army's readiness for war.

Our AATS facilities serve all components of Army Aviation. Although their primary mission is to train the rated traditional-drilling Guardsmen, the AATS can train rated Army aviation personnel from all components when that training either supports or does not adversely impact Guard training (accomplished simultaneously). In fact, the mobilization mission for the AATS includes direct augmentation of USAAVNC to accomplish war fighting aviation qualification training. Additionally, mixing active Army, Reserve and Guard students has been mutually beneficial in many instances. Odd class sizes, student scheduling conflicts or last-minute cancellations have left shortfall opportunities for active Army or USAR aviation personnel to attend or complete required MOS training for deployment, when USAAVNC was unable to re-program on short-notice to handle the load.

In fact, the AATS have been a mission-critical component of recent deployments for the Army, the USAR and the Guard. Several identified MOSQ shortfalls (which appeared during the period that several "Derivative" units programmed for the warfight were cobbled together from non-mobilizing MTOE and table of distribution and allowance (TDA) structure) had to be addressed and mitigated through training and qualification on short-notice and, in some cases, after the individuals were already fed-

eralized and at the mobilization station. The AATS were the Army's best option for accomplishing the needed training and did so both at the AATS and by placing AATS instructors at off-campus locations, including secondary unit locations where aircraft were available.

Whether it's aviator, instructor pilot or maintainer qualification in modernized systems at the Eastern AATS (EAATS), Western AATS (WAATS), the Fixed Wing AATS (FWAATS) or the High-altitude AATS (HAATS), our ARNG aviation training sites are indispensable and remain at the forefront of the challenge to train and qualify aviation warriors, and help to increase combat readiness across all components of the Army.

AVCRAD Support to Aviation

Another key readiness factor impacting our Army's ability to meet its federal mission is the ability to maintain equipment at home and deployed, and to perform in-depth maintenance as close as possible to the customer. More directly, this speaks to the ability to shorten the aviation logistics "tail." The National Guard's four deployable Aviation Classification Repair Activity Depots (AVCRAD) – the 1106th in Fresno, Calif.; the 1107th in Springfield, Mo.; the 1108th in Gulfport, Miss., and the 1109th in Groton, Conn.– deliver a high standard for depot-level repair capability and excellence to the doorstep of the combatant commander.

A deployed AVCRAD in Kuwait commands and operates the Theater Aviation Maintenance Program (TAMP) at Camp Arifjan. The TAMP is primarily a forward repair activity for the Army Materiel Command and the Aviation and Missile Command focused on national maintenance program (NMP) component repair. In this capacity, the AVCRAD repairs selected aviation components to an NMP standard and returns them to the wholesale supply system without leaving theater. The TAMP also maintains a forward presence with a team stationed in Balad, Iraq.

In addition, the TAMP provides assistance to arriving combat aviation units with reception, staging and onward movement at the port in Kuwait. They also perform scheduled and unscheduled major aircraft and weapons systems repair, as well as classification and repair of crash-damaged aircraft.

Summary

These focused ARNG warfighting, training and maintaining capabilities are critical to combat readiness whether forward deployed or at home. Our Guardsmen and women demonstrate their dedication to the Total Army mission every day and see only that we all wear the same service identifier "US Army" proudly on our uniforms.

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COL Paul M. Kelly is the chief of the Aviation and Safety Division, National Guard Bureau, Army National Guard Readiness Center, Arlington, Va.

2005 Army War College Aviation Branch Graduates

AAAA congratulates the 18 Aviation branch officers of the U.S. Army War College's class of 2005, who graduated June 11 at Carlisle Barracks, Pa. The officers, with assignments, are:

ARMY PHOTO BY K. SCOTT FINGER

Pictured above back row (l to r): COL Roth, COL Stockhausen, LTC Stull, LTC Blackburn, LTC Medigovich and LTC Thompson. Middle row: LTC Torres, LTC Hilty, LTC Angevine, LTC Mahoney, LTC Egbert, COL Buss and LTC Gowen. Seated: LTC White, LTC Robinson; BG E.J. Sinclair, Aviation Branch Chief; LTC Brown, LTC Carroll and LTC Gehler.

LTC John E. Angevine
Department of Defense
LTC David M. Blackburn
Chief of Plans, Multinational Force-Iraq
LTC Matthew J. Brown
Cdr, 1st Bn., 158th TASS, WAATS
COL John C. Buss
Cdr, Aviation Brigade, Fort Wainwright, Alaska
LTC Carolyn A. Carroll
Chief of the Pol-Mil Section, CFC-CA, Afghanistan
LTC Jerry L. Egbert
Directorate of Training and Doctrine, Fort Rucker,Ala.
LTC Christopher P. Gehler
Chief, CJ3 Plans, CFC/USFK, Korea
LTC Timothy E. Gowen
XO, Avn. Depot Maintenance Round out Unit, Aberdeen
LTC Timothy J. Hilty
Cdr, 1st Bn., 104th Avn. Regt., Penn. ARNG
LTC Steven M. Mahoney
Strategic Management Officer, Penn. ARNG
LTC Mitchell K. Medigovich
Director of Army Aviation and Safety, Calif. ARNG
LTC Keith W. Robinson
Pending confirmation
COL James F. Roth
Joint Forces HQ, Wisconsin National Guard
COL Richard C. Stockhausen
Director of Combat Developments, Fort Rucker, Ala.
LTC Alan M. Stull
Army Aviation Task Force, G-3, Army Staff
LTC Scott B. Thompson
Dir. of Evaluation and Standardization, Fort Rucker, Ala.
LTC Richard J. Torres
Operations Officer, 171st Area Support Group
LTC Christopher F. White
Comptroller, USASOC, Fort Bragg, N.C.

2005 AAAA CONVENTION

1. Mr. Mickey Mouse (center) took a moment to welcome AAAA national and convention staff members to the Coronado Springs Resort before the convention.

2. Army Aviation Hall of Famer, Gold Order of Saint Michael recipient, former AAAA National President and long time member COL John Marr is pinned with his 45 consecutive years of membership pin by his wife Willa.

3. The press room, sponsored by GE Aircraft Engines, supported many media opportunities, including this working lunch with Bell Helicopter Textron.

***Disney's Coronado Springs* Resort, Lake Buena Vista, Florida May 5-11 2005**

Photography by René Bidez and James Bullinger

4. An AH-64A Apache makes its approach to the parking lot in front of the convention center.

5. The Exhibit Halls included over 200 government and industry displays.

6. The AAAA Scholarship Foundation, Inc. board convened to conduct some business during the convention.

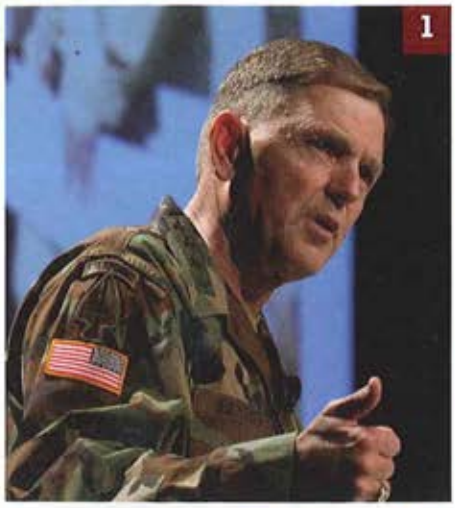
7. Cub Club members gather to catch up with each other and share a laugh. Standing, L-R: Art Kesten, Jim Smith, Sid Achee, Gordy Kinley, Joe Hely, Art Pumphrey, Russ Baugh, Orville Sheppard. Seated, L-R: John Nave, Bill Roehl, Harry Townsend, Doug Ciley, Billy Brashear, Lee Cantelbary, Reb Hankins.

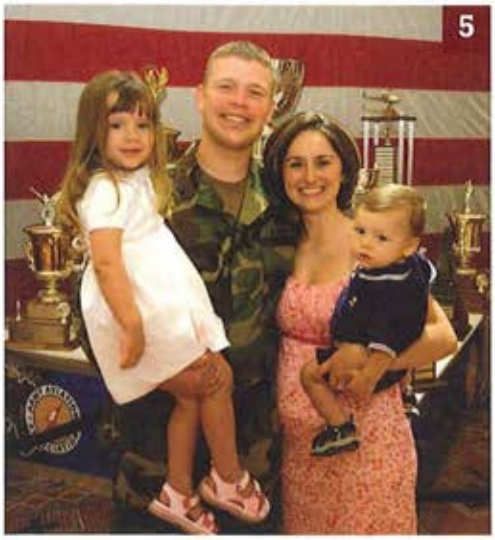
Monday, May 9, Morning:

8. AAAA President MG (Ret.) Andy Andreson opens the annual convention on Monday.

9. The U.S. Special Operations Command Honor Guard, under the leadership of Tech. Sgt. Bruce Pollack, posts the Colors.

10. BG E.J. Sinclair introduces several "Heroes of the Battlefield," some of the Aviation Soldiers who have bravely served their nation during the past year overseas.





1. GEN Bryan D. Brown, commanding general of the U.S. Special Operations Command, provided the keynote address to the audience of over 1,300.

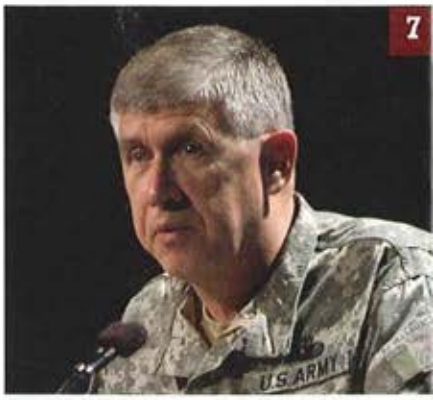
2. Mr. James E. "Snuff" Thompson, Program Integrator for Apache Modernization and Recapitalization, gives an acceptance speech following his receipt of the 2004 Joseph P. Cribbins Department of the Army Civilian of the Year Award.

3. The Robert M. Leich award for 2004 went to MG James D. Thurman (center) for his leadership of Task Force Aviation. Assisting with the presentation are GEN Bryan D. Brown and BG E.J. Sinclair.

4. The 2004 James H. McClellan Aviation Safety Award recipient is CW5 Jamie Haas. Helping with the presentation of the trophy are (from left to right): GEN Bryan D. Brown, CW5 Brent Driggers, BG Joseph Smith, Haas and BG E.J. Sinclair.

5. SPC Michael R. Hedgpeth shares his honor of being the Aviation Soldier of the Year with his wife Brianna and their children Gabriella and Michael.

6. CW3 Christopher P. Wilson, 2004 Army Aviator of the Year, shares the moment with his wife Debbie (left), children Ava and Nicholas (front) and his mother and father Susan and Steve Wilson, and sister Wendy Thompson.



7. GEN Benjamin S. Griffin, commanding general of the Army Materiel Command, speaks on logistical transformation.

8. AAAA's NCO of the Year was SFC William G. Howard, who is flanked by 1SG Cornell Williams, his mother and father Linda and Larry Howard, and his company commander CPT Gerald Thompson.

9. VCSA, GEN Richard Cody briefing the audience via live video teleconference from the Pentagon.

10. COL William T. Crosby, Project Manager for Cargo Helicopters, gives an update on CH-47 aircraft initiatives and actions.

11. Director of the Army National Guard LTG Roger C. Schultz gives a motivating presentation on National Guard mission performance over the past year.

12. The Army Reserve Aviation Unit of the Year award was presented to the "Flying Dragons" of the 6th Battalion., 52nd Aviation Regiment in Los Alamitos, Calif. Pictured are BG E.J. Sinclair, SMA Kenneth O. Preston; LTC Steven Campfield, 6-52nd Avn. commander; CSM Peter Tirapelle, 6-52nd Avn. CSM; and LTG Roger C. Schultz.

Tuesday, May 10, Morning:

13. The Army National Guard Aviation Unit of the Year award was Task Force Pirate, lead by Headquarters and Hqs. Co., 1st Bn., 211th Avn. Regt., Utah ARNG. Here the unit leaders (l to r), LTC Rodney S. Robinson and CSM Gary C. Stearman, are joined by their respective spouses Jamie and Lucille.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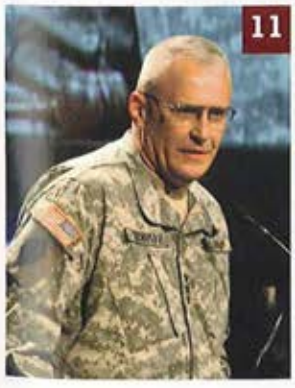
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14. The 4th Brigade Combat Team of the 1st Cavalry Division, Fort Hood, Texas, was selected as the 2004 Active Army Aviation Unit of the Year. Pictured are BG E.J. Sinclair, SMA Kenneth O. Preston, commander COL James C. McConville and the senior NCO CSM Donald R. Sanders, and LTG Roger C. Schultz.

15. SMA Kenneth O. Preston, Sgt. Maj. of the Army, discusses key aspects of Army transformation and how it relates to Soldiers and their families.

16. MG Virgil L. Packett II, the deputy commanding general of the XVIII Airborne Corps, briefs on ongoing efforts in the Global War on Terrorism.

17. MG James H. Pillsbury, commanding general of the Army's Aviation and Missile Command, speaks on the life cycle management concept and condition based maintenance during his presentation.

18. Director of the Army Aviation Task Force BG Jeffrey Schloesser gives an update on aviation transformation, and the actions and initiatives his team is working on behalf of the Army.

19. The Honorable Valerie Lynn Baldwin, the Assistant Secretary of the Army for Financial Management and Comptroller, provided a lively address to the Tuesday morning audience.


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1. Chief warrant officer of the Branch CW5 Brent Driggers conducted the warrant officer professional sessions on Tuesday afternoon.

2. Branch Command Sergeant Major, CSM Buford Thomas, briefed the enlisted and NCO update on Tuesday afternoon.

Tuesday, May 10, Miscellaneous. & Dinner:

3. Bell Helicopter CEO Michael Redenbaugh and MG James Pillsbury, AMCOM CG, sign a memorandum of agreement for support to aviation during the convention.

4. Taking a moment to publicly recognize and honor CW3 David A. Fallon, the 2004 AAAA Trainer of the Year, are Retired GEN Barry McCaffrey and BG E.J. Sinclair. Fallon was deployed with the 160th Special Operations Aviation Regiment in January during the annual AAAA National Functional Awards presentation at Fort Rucker, Ala.

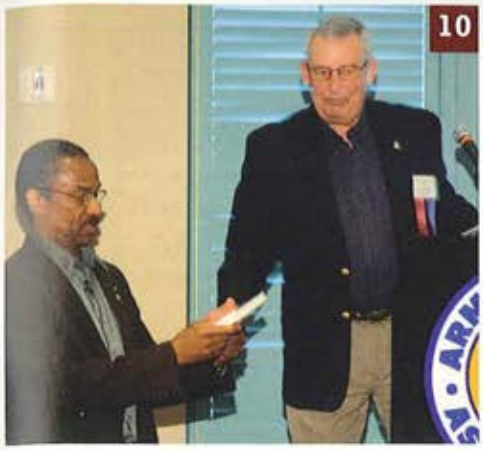
5. MG (Ret.) Ben Harrison, president of the Army Aviation Museum Foundation, gives a big "thumbs-up" for the $30,020 check donation from MG (Ret.) Andy Andreson. The check represents $1 per AAAA member, plus an additional $15,000 to restore aircraft.

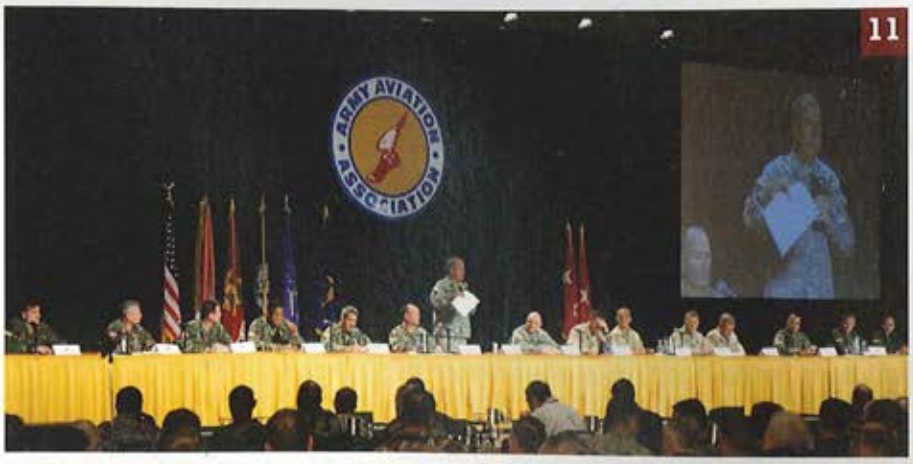
6. Ron Kurowsky, president of the Monmouth Chapter, receives a $400 prize check and certificate for being the AAAA Top Chapter from MG (Ret.) Andy Andreson. Being a consecutive win for the Monmouth Chapter, Kurowsky donated the check to the scholarship fund.

7. MG (Ret.) Carl H. McNair, Jr., vice president of the AAAA Scholarship Foundation, Inc. board of governors, receives a $50,000 donation to the fund from AAAA President MG (Ret.) Andy Andreson and Executive Director William Harris.

8. "Top Gun" recruiter for 2004 Bill Cannon is presented with his $300 prize check and certificate of appreciation from BG (Ret.) Tom Konitzer and MG (Ret.) Andy Andreson.

9. Mr. Michael J. Tkach, VP/General Manager Rotorcraft Systems, The Boeing Company, presents MG Carl McNair, President of the AAAA Scholarship Foundation with their fourth $10,000 donation toward a total pledge of $50,000.





Wednesday, May 11:

10. The Honorable Claude M. Bolton, Jr., Assistant Secretary of the Army for Acquisition, Logistics and Technology (left), accepts a copy of retired MG Benjamin Harrison's book on Operation Ripcord from Andy Andreson. Bolton started the Wednesday events by serving as the First Light Breakfast guest speaker.

11. A popular feature of the convention, BG E.J. Sinclair leads the warfighting discussion panel during the Wednesday morning professional session.

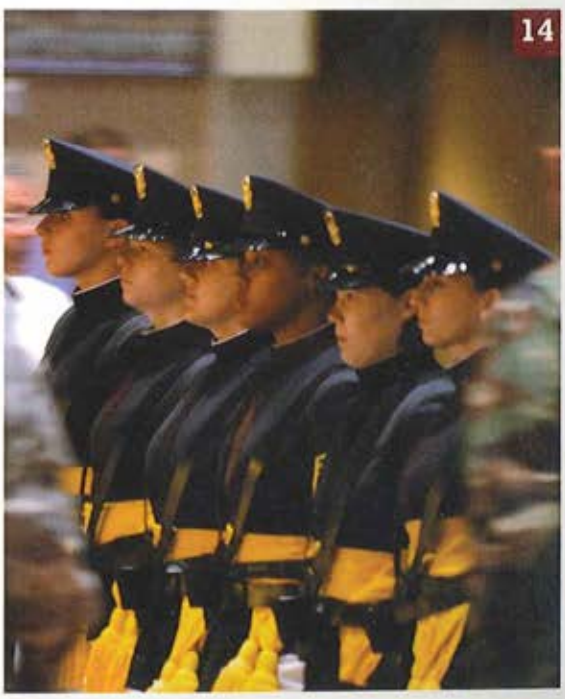
12. Mr. Paul Bogosian (center), along with the project managers of the Program Executive Office for Aviation, open up for questions during the "Future of Army Aviation" discussion panel.

13. Retired GEN Barry McCaffrey, dinner guest speaker, shakes hands with Cadet Laken Hopkins from the Virginia Women's Institute for Leadership at Mary Baldwin College in Lexington.

14. The cadets from the Virginia Women's Institute for Leadership at Mary Baldwin College march forward to retrieve the Colors at the conclusion of the convention.

15. As his last official act AAAA President MG (Ret.) Andy Andreson passes the gavel to incoming President BG (Ret.) Tom Konitzer, left.

See You in Nashville!
April 9-12, 2006



POTM
People on the Move

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 James Bullinger, e-mail: editor@quad-a.org.*

Editor's note: Thanks to all of our members who contributed the various notes to POTM. We appreciate your support to recognize these outstanding Soldiers.

The Army Chief of Staff announced May 6 the assignment of **BG Michael C. Flowers**, Chief of Staff, Kosovo Forces (Main) in Pristina, Kosovo to Commander of the Joint Prisoner of War/Missing in Action Accounting Command with the U.S. Pacific Command at Hickam Air Force Base, Hawaii. Date of transfer is to be determined.

The Army Chief of Staff announced May 2 the promotion of **LTG Dell L. Dailey** as result of his Senate confirmation on April 28. Dailey moves to an assignment as Director of the Center for Special Operations, U.S. Special Operations Command, MacDill Air Force Base, Fla.

BG Gratton O. "Neal" Sealock, II was placed on the retired list effective May 1 after a culmination of more than 30 years of service. Sealock's last assignment was as the Deputy Commanding General of the U.S. Army Cadet Command, Fort Monroe, Va.

The Fiscal Year 2006 COL/GS-15 Project Manager Acquisition Command Selection Board results were released May 17. Congratulations to the following 2 aviation related officers:

C4A- Project Manager
LTC Bryant, Thomas H. +
LTC Shufflebarger, Newman D.

* = AAAA Member
\+ = Life Member

The FY06 LTC/GS-14, Product Manager Acquisition Command Selection Board results were released May 17. Congratulations to the 7 aviation related officers:

7A- Product Manager
LTC Alvarez, John G. *
MAJ Brunson, Kerry P. *
MAJ Donovan, Sharlene J. *
MAJ Grinsell, Christian B. *
MAJ Higgs, Carl B.*
MAJ Todd, Thomas H. III *
LTC Tuftie, Bruce J. *

The FY06 LTC/GS-14 Reserve Component Acquisition Command Selection Board results were released May 17. Congratulations to **MAJ Keith Brown** for his selection in category 7A- Product Manager.

The FY06 Colonel Army Medical Dept. Command Selection Board results were released May 3. Congratulations to the following 2 distinguished flight surgeons on their selection:

M6B- Medical Treatment Facility TDA-2
COL John A. Powell *

M6E- Medical Treatment Facility TOE-2
COL Steven W. Swann * (Tentatively as Commander, 30th Med. Bde., Heidelberg, Germany)

The Senate confirmed the following Army National Guard and Reserve General Officer nominations on April 28. Congratulations to the following officers:

ARNG officers recommended by the December 2003 General Officer Federal Recognition Board (GOFRB) for promotion as indicated, Reserve of the Army:

To Major General:
BG Jessica L. Wright *
To Brigadier General:
COL Louis A. Abbenante *

From the June 2004 GOFRB for promotion as indicated, Reserve of the Army:

To Major General:
BG Charles G. Rodriguez *
To Brigadier General:
COL Robert J. Felderman +

From the December 2004 GOFRB for promotion as indicated, Reserve of the Army:

To Major General:
BG Michael B. Pace *
BG Glenn K. Rieth *
To Brigadier General:
COL Terry R. Council *
COL Lester D. Eisner +
COL Alberto J. Jimenez +

The following changes of command with the 4th Brigade (Aviation), 1st Cavalry Division occurred May 26 at Coopers Field, Fort Hood, Texas:

COL James C. McConville relinquished command of the 4th Brigade (Avn.) to **COL Daniel J. Shanahan**. Shanahan was the III Corps G3 Air. McConville departs to become the executive officer to the Army's Vice Chief of Staff, Pentagon.

LTC Ronald F. Lewis relinquished command of the 1st Bn., 227th Avn. Regt. to **LTC Christopher E. Walach**. Walach was the 4th Bde. S3/XO. Lewis is reassigned as the Aviation Observer/Controller Team Chief, "Eagle 7", at the National Training Center, Fort Irwin, Calif.

LTC William K. Mooney relinquished command of the 2nd Bn., 227th Avn. Regt to **LTC Christopher A. Joslin**. Joslin was the Deputy 4th Bde. Commander. Mooney moves to the Office of the Chief of Staff, Army, Pentagon.

LTC David B. Parker relinquished command of the 615th Avn. Support Bn. to **LTC Mark R. Hirschinger**. Hirschinger was the Director of the Dept. of Aviation Trades and Training at the U.S. Army Aviation Logistics School, Fort Eustis, Va. Parker departs to attend the Naval War College, Newport, R.I.

First Guard BAE Certified

The Georgia Army National Guard's **48th Brigade Combat Team's Brigade Aviation Element** is the first ARNG component BAE to be certified as "combat ready" on April 30 by the Army's Forces Command, the 24th Inf. Div. and the National Training Center. Two active duty BAEs have already been certified, bringing the total to three. Formed last November, the six-member team led by LTC Bruce Chick (Bde. Avn. Off.) completed initial BAE training with the 10th Mountain Div. in February, then Tactical Air Integration System (TAIS) training in March. Additional training included three command post exercises, a Warfighter exercise, two Capstone exercises, and a 30-day training rotation at the NTC. The remainder of Chick's team includes: CW4 Tom Golden, Plans Officer; CW4 Charles Phillips, TacOps Officer; SFC Terry Sanders, Ops NCOIC; SSG Cecil Beamon, Ops NCO; and SGT Victor Lizardi, Ops NCO. The 48th BCT BAE deployed in support of the 3rd Inf. Div. to Iraq in May.

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
1LT Daniel S. Artino
MAJ Erskine R. Bentley II
Mr. Craig A. Finley
2LT Dustin S. Griffith
Mr. Dan R. Harris
MAJ Kenneth A. Hawley
SFC Alvin M. Howard, Ret.
SGT Joey Lyn
CW4 Alfred Marshall, III
MAJ Heath J. Niemi
SPC Jeffrey L. Struik
ALOHA CHAPTER
HONOLULU, HI
MAJ Thomas W. Copeland
AMERICA'S 1ST COAST CHAP.
JACKSONVILLE, FL
Mr. Billy Brashear
LCDR Randy A. Dossey, USN
CSM Adam DuBois, Jr., Ret.
LTC Lewis M. Hersey
CPT Randy T. McCreary
CPT Charles E. Van Zant, Jr.
ARIZONA CHAPTER
MESA, AZ
MAJ Craig A. Guisinger
Mr. George W. Page
Mr. Royal M. Sander
Mr. Edward W. Varley
ARMADILLO CHAPTER
CONROE, TX
MSG Aaron V. Bishop, II
LTC Joseph L. Ingignoli
LTC James T. Kenyon
AVIATION CENTER CHAPTER
FORT RUCKER, AL
WO1 Nicholas C. Adkins
WO1 Evan S. Ahlborn
WO1 Jason A. Aldins
WO1 Jesse M. Allen
WO1 Kyle M.D. Antonson
1LT Andrew D. Arconti
WO1 Bradley E. Baerwaldt
2LT Hugh E. Bailey
WO1 Brian P. Baranek
WO1 Mike T. Barbero
CW4 Miguel A. Barrios
WO1 Stephanie E. Bauman
MAJ Anthony M. Bishop
CPT Bryan M. Bogardus
WO1 John J. Bremseth
WO1 Trevor S. Briggs
WO1 David C. Brown
CSM Ed B. Brown
WO1 Matthew W. Bulford
WO1 Baron C. Burkes
WO1 Shane B. Burkhart
WO1 David W. Burns
2LT Jordan R. Clark
WO1 Patrick J. Coleman
WO1 Paul H. Connors
WO1 Andrew K. Cook
WO1 Saudia I. Coppedge
WO1 Bradley J. Cressman
WO1 Christopher C. Cullen
WO1 Timothy A. Dailey
CW3 Vern B. Daley, Ret.
WO1 Thomas A. Dansbury
WO1 James M. Ditto
WO1 Billy J. Dart
WO1 Garrett L. Darvell
WO1 Angela D. Davis
WO1 Dustin S. Davis
WO1 Richard C. Davis
WO1 Timothy J. Davis, Jr.
WO1 Robert C. Dorr
2LT Audrey A. Doughty
WO1 Nathan J. Drumm
2LT Jeffries H. Duvall
WO1 Foster B. Edwards
WO1 Brett J. Evens
2LT Justin J. Farmer
WO1 Judson W. Farrer
Mr. Garland J. Faust
1LT Kenneth A. Ferguson
WO1 Aaron K. Fish
WO1 Charles E. Fisher
WO1 Robert G. Fitzmayer
WO1 Bailey J. Frohbose
WO1 Justin M. Frye
WO1 William J. Furnas
2LT Jeff Gaines
1LT Jason C. Gay
WO1 Micah J. Gehman
WO1 Jason Y. Gerbert
Ms. Lin Graham
2LT Michael H. Gregory
WO1 Matthew R. Groover
WO1 Cody W. Grow
MAJ Feranando Guadalupe
1LT Anthony R. Hanson
WO1 Robert J. Hansen
WO1 John A. Harlin
WO1 Jeremy S. Harmon
WO1 Nicholas T. Harp
WO1 James O. Helms
WO1 Kevin E. Hendershot
WO1 Jason M. Hendricks
2LT Leslie R. Hensley
WO1 Shane J. Hesse
WO1 James B. Hilliard, Jr.
WO1 Mitchell J. Higgins
WO1 Matthew R. Hill
WO1 Daniel B. Hodge
CW5 Brent K. Hohbach
2LT Brendon M. Holbrook
Mr. Tom R. Holer
MAJ Robert Holmstrom
WO1 Kevin M. Howey
WO1 Damon J. Hutton
WO1 Aleksander M. Jadkowski
Dr. Bruce Jaeger
1LT Andre P. Jeansonne
WO1 David S. Johnson
WO1 Sean T. Johnson
LTC R. Wade Johnson, Jr. Ret
WO1 Steven D. Johnson
WO1 David M. Jonas
2LT Matthew R. Jones
WO1 Benjamin J. Kay
WO1 Jason R. Kerns
WO1 Phillip B. Kincaid
2LT Nicholas M. Klaunis
WO1 Kris R. Klusacek
CW3 Jackie L. Kooner
WO1 Dallas L. Knox
Mr. Ben J. Kula
MAJ Allan H. Lanceta
WO1 Jacob A. Lawrence
COL Lee D. LeBlanc
2LT Matthew C. Lewis
WO1 Ryan W. LoFranco
1LT Kyle B. Liudahl
WO1 Kenneth R. Lofgren
2LT Adam R. Lulay
2LT Jason J. Matovich
2LT Ryan C. McCarty
1LT Adam S. McCoy
WO1 Robert J. McCurdy
LTC Brian S. McFadden
WO1 Timothy M. McGuire
Mr. Michael McHugh
CPT Jennifer A. McKay
2LT Jeffrey B. Meinders
2LT Daniel Mendez
2lT Scott M. Messare
WO1 Todd A. Metz
WO1 Natalie D. Miller
WO1 Adam F. Milliken
WO1 Grant M. Montgomery
2LT Sonya S. Montoya
Mr. Heath J. Morecraft
WO1 David D. Morin
WO1 Michael J. Murphy
WO1 Vance D. Neely
WO1 Michael J. Nielson
WO1 Ryan D. O'Connell
WO1 Nicholas J. Patxot
2LT John D. Penshorn
WO1 Mikolay W. Plater-Zyberk
WO1 DeLeon Ponce
1LT Emil T. Popov
Ms. Mary Portman
WO1 Christopher A. Posey
WO1 Bryan K. Potter
2LT Joseph Priolo
WO1 Vern E. Pritchard
WO1 Samuel H. Ratterree
CW3 James N. Richman, Jr, Ret
CPT Kirk Ringbloom
Mr. Floyd E. Rodgers
WO1 James S. Ross
WO1 Heidi L. Rota
2LT Wilfredo Ruiz
2LT Eric M. Salisbury
2LT Curtis M. Satalino
WO1 David A. Schmiechen
CPT Lloyd D. Scott
MAJ Greg Seamands, Ret.
WO1 Michael T. Shacklee
WO1 Jonathan E. Shaul
WO1 George C. Siegler
2LT Gregory E. Sigman
WO1 Erick W. Sillitoe
WO1 John A. Simmons
WO1 Andrew P. Sinn
WO1 Mark Skala
2LT Stephen J. Small
2LT Wyatt D. Smith
WO1 Derek T. Snevel
2LT Jacob R. Snow
Mr. Ronald J. Stevens
WO1 Tyler N. Stiff
Mr. James L. Stokes
WO1 Adam M. Stratton
WO1 Matthew V. Sutton
2LT Juan-Carlos Tabora
WO1 Benjamin D. Thorley
1LT John A. Torrealba
WO1 James H. Torres, II
WO1 Raul Torres
2LT Timberly J. Turner
Mr. Grover W. Tyner
2LT Matthew H. Veit
WO1 Ronny G. Vestal
WO1 Terry A. Vick
2LT Cora E. Walden
Mr. Virgil F. Weakley
WO1 James C. Watkins
CO1 Terry D. Weaver
2LT William R. Webster
2LT Timothy C. Wheeler
WO1 Benjamin D. Widich
1LT Jeffrey W. Wiesner, Jr.
WO1 Joshua L. Wilhelm
WO1 Michael E. Wilkinson
Mr. Jeffrey T. Wilson
WO1 Luther L. Wolff, Jr.
Mr. Mark O. Wrinn
WO1 Jason L. Wunneburger
2LT John H. Yahnert, Jr.
2LT Jonathan A. Yancey
2LT Jonathan A. Young
WO1 Patrick R. Young
WO1 Josiah D. Zeiner
WO1 Kevin B. Zybach
BIG RED ONE CHAPTER
ANSBACH, GERMANY
CPT Gerald S. Thompson
CW5 Bob Witter
BLACK KNIGHTS CHAPTER
WEST POINT, NY
CDT Jeffrey M. Bonheim
LTC Mike J. Bradley
CENTRAL FLORIDA CHAPTER
ORLANDO, FL
CDT Jared R. Bowles
Ms. Carmen Donahue
Mr. Leslie C. Dubow
CDT Christopher B. Hassan
CDT Jonathan M. Heskett
CDT Steven A. Houk
Mr. Bruce H. Johnson
Mr. Robert S. Kelchner
Mr. James M. King
LTC Joseph M. Kools
MAJ John K. McGee, Ret
CDT Matthew T. Mills
Mr. Bryan N. Sorensen
CDT Justin A. Tussey
COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
MAJ Joe Capobianco
Mr. Hayward S. Florer, Jr.
SSG Terence J. Gilbert
LT Matthew P. Hill
Ms. Kimberly A. Hinkle
Mr. David J. Kinney
Mr Roland J. Pickering, Esq.
Mr. Anthony M. Rich
Ms. Helen M. Tooley
SFC Timothy B. Voes
SGT Nathan P. Walker
CONNECTICUT CHAPTER
STRATFORD, CT
Mr. Wesley J. Harrington
Mr. John H. Larkin
MAJ Philip F. Mawaka
Mr. Scott H. Summers
CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
Mr. Mookhram M. Basdeo
Ms. Kathleen L. DuBach
Mr. Leonard Green
Mr. James M. Hoffman
Ms. Teresa E. Lambert
Mr. Cesar Munoz
Mr. Paul J. Stock
DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
CPT Robert J. Barnaba, Ret.
LTC Keith M. Cianfrani, Ret.
Mr. Peter M. Gerken
EDWIN A LINK MEMORIAL CHAP
BINGHAMTON NY AREA
Mr. Scott D. Hatch
Mr. Randy P. Simpson
EMBRY RIDDLE EAGLE
DAYTONA BEACH, FL
CDT Heather L. Cupitt
SGT Matthew A. Haug
CDT Vince J. Russo
COL Johnnie L. Shepherd, Ret.
FLYING TIGERS CHAPTER
FORT KNOX, KY
CW3 Jeffrey J. Braunhausen
CPT James T. Vibbert
FRONTIER ARMY CHAPTER
FORT LEAVENWORTH, KS
LTC Rudolph E. Garity, Ret.
Mr. Jim N. Hammes
GREATER ATLANTA CHAPTER
ATLANTA, GA
Mr. Jim Buckman
CW4 Ronald R. Galuppo, Jr.
Mr. John M. Qualls
MAJ Mark A. Smith
LTC John B. Whitehead, III
GREATER CHICAGO AREA CHAP.
CHICAGO, IL
CW2 George H. Jones
Mr. Charles O. Koons
HIGH DESERT CHAPTER
FORT IRWIN, CA
SGT Raymond L. Chambers, Jr.
IRON EAGLE CHAPTER
HANAU, GERMANY
CSM Russell W. Sadler
IRON MIKE CHAPTER
FORT BRAGG, NC
MAJ Steve A. Barnes
1LT Joshua M. Bender
LTC Daniel J. Boonie
LTC George D. Huggins
1LT Charles S. Johnson
1LT James B. Polk
MAJ Nicholas R. Snelson
JACK H. DIBRELL/ALAMO/
FORT SAM HOUSTON, TX
CPT Richard A. Akre, Jr., Ret
JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
Mr. Jeff Kay
CW3 Gilbert R. Price
KEYSTONE CHAPTER
INDIANTOWN GAP, PA
SSG John W. Gooderham
SFC Ronald J. Skamanich, Ret.
LINDBERGH CHAPTER
ST. LOUIS, MO
Ms. Barbara A. Dowdy
Mr. Mark A. Franzblau
MACARTHUR CHAPTER
NEW YORK/L.I. AREA, NY
Mr. Alec E. Ulmann Jr.

NEW MEMBERS *continued*

MAGNOLIA CHAPTER
JACKSON, MS
CW3 James E. Alford, Ret.
Mr. Sid Charbonnet
SSG Scott A. Dillard
SFC Kevin B. Ward
MINUTEMAN CHAPTER
WESTOVER AFB, MA
SGT William J. Foster, III
MONMOUTH CHAPTER
FORT MONMOUTH, NJ
CPT Herbert Degan
Mr. Dominic C. Fedele
1LT Steven Hartov
SFC Edwin R. Henry
Mr. Michael Hlavaty
Ms. Diane Martinez-Zalewski
Mr. Richard A. Wallace
Ms. Victoria Zalewski
MORNING CALM CHAPTER
SEOUL, KOREA
MAJ Alan D. Gatlin
NORTH COUNTRY CHAPTER
FORT DRUM, NY
1SG Randolph L. Adams
Mr. Richard A. Rust
NORTH STAR CHAPTER
ST. PAUL, MN
Mr. Paul T. Kibbe
Mr. Tim Winters
NORTH TEXAS CHAPTER
DALLAS/FORT WORTH
Mr. Thomas G. Harrison
Mr. Mike Hotze
LTC Daniel S. McLean
Ms. Bernadette Nanni
Mr. John Paine
Mr. William
Mr. Bill Prewitt Jr.
Mr. Michael G. Prieto
Mr. Ronnie Ries
Mr. Thomas Rios
Mr. Rodney Santifort
Mr. Steven A. Stallard
Mr. Mike Strong
Mr. Norman R. Walker
Mr. John Wilde
Mr. Steven M. Williams
OLD TUCSON CHAPTER
MARANA, AZ
Mr. Ted Girouard
Mr. Albert J. Simon
OREGON TRAIL CHAPTER
SALEM, OR
CPT Katherine L. Molyneux
PHANTOM CORPS CHAPTER
FORT HOOD, TX
1LT Laurie A. Auger
SFC C. Duran Bailiff
Ms. Emily K. Baker
CW4 Michael G. Champion
CW2 Michael B. Deleon
LTC Charles E. Fletcher, Ret.
CW4 William F. Hinchman
Mr. Christopher P. Johnston
CPT Matthew F. Ketchum
CSM Ismael Medina
CPT Ryan M. Miedema
SGT Michael Wade Sanderson
CPT Thomas M. Stevenson
CW4 David W. Terry, Jr.
MAJ Jason L. Walrath
CPT Ryan K. Welch
RHINE VALLEY CHAPTER
HEIDELBERG, GERMANY
Mr. William J. Sanders
RIO GRANDE CHAPTER
EL PASO, TX
1LT Christopher M. Castelli
Mr. Manuel Figueroa
CW3 William M. Johns
CPT Tony K. Verenna
SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
MAJ Matthew W. Braman
1SG Ronald L. Waltman, Jr.
SHOWME CHAPTER
JEFFERSON CITY, MO
CPT Brian M. Tung
SINAI CHAPTER
SINAI, EGYPT
SSG Lonnie D. Cook
1SG Patrick S. Reese
SOUTHERN CALIFORNIA CHAP
LOS ANGELES, CA
CPT Mark L. Baker
Mr. Ronald J. Buckwalter
Mr. Sean R. Burnheimer
LTC John P. Cress, Sr. Ret.
2LT Michael A. Fish
Mr. James J. Hvizd
Mr. William Clay Ogletree
1SG Martin G. Telles
Mr. Douglas Valezuela
Mr. Rick Valles
CW4 Brian L. Ward
TALON CHAPTER
ILLESHEIM, GERMANY
Mr. Freddie Johnson
CW4 Timothy G. Redmond
CW4 Ricky J. Shrock
TARHEEL CHAPTER
RALEIGH, NC
Mr. William G. Crichton, Ret.
CW2 Marco A. Rodriguez
Mr. Vince Sadd
TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
Mr. Patrick E. Anderson
Mr. Paul K. Baker
Mr. Michael R. Barefield
Mr. Timothy Blanks
MAJ James M. Bledsoe
Mr. William Calvo
Mr. James M. Champion
Mr. Paul Christian
Mr. Robert Clune
Mr. Patrick J. Condron
LTC James S. Culley
Mr. John W. Dickson
Ms. Christi H. Dolbeer
Mr. Bryan J. Dunbar
Mr. Philip L. Dussault
Mr. Jeff D. Edwards
Mr. David B. Elkins
Mr. James C. Ezell
Ms. Amy B. Gerards
Mr. Arthur B. Gosnell
Ms. Betty T. Graham
Ms. Dawn M. Gratz
Mr. Christopher G. Gray
Ms. Amy E. Green
Mr. Robert L. Grewe
Mr. Mark C. Hand
MAJ Raymon I. Hardy, Jr.
Mr. Michael K. Herbst
Mr. Daniel L. Hill
Mr. Edward Holliday
Ms. Janet S. Hollingsworth
Ms. Dana E. Holmes
Mr. Gregory T. Jinks
Mr. Charles M. Jones
Mr. Douglas H. Keel
Mr. Arlie D. Keister
MAJ Brad J. Killen
CW2 Lee T. Kline
MAJ Michael J. Kuenzli
Mr. John C. Latimer
Mr. Rick Laws
Ms. Anna C. Locke
Mr. Roger R. Lopez
Mr. Frank Luria
Mr. David J. Mahlik, Jr.
Mr. Chuck Marshall
SSG Peter L. Mayer, Ret.
Ms. Patti McCann
Mr. Glen L. McDonald
LTC Ronnie R. McDonald, Ret.
COL Keith J. McDonald, USAF Ret.
Mr. John P. McGuire
Mr. William J. McIntyre
Mr. Jerald B. Mohr
Mr. Ronald F. Nemeth
Mr. Edward J. Newell, Jr.
Mr. Chuck Park
Mr. Donald L. Parrish
Dr. Wayne C. Parsons
Mr. David R. Patton
Mr. James D. Pope
MAJ Shawn B. Powell
Mr. David Rausch
Mr. Gerald J. Reyenga
Mr. Herman W. Roberson, Jr.
Ms. Shelley F. Sanders
COL Chris L. Sargent, Ret.
Mr. William Schultz
Mr. Ray K. Sellers
Mr. Eric C. Sholes
Mr. Allen W. Seymour
Ms. Sonja D. Smith
Ms. Barbara J. Snodgrass
Mr. Robert A. Spuhl
Mr. Mark L. Stucker
Mr. Tim L. Sullivan
Mr. James E. Thompson
Mr. David A. Trenkle
SFC Simon Trinidad, Jr.
Mr. Barry M. Ward
Mr. Roger W. Walling
Mr. Jason Watwood
Mr. Tom W. Yost
UNIV OF NORTH DAKOTA CHAP.
GRAND FORKS, ND
CDT Andrew M. Bartlett
Mr. Dustin C. Berg
CDT Blake N. Heinrich
CDT Mike J. Huddleston
MAJ Daryl A. Korynta
CDT Matthew C. Malkowski
CDT Benjamin W. Saad
VMI/VWIL CHAPTER
LEXINGTON, VA
Ms. Lisa Abraham
Ms. Shannon Edwards
CDT Laken B. Hopkins
Ms. Andrea D. Jackson
Ms. Kalinda A. Solomon
WASHINGTON-POTOMAC CHAP
WASHINGTON, DC
Mr. Mike Bergstresser
Mr. J. Roger Chouinard, Jr.
Mr. Lee C. Cramer
Mr. Frederick R. Cunliffe III
MAJ Gary Lee Davis
SFC Tiffany K. Dillard
MSG Wayne A. Fausz
Mr. Jaime Gonzalez
Mr. Thomas A. Jones
Mr. Gabriel Lifschitz
Mr. William M. Mulholland
Mr. Ken Nakajima
Mr. John A. Phillips
SFC Mahmood A. Qadri
COL Jackie L. Reaves
LTC Christian E. Rush
COL Wayne A. Sauer, Ret.
Mr. William D. Walters
LTC Daniel A. Wilson
MEMBERS WITHOUT
CHAPTER AFFILIATION
MSG Douglas N. Addington, Ret
LTC Loay B.H. Al-Bohairi
LTC Mahdi M. Al-Zahrini
Ms. Edelweiss Alonso
MAJ Hammad Al-Rashedi
COL Ahmed Al-Shehri
Mr. Matt Anderson
BG Harry B. Axson, Jr., Ret.
CW4 Robert A. Bagnato
CW3 Russell A. Baker
Mr. Mark Barry
Mr. Bryan S. Bean
Ms. Jodie L. Bennett
Ms. Christine K. Berry
Mr. Gary W. Britton
CW5 Mike Billow
Mr. Gregory S. Bolles
CPT Stephen Browne
CW5 Mike Billow
Mr. Gregory S. Bolles
CPT Stephen Browne
CW3 Richard P. Burger
LTC Kevin J. Burke, Ret.
Mr. Javier Castellar
CW2 William M. Clarke III
Mr. Leo Crotty
Mr. John R. Day
MAJ Joshua A. Day
Mr. Felix Derrick
LTC William R. Dodd, Ret.
CW4 Charles L. Doyno
COL David Eagle, Ret.
MAJ John M. Fishburn
Mr. Michael P. Foster
Mr. Kip Freeman
WO1 Anthony E. Galloni
Ms. Jenae J. Garrett
Mr. James M. Glenn
Ms. Sheila M. Gregg
CW4 Larry E. Grice
Mr. Ronald L. Grilliot
Mr. Frank A. Hart
Ms. Alison Hartley
COL Mike Hayes, USAF Ret.
CPT Kevin T. Hickey
Mr. Tony Van Houweling
Mr. Richard M. Howard
CDR Richard R. Jackson, USN Ret.
MAJ Toby J. Jarvis
LTC Vincent M. Johns
CW4 Robert B. Johnson
Ms. Karen Johnson
1LT Matthew J. Jonkey
Mr. C. Thomas Keen
Mr. Odious O. Knight
BG Nicholas Knudsen
Ms. Debra L. LaVille
CW4 Kenneth J. Koch
CDR Chuck Lewis, USN, Ret.
Mr. Eric C. Littleton
MAJ Terrence Manns, Ret.
CW4 Paul D. Marr, Ret.
SFC Donald C. Marshall, Ret.
LTC Dennis R. Miller
Ms. Lillian Mitchell
Mr. Michael Mollin
Mr. Wayne Moni
SFC Patrick E. Moore
SPC Brian P. Morrison
Mr. Wayne Mosher
Mr. Stephen W. Myers
LTC John A. Nave, Sr., Ret.
Mr. Stephen J. Nielsen
MAJ Robert A. Olney
Mr. James A. Orahood
Mr. Richard A. Osborne
CW2 John B. Palsa
Mr. Merritt Patterson
Mr. Aaron J. Penkacik
SSG Thomas M. Polacek
Mr. Venkatesan Prabhu
Mr. John C. Quinn
MAJ Milton S. Quiros
Mr. Marc Renick
Mr. Ryan G. Robinson
Ms. Shonda E. Robl
Mr. Anthony Rodriguez
Mr. Robert Rosenburgh
Mr. David R. Rossiter
COL Alicia C. Rucker
MAJ Walter T. Rugen
Mr. Kevin C. Schramm
Mr. John C. Sewell
COL Christopher R. Shelley
Ms. Charissa J. Sheppeard
Ms. Mary Kay Skaran
COL David L. Smith
Mr. Lloyd L. Sutton
Mr. Paul M. Tasker
Mr. Terry E. Thames
Mr. Ken Thomas
Mr. Eric T. Thurman
MAJ Jeremy E. Toze
Mr. Charles B. Travelbee
Mr. Gary Upshaw
Mr. Ronald Vance
Mr. Gary M. Voss
Dr. Nicholas J. Whittall
Mr. John P. Wiliszowski
Mr. Steve Williamson
Mr. Frank S. Wilson
MAJ Timothy J. Winslow
1LT Arthur P. Wischmann, Ret.
LTC Laura L. Yeager

PHOTO BY CW4 JAMES BOOTH

The Soldiers of the Aviation Company of the 1st Support Battalion, Multinational Force and Observers in El Gorah, Egypt, have re-activated the Sinai Chapter after a four year hiatus. Several AAAA members felt it necessary to re-establish the chapter, which boasts 27 members today, to help promote Army Aviation and foster closer relations with their customers who fly with them on a regular basis. The chapter President is MAJ William J. Girard and the Senior Vice President is CW4 Raymond Quinones. The unit is located only 10 miles from the Israeli border in the Sinai Peninsula. They conduct aviation operations in support of the primary mission of peace treaty verification between Egypt and Israel. Missions include support flights and MEDEVAC in desert, mountain and over water environments, and external load operations flying in the Gaza Strip, the Suez Canal, the Gulf of Agaba, and to Tiran Island (Saudi Arabia) areas.

New Chapter Officers

Bavarian Chapter:
LTC Michael J. Barbee, President; MAJ Randall I. Haws, Sr. Vice President; MAJ James A. Faulknor, Secretary; CW3 Sheri M. Tew, Treasurer; SGM Eric J. Nelson, VP, Membership Enrollment; CPT Stephen O. Murphy, VP, Programs; MAJ Scott A. Bovee, VP, Scholarship

Greater Atlanta Chapter:
Mr. Stephen Koons, Sr. Vice President; LTC John J. Gallagher, Exec. Vice President; LTC Glenn P. Carr, Ret., Exec. Vice President; MAJ Sonya G. Youngblood, Secretary; LTC Samuel E. Seetin, Jr., Ret., Treasurer; MAJ Jerry R. Gray, VP, Membership Enrollment; LTC Brent E. Bracewell, VP, ARNG; CW4 James S. Greer, Ret., VP, Industry Affairs

Iron Mike Chapter:
MAJ Thomas von Eschenbach, VP, Programs; CPT Dustin J. Schrock, Secretary

Keystone Chapter:
CPT Todd F. Smith, VP Awards

Magnolia Chapter:
LTC Dane W. Powell, President; CW5 Frank Patton, Jr., Senior VP; CPT James B. Haynie, Secretary; LTC John B. Hawkins, Ret., Treasurer; MAJ William W. Merrell, VP, Membership Enrollment; 1LT Nicholas J. Morgus, Jr., VP, Membership Renewals; COL Robert G. Johnson, Ret., VP, Industry Affairs; MAJ Walter G. Jordan III, VP, Scholarship

North Country Chapter:
CPT Kevin M. Couglin, VP, Awards

Ragin' Cajun Chapter:
CPT Dana E. Resnick, Secretary

Sinai Chapter:
MAJ William J. Girard, President; CW4 Raymond A. Quinones, Sr. Vice President; CW2 Rhiannon E. Barreda, Secretary; CW4 Jose A. Lugo, Treasurer; SSG Charles E. Pike, VP, Membership Enrollment; WO1 Eric J. Wilson, VP, Programs; 1SG Patrick S. Reese, VP, Enlisted Affairs; CW4 James R. Booth, VP Scholarship; MAJ Heidi J. Ames, VP, (COU) Affairs; CW4 Anthony W. Church, VP, South Camp Affairs

Univ. of North Dakota Chapter:
CDT Benjamin W. Saad, VP Membership

Soldier of the Month

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

SSG John W. Gooderham
April 2005
(Keystone Chapter)

Soldier of the Quarter

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Quarterly Basis.
SPC Jeffrey Struik
(Phantom Corp Chapter)

NCO of the Quarter

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Quarterly Basis.
SGT Joey Lyn
(Phantom Corp Chapter)

Aces

The following members have been recognized as Aces for their signing up five new members each.
MAJ John M. Ferrell
Ms. Tammy H. Tuttle
Mr. Robert J. Wynkoop

New AAAA Order of St. Michael Recipients

(Silver)
Matthew M. Serletic
COL John D. Burke
COL Dannis E. Livingston
COL Dale W. Clelland
COL Walter M. Golden, Jr.
COL William T. Harrison
COL Robert E. Landstrom
COL David J. Abramowitz
COL Steven P. Semmens
COL Robert A. Mangum, (Ret.)

(Bronze)
Nello P. Lopez
Richard Jackson
CW4 Craig A. Ernst
CPT Karl M. Wotjkun
MG Lloyd Austin
CW4 Joseph Sadowski
1SG Dwight Attheide
1SG Donald McGuire
1SG Donavon Perkins
SFC Vaughan Thompson
1SG Lawrence Dougherty
1SG Alexander Bautista
CW3 Thomas Oroho
1SG Jaime Aburto
LTC Paul Reist
MAJ Scott Dickey
MAJ Kevin Christensen
MAJ Scott Halverson
CSM Luis A. Baez Delgado
SGM James Parsons
CW5 William Goforth
SFC Robert Ortopan
MAJ Raymond Koop
SGM Lebert O. Beharie
CW4 Dennis Seymour
CW4 Robert Duffney
CW4 Charles Dodd
CW4 Carl Solida
CW4 William Stewmon
CW3 Carl Schoenwald
CW4 Ronald Thompson
MAJ Stephen W. Wilson
CW5 Dexter Chun
1SG Richard B. Lemke
MSG Christopher M. Pakutka
CW4 Brian K. McFadden
MAJ Michael P. Allard
CW4 Butch Daniel
Tommie Harding
James F. Carey
MSG Thomas M. Evans
CW4 David K. Wood
Donald Woodbury
CW5 Maurice N. Boisvert
MAJ Mitchel E. Hadad II
LTC Charles Dean
LTC Patrick E. Tierney
LTC Michael W. Drumm
Lawrence Beyer
COL Paul Amalfitano
CW5 Timothy O'Neill
LTC Wendell May
LTC Anthony Gray
CSM Bruce Smith
CW5 Leonard J. Eichhorn
CSM James W. Martin
MAJ Scott R. Alpeter
CW4 Mark Riddle
1SG Trefus E. Lee
SFC William G. Howard
CW4 Ted Tomczyk
MAJ Victor C. Lindenmeyer
CW4 Kenneth S. Morse

New AAAA Life Members

CW3 Donald C. Dewitt
CPT Christopher K. Enderton
COL Tom B. Foulk, Ret.
CW4 Billy J. Fullbright, Ret.
COL George J. Gluski, Ret.
COL Michael O. Grant
LTC William A. Howell, Ret.
LTC Donald J. Lewis, AUS Ret.
1SG James McCrory, Ret.
CW3 Jeffrey D. McDonald
Mr. Edwin Ordonio
GEN J. H. Binford Peay
LTC Jack O. Ray, Ret.
MAJ Raymond Springsteen, Ret.
Mr. Frank J. Thomas

New AAAA Industry Members

AeroComputers, Inc.
Bell Aerospace Services, Inc.
International Truck & Engine Co.
MultiGen-Paradigm, Inc.
Xybernaut Corporation

In Memoriam

COL Daniel J. Looney, Ret.
George B. Williams

PHOTO BY JAMES BULLINGER / AAPI

National Executive Board
AAAA President Andy Andreson presented the Gold Order of St. Michael to retired *BG James M. Hesson, Ret.* during the May 8 meeting of the National Executive Board during the 2005 AAAA Annual Convention at Disney's Coronado Springs Resort in Florida. Hesson, a past AAAA national president, is also a past president of the AAAA Scholarship Foundation. He was honored with the Gold OSM for his years of dedicated service to the association, the NEB, the Scholarship Foundation and for his work in raising tens of thousands of dollars for the scholarship fund. At the Tuesday evening AAAA Annual Dinner Meeting, Hesson, in turn, recognized his wife Joyce, for all her support over the years that has made his accomplishments possible.

PHOTO BY rRENE BIDEZ

PHOTO BY MAJ SCOT HOGDON

Tennessee Valley Chapter
The Bronze award of the Order of St. Michael was presented to retired *CW5 Randy Neilson* on May 6 at the Longbow Apache Fielding Integrated Product Team meeting held during the 2005 AAAA Convention. MAJ John Vannoy, assistant product manager for Apache Training Devices, presented the award to Nielson on behalf of the Apache PM Office. Nielson, an employee of APECO, Inc. and the technical lead for the Apache Operator Training Devices, was recognized for his significant contributions to the attack aviation community. Nielson influenced the design of the highly successful AH-64D Longbow Crew Trainer (LCT), the fielding of the devices to the Army, and was instrumental in deploying three LCTs to Iraq in 2005.

The Aviation Branch Chief BG E.J. Sinclair presented the Silver award of the Order of St. Michael to retired *COL Henry C. "Hawk" Ruth, III* during the 2005 AAAA Annual Convention. Ruth, a field service representative for the Program Executive Office for Simulation, Training and Instrumentation at Fort Campbell, Ky., was honored for his continuing contributions to Army aviation. He has been instrumental in bringing needed upgrades to aviation training simulators, developing the Digital Pilot's Kneeboard, fielding the new Virtual Convey Training Simulator, and advancing the proposed Virtual Helicopter Aircrew Training Simulator. A former commander of the 159th Avn. Bde. and past AAAA chapter president, Ruth was presented the Bronze OSM in 1995. Hawk's wife Peggy (pictured) joined to witness the presentation.

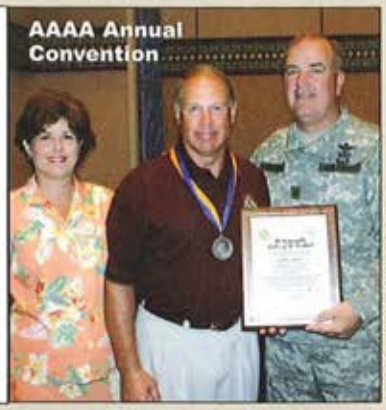


PHOTO BY KENNETH HOLDER

PHOTO BY RENE BIDEZ / AAAA

Monmouth Chapter
The Order of Our Lady of Loreto was presented to *Carol Kurowsky* on May 10 at the AAAA Annual Convention. Kurowsky was honored with the OLL certificate and sterling silver lapel pin for her many outstanding contributions and efforts in support of chapter activities and aviation Soldiers. Kurowsky's husband Ron, who is also the Monmouth Chapter president, presented the award.

PHOTO BY DAC RONNIE MCDONALD

Tennessee Valley Chapter
BG William N. Phillips, deputy Program Executive Officer for Aviation, presented Department of the Army Civilian *Frank E. Wallace* with the Bronze award of the Order of St. Michael during a ceremony April 11 at Redstone Arsenal, Ala. Wallace was recognized for his many efforts as deputy project manager for the RAH-66 Comanche with PEO-A, and was instrumental in executing the Comanche program termination and the reallocation of funding into Army aviation programs. Today Wallace is the director of Technology Transition, with the G3 staff of the U.S. Army Aviation and Missile Command at Redstone Arsenal.

LEGISLATIVE REPORT

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

KEY COMMITTEE APPROVES DEFENSE BILL

The House Military Personnel Subcommittee's "mark-up" of the House Fiscal Year 2006 Defense Authorization Bill (H.R. 1815), included a 3.1 percent military pay raise; a 10,000 manpower increase for the Army; and several initiatives improving pay protection, health coverage and housing allowances for mobilized Guard and Reserve members.

The measure was approved by the full House Armed Services Committee, along with several amendments of note, including:

- Premium based TRICARE health coverage for all Selected Reserve members. Reps. Gene Taylor (D-MS) and Joe Wilson (R-SC) persuaded committee members on a close 32 to 30 vote to approve their amendment.
- Full concurrent receipt for disabled military retirees rated as unemployable by the Veterans Administration (VA). The amendment would phase in full concurrent receipt for these members by Oct. 1, 2009.

PREMIUM CONVERSION STEPS FORWARD

The House Committee on Government Reform, Subcommittee on Federal Workforce and Agency Organization, approved H.R. 994 by voice vote. The bill would amend the Internal Revenue Code of 1986 to allow retired Federal civilian and military beneficiaries to pay premiums on a pretax basis and to allow a deduction for TRICARE supplemental premiums.

The Subcommittee action moves the bill forward for full Committee action in the Government Reform Committee. In addition the bill has been referred to the Ways and Means committee. Sen. John Warner (R-VA) introduced similar legislation (S. 484) in the Senate.

Currently, active federal workers are able to pay their health insurance premiums with pre-tax dollars — executive branch workers since 2000 and legislative branch and judiciary employees since 2001. H.R. 994 and S. 484 would extend the same benefit to active duty military members, and to retired federal civilian and military members.

The Military Coalition (TMC) strongly supports this legislation to correct inequities in the tax code affecting military members. Rising health care costs affect all federal employees, civilian or uniformed, active or retired, and this proposal is essential to ensure all are provided the same benefit.

NEW CONCURRENT RECEIPT BILL WOULD HELP UNEMPLOYABLES

Rep. Michael Bilirakis (R-FL) has introduced a new bill, H.R. 2076, that would provide immediate, full concurrent receipt to otherwise-qualifying retirees rated as "unemployable" by the VA. The bill also would expand eligibility under current law to include members with 40 percent and lower VA disability ratings in the 10-year phase-out of the disability offset to military retired pay.

Under current law, disabled uniformed services retirees with 40 percent and lower disability ratings continue to forfeit one dollar of earned retired pay for each dollar of VA disability compensation. Those with "unemployable" ratings are compensated by the VA at the 100 percent disability rate, but the Defense Department so far has not included them in implementing a new law that removed 100 percent disabled retirees from the 10-year phase-in and awarded them full concurrent receipt as of January 2005.

This is the third in a series of bills introduced in an effort to "move the ball" on concurrent receipt. H.R. 303 would authorize full, immediate concurrent receipt for all disabled retirees who are eligible to retire independent of any disability. The new H.R. 2076 is a lower-cost version that would provide a phased way to achieve that goal. A third bill, H.R. 1366, would expand combat-related special compensation authority to combat-disabled members who were forced to retire medically before attaining 20 years of service.

SETBACK FOR FORMER SPOUSE LAWSUIT

After agreeing to re-consider his previous ruling, Judge James C. Cacheris has once again ruled against the plaintiffs in a federal lawsuit challenging the validity of the Uniformed Services Former Spouse Protection Act (FSPA). USFSPA Legal Support Group (ULSG) filed suit against the Defense Department and Sec. Donald Rumsfeld in April 2004 on the grounds that FSPA deprives divorced servicemembers of their constitutional right to due process. Judge Cacheris had agreed to reconsider his initial Oct. 2004 dismissal, which was based on legal doctrine that would mandate that FSPA issues be litigated in state courts. However, in his March 16 ruling on the merits of the legal claims, he ruled against ULSG on three of its four claims.

HOUSE OKS SUPPLEMENTAL FUNDING BILL, BENEFITS UPGRADES

In May, the House voted, 368 to 58, to approve a compromise version of H.R. 1268, the Emergency Supplemental Wartime Appropriations Act that increases military death and disability benefits in several areas. But the final bill dropped other initiatives sought by TMC and other advocates for disabled retirees and Guard/Reserve members. The Senate is expected to pass the bill in May (unknown at press time), and the President is expected to sign it into law soon afterward.

Here's a summary of selected provisions of the bill:

- ***Servicemembers Group Life Insurance (SGLI) coverage.*** Increase maximum coverage from $250,000 to $400,000 for all eligible members, effective Sept. 1, 2005. Survivors of members who died in a combat zone or of combat- or operations-related causes between Oct. 7, 2001 (the official start of the war on terror) and Sept. 1, 2005 will be eligible for retroactive payment of the extra $150,000.
- ***Military Death Gratuity.*** Establish a special $100,000 death gratuity for the survivors of members who die in a combat zone or of combat- or operations-related causes. For other active duty deaths, the standard $12,450 death gratuity will still apply. Survivors of members who died of combat- or operations-related causes since Oct. 7, 2001 will be eligible for the $88,000 difference. NOTE: There remains some question whether the language of the bill may inadvertently have made the $88,000 retroactive payment subject to federal income tax. Hill leaders have indicated their intent to ensure it's not taxable.
- ***Free SGLI Coverage in Combat Zones.*** The DOD may elect to provide the first $150,000 of SGLI coverage free for servicemembers assigned to a combat zone.
- ***SGLI election requirements.*** Married members who wish to decline SGLI coverage or elect less than maximum coverage will need the spouse's written consent in the future. In the case of single members who do so, the service will have to notify their next-of-kin of that decision. The government will notify spouses (but written spousal consent will not be required) any time a married servicemember changes his or her SGLI beneficiary.
- ***Traumatic Injury Protection.*** Authorizes a "traumatic injury" insurance rider to SGLI that would pay a servicemember $25,000 to $100,000 for certain severe injuries, ranging from significant burns or loss of a thumb and finger to total paralysis or coma.
- ***Defense Health Program.*** Adds $35 million to military health programs to meet the additional workload from the war on terrorism.

AAAA President's Message

I assumed the reins as president of this great organization at the end of the May convention in Orlando. MG Jim Snider, Senior V.P., BG Rod Wolfe, Secretary-Treasurer, and I comprise your new National Executive Group (NEG). This team is honored to lead the charge to build upon the tremendous efforts of those who preceded us. On behalf of the association I extend a special thanks to MG Andy Andreson for his service and leadership over the past two years.

AAAA is a diverse organization encompassing Active Army, Army National Guard, Army Reserve, and U.S. government civilian personnel, as well as retired, industry, affiliated organizations, and just plain friends of Army Aviation. All these constituents have somewhat different interests and motivations, but join in one overriding focus: *to support the U.S. Army Aviation Soldier.*

Several of us have been leaning forward in the saddle before the convention with the development of a strategic focus to codify the AAAA vision, goals and objectives to keep pace with the transformation of the Army Aviation Branch. As Army Aviation supports global missions, AAAA stands ready to *support the Aviation Soldier*. This statement will become the touchstone for AAAA national and chapter decisions and actions. The metric to judge the effectiveness of those decisions and actions will be based on the answer to the question "How does this relate to supporting the U.S. Army Aviation Soldier?"

Goals and objectives are key elements of the strategic planning road map that will chart the course of AAAA for the next several years. We defined our capstone goal as: *AAAA will be the advocate that supports the U.S. Army Aviation Soldier*. The intent is for AAAA, as your professional organization, to become more active in representing Army Aviation issues that affect Soldiers. Education and communications are key objectives that will enable AAAA to become a more effective advocate for Aviation Soldier issues. We are already moving out on addressing perceived inequities between the AC and RC on aviation career incentive pay and the 1/30th rule. Last month several of us met with Mr. Tom Bush, Principal in the Office of the Secretary of Defense for Reserve Affairs, to discuss our members' concerns. A number of initiatives are being worked on the Hill to address the situation, which we'll cover in upcoming magazine articles. I'll use this forum to communicate other key elements of our strategic road map and progress over the next several months to you.

Clear lines of communication are important to receive input and transmit information. AAAA has a good relationship with Army Aviation leaders, yet we need input from all sectors of our diverse membership. We want and need to hear from you on the issues that affect our Aviation Soldiers and how we can help. Bill Harris has created the email links for you to communicate directly with the NEG via e-mail at: president@quad-a.org, srvp@quad-a.org, and sectreas@quad-a.org.

Bottom line: This is your association, your leadership is listening, we have the resources, and we are poised to engage — but we need you to come online and give us your thoughts to make sure we are tracking.

I look forward to meeting many of you over the next two years as we work together for our fellow Soldiers, our branch, and our Army.

Above the Best.

Tom Konitzer
BG, USA, Retired
AAAA President

Advertisers Index

FALLEN HEROES

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

Operation Enduring Freedom


Ayala


Prather


Sanders


Spivey


Sykes

Eighteen Americans died April 6 when a CH-47D Chinook helicopter returning from a routine mission to southern Afghanistan crashed in bad weather in Deh Khudaidad, a village near Ghazni, 80 miles south of Kabul. Initial indications are the aircraft crashed due to bad weather (a severe dust storm). Five aviation Soldiers assigned to Co. F, 5th Battalion, 159th Avn. Regiment, 12th Avn. Bge., from Giebelstadt, Germany were aboard.

The crew of Windy 25 was:

CW2 David Ayala, 24, of New York, N.Y.

CW2 Clint Jeffrey Prather, 32, of Cheney, Wash.

SSG Charles Ray Sanders Jr., 29, of Charleston, Mo.

SPC Michael Keith Spivey, 21, of Fayetteville, N.C.

PFC Pendelton Lidell Sykes II, 25, of Chesapeake, Va.

The cause of the accident is under investigation by Army safety officials.

Homeland Defense

Two North Carolina Army National Guard pilots were killed May 5 during a training mission when their AH-64 Apache helicopter crashed into a river about 12 miles southwest of its base at Raleigh-Durham International Airport. Indications are the aircraft appears to have flown into high-voltage power lines strung about 40 feet above the Cape Fear River, ripping down support towers for about two miles on either side of the river. Both men were assigned to Co. C, 1st Bn., 130th Avn. Regt., which returned in May 2004 from a deployment to Afghanistan.


Plummer


James

Killed were:

CPT Christopher Plummer, 31, of Cary, N.C.

CW3 Richard Bryden James, 44, Lewisville, N.C.

A team from Fort Rucker, Ala. is investigating the incident.

(Information from Dept. of Defense news releases and media sources.)

Upcoming Events

JULY 2005

- July 2-6 VHPA 22nd National Annual Reunion, San Francisco, CA
- July 15 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- July 16 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

AUGUST 2005

- Aug 15-17 AFCEA 27th Annual Conference & Exposition, Fort Bragg, NC

SEPTEMBER 2005

- Sep 12-14 AFA Air & Space Conference, Washington, DC
- Sep 17-19 NGAUS 127th General Conference, Honolulu, HI

OCTOBER 2005

- Oct. 3-5 AUSA Annual Meeting, Washington Convention Center, DC
- Oct. 3 AAAA Scholarship BOG Meeting, Washington Convention Ctr., DC
- Oct. 3 AAAA Nat. Executive Board Meeting, Washington Convention Ctr., DC
- Oct. 17-20 AFCEA Infotech 2005 Conference & Exhibition, Dayton, OH

JANUARY 2006

- Jan. 27 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- Jan. 28 AAAA National Awards Committee Meeting, NGRC, Arlington, VA

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, 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

CW4 Raymond A. Frank
Army Aviation Hall of Fame 1995 Induction

CW4 Raymond A. Frank epitomized the spirit of the Army aviation warrant officer. Enlisting in the Army at 17, he served three tours in Republic of Vietnam, both as a ground combatant and as a helicopter door gunner. Attending flight school in 1974, CW4 Frank served in a variety of assignments including pilot, instructor pilot, standardization instructor, maintenance officer and operations officer. His special place in the annals of Army Aviation, however, was earned as a result of his skill and enthusiasm as a pilot and his indomitable spirit as a patriot, one for whom duty, honor and country were a way of life and not merely a slogan.

In 1990, CW4 Frank received a Broken Wing award as a result of his superb handling of a mechanical failure in an MH-60 on a night mission. His skill and composure saved eight Soldiers; however, he was left with severely fractured vertebrae and a shattered knee. After overcoming the medical odds that he would never fly again, CW4 Frank was assigned as a Night Stalker in Task Force 160th in 1990. During this period he achieved full mission qualification, standardization instructor pilot and joint mission planner status.

In August 1993, CW4 Frank deployed with Joint TF Ranger to Somalia as a member of a flight lead crew. His responsibility was to plan and lead special operations combat assaults, conducting seven highly successful assaults, many during daylight deep into enemy-territory. He provided great leadership to the aviators and was particularly respected for his advice on the employment of armed and assault helicopters in an urban environment.

When his teammates were shot down in Mogadishu on October 3, 1993, he was called for assistance. While providing protective fires, his MH-60 assault aircraft was hit by a rocket-propelled grenade. Realizing that the tail rotor had separated, he auto-rotated to a survivable crash landing in the city. With tremendous injuries to his back, he egressed the helicopter and assumed a fighting position. While defending his fellow Night Stalkers and members of TF Ranger, CW4 Frank was killed in action. One member, CW3 Michael Durant, was taken POW and eventually released. CW4 Frank received the Silver Star for his gallantry at the crash site.

CW4 Ray Frank is memorialized as a member of the Hall of Fame as an inspiration to all Army aviators.

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THE MEN AND WOMEN OF
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