# ARMY AVIATION

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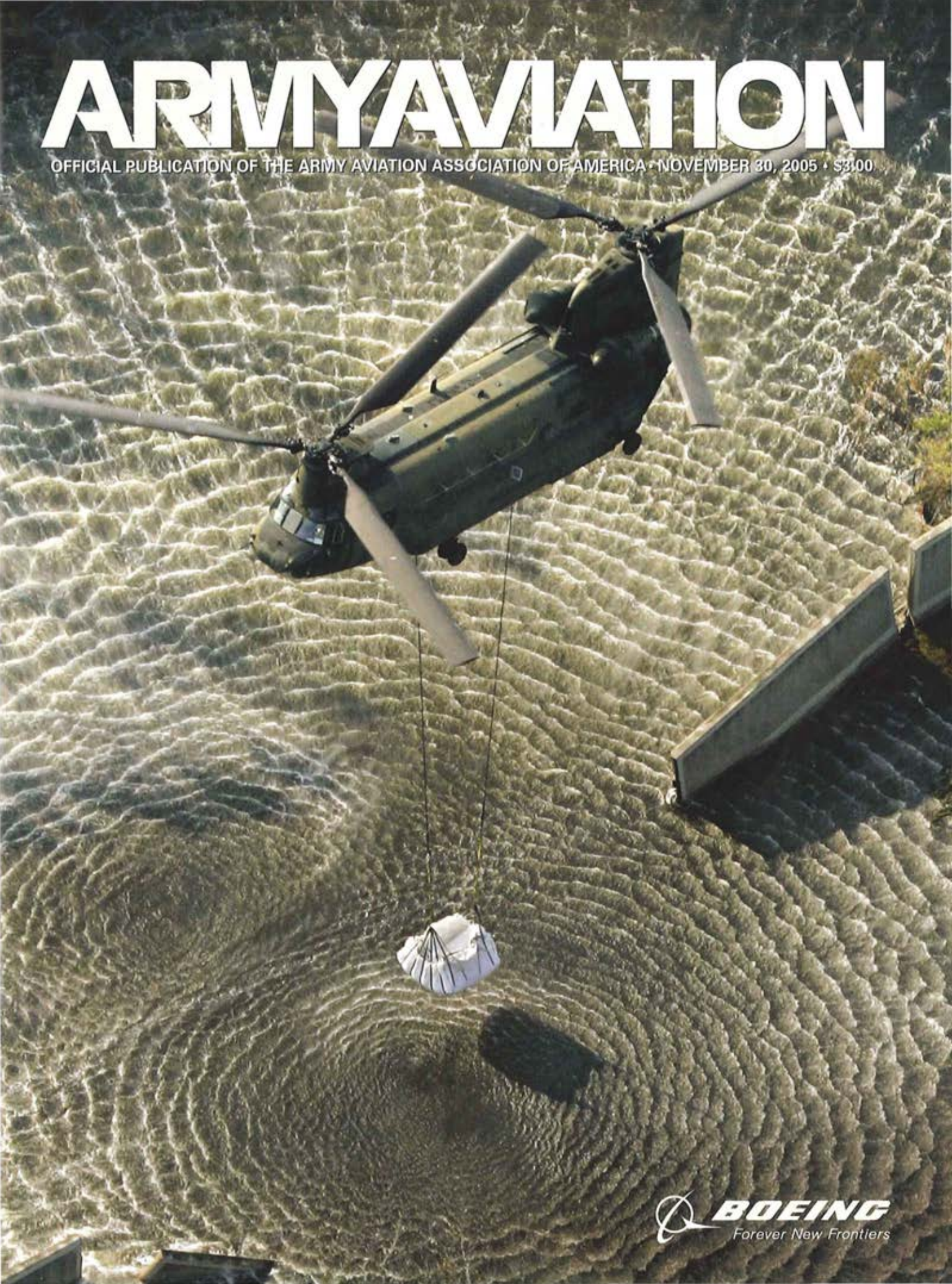

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**Publisher**
William R. Harris, Jr.

**Editor**
LTC (Ret.) James R. Bullinger

**Design & Production Manager**
Trudy Hodenfield

**Circulation Manager**
Mary Ann Stirling

**Circulation Assistants**
Deb Cavallaro
Debbie Coley
Diane Grinsted
Mary Ellen Kother

**Advertising Director**
Robert C. Lachowski

**Web Master**
Mike Fitzpatrick

**Web Address**
www.quad-a.org

**Editorial Address**
755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870
General e-mail:
aaaa@quad-a.org
Editorial: editor@quad-a.org
Advertising: bob@quad-a.org

**ON THE COVER**

**Paid advertisement.** Sunday, September 4, 2005, a Chinook is called to action in the aftermath of Hurricane Katrina, as a sandbag is carefully lowered into the broken section of a levee in New Orleans. Photograph by: Smiley N. Pool (Dallas Morning News) *Caption provided by advertiser.*

# Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

## 2006 Aviation Senior Leaders Conference

ARMY GRAPHIC

The U.S. Army Aviation Center will host the annual Aviation Senior Leaders Conference at Fort Rucker, Ala. from Jan. 30 to Feb. 3. Conference information and registration is available online at www.ruckerconference.com. Information is also available by email at information@ruckerconference.com, or by calling (334) 255-2716 (DSN 558-). There is a link from the website for lodging registration.

## New Naming Convention for Army Modular Forces

During the Army Campaign Plan update Sept. 22, Vice Chief of Staff GEN Richard Cody announced a decision effecting unit-naming conventions. The terms Unit of Action and Units of Employment X & Y will no longer be used. The UEy units are now designated as follows: TRIMCOM is 1st Army; ARCENT is 3d Army; ARNORTH is 5th Army; ARSOUTH is 6th Army; USAREUR is 7th Army; 8th Army remains as is until Korea stands down, then USARPAC becomes 8th Army. FORSCOM, TRADOC and AMC will not change. The 3 and 2-star UEx remain as Corps (I, III, and XVIII Corps) and as 3d Inf. Div., 1st Cav. Div., 82nd Abn. Div., etc. The units of action become brigade combat teams (BCT). Maneuver enhancement brigades (ME) become combat support brigades (ME) or CSB(ME).

## Aviation Units Get New Designations

The multi-functional aviation brigade (MFAB) unit of action is now designated as a combat aviation brigade (CAB). The proper way to designate units is: CAB, 4th Inf. Div., or CAB, 1st Cav. Div. Exceptions are for three numerical units that will remain as the 12th CAB, 101st and the 159th CABs. The theater aviation commands (TAC) will be Aviation Commands and include the 11th (USAR) and 66th (ARNG) ACs. TAC brigades are now just Aviation Brigades and include the 77th (NG), 185th (NG), 244th (AR) and 449th (NG) Avn. Bdes. The Theater Airfield Operation Commands are now TAO Groups and include the 164th and 204th TAOGs.

## Dustoff Combat Badge Closer

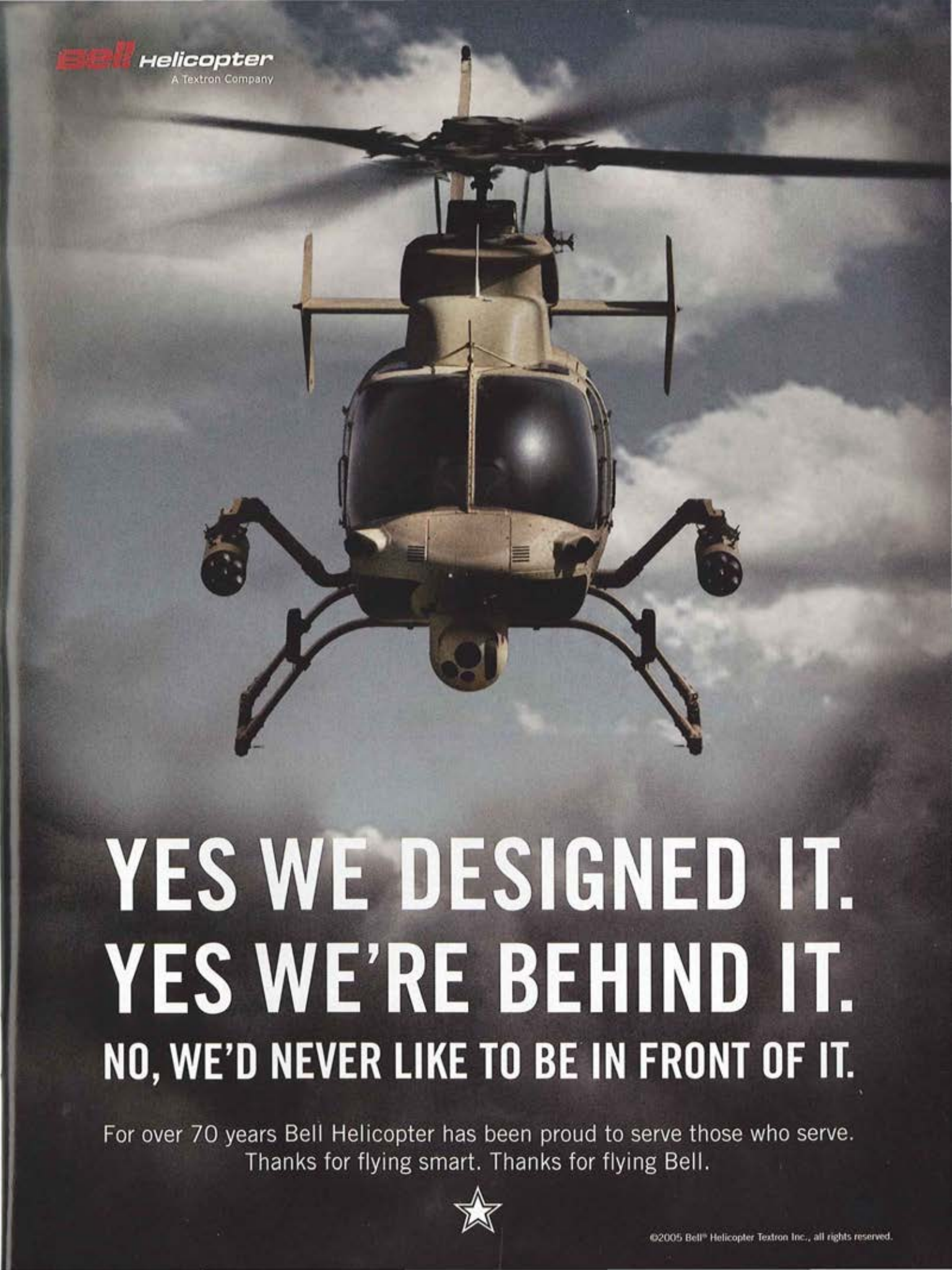
For three years, Vietnam DUSTOFF veteran CW5 John Travers has led the charge to gain deserved recognition for combat DUSTOFF crewmembers. Now the U.S. House Defense Reauthorization Bill includes an amendment requiring the Army to create the Combat Aeromedics Badge, retroactive to Korea. Travers asks for support from the troops to contact their senators for support of the House Amendment to the Defense Authorization Bill when it goes to conference. For more information contact Travers at traversjt@netzero.net.

## 160th SOAR loses MH-47, Crew Survives

An MH-47 Chinook helicopter from the 3rd Bn., 160th Spec. Opns. Avn. Regt. was destroyed in an Oct. 7 accident during a combat operation in the

***Briefings** continued on page 6*

**Solicitation now under way for CY05 AAAA National Awards**
**Suspense: January 1, 2006**
**see page 45 for details**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# Briefings...

*Continued from page 4*

Kunar province in eastern Afghanistan. All seven crewmembers emerged virtually unscathed.

## Airships Possible Future Cargo Transport

A recent Congressional Budget Office report supports the concept of heavy airships for moving troops and supplies in future military operations. The Defense Advanced Research Projects Agency is heading the program to study a lighter-than-air craft capable of carrying 500 tons over 6,000 miles nonstop in 7 days. Potentially the program could cost $11.3 billion over 30 years for the development and operation of a 14 to 16-airship fleet.

## Radio Frequency ID Tracking System

The Defense Department is moving towards revamping supply inventory management with the new radio frequency identification (RFID) tracking technology. An RFID reader or antenna calls out with a radio wave looking for a coded tag embedded on an object. The tag sends back its RFID. The tags can be programmed to receive, store and transmit a variety of information. Traditional bar codes will remain the auto-identification method for the foreseeable future, since it is fully fielded, inexpensive and provides redundant capability for data capture. But scanners can miss bar codes. With RFID, the scanner does not need to be close to or touching a tag to identify the material. The tag can be read from 15 to 30 feet away and saves time to account for items.

### CORRECTION

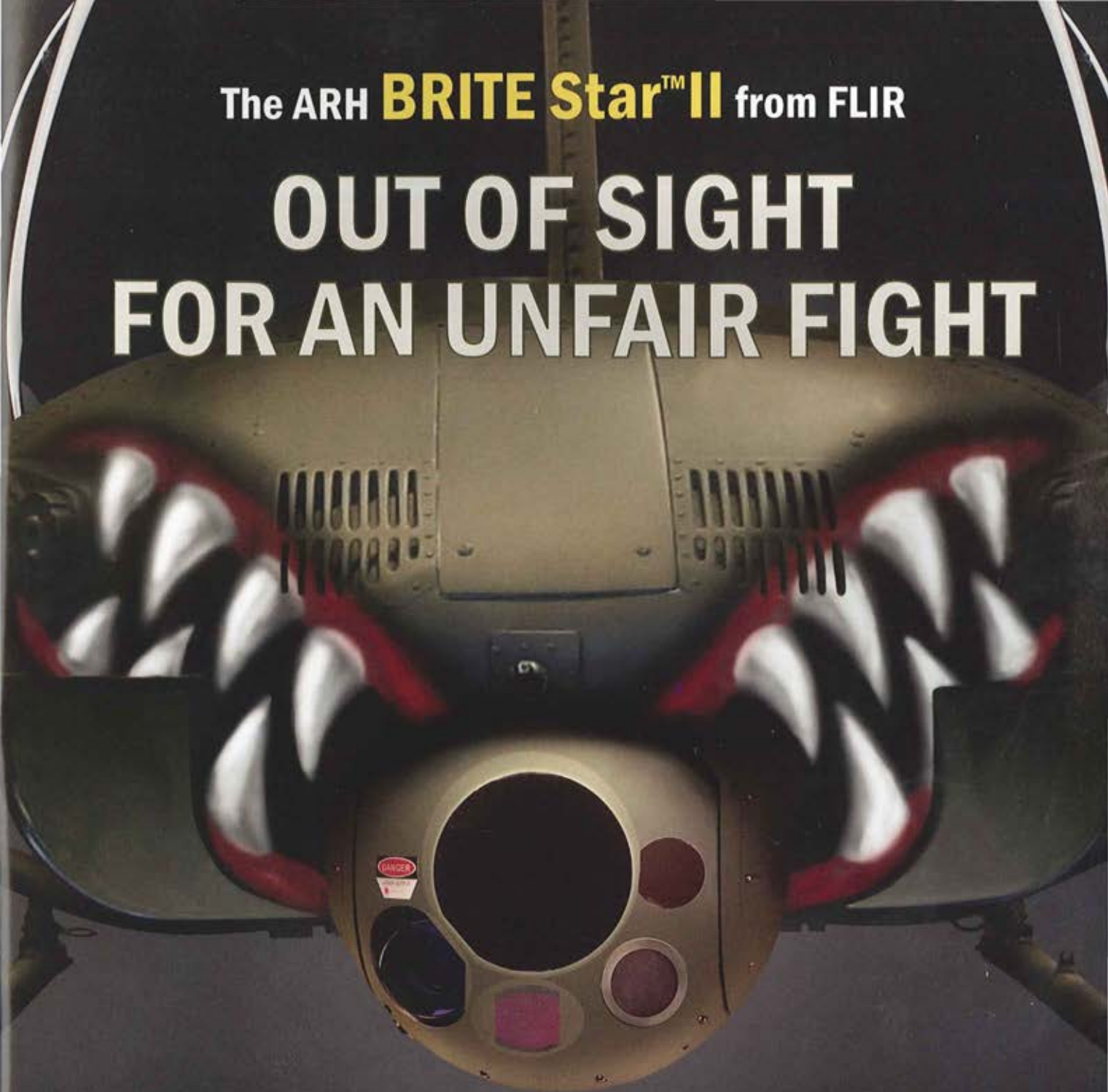
***Editor's note:*** *We have received two updates correcting the record related to our Fallen Heroes section. We attempt to clarify or correct information with military Public Affairs officials on all releases, but often meet with very little response to our queries on details. We appreciate unit and family members for helping us with our accuracy and your branch history.*

**Operation Enduring Freedom**

We thank CW4 Christopher Eicher, with the 3rd Bn., 160th SOAR, for his correction on our announcement in the Aug./Sep. issue. According to Eicher, the overall flight lead on June 28 in Afghanistan when the MH-47 crashed, a poorly given grid coordinate from a close air support aircraft lead to the Defense Department's supposition that the MH-47 limped approximately 1 to 1.5 miles after being hit by a rocket propelled grenade. This was not the case. The special ops Chinook when hit by the RPG began immediately coming apart, crashing less than 100 meters from the landing zone and exploding on impact. The information was corrected within 10-15 minutes by AH-64 Apache attack helicopters over flying the site.

**Operation Iraqi Freedom**

We thank retired CW4 James V. Torney of Huntsville, Ala. and father of CW2 Gabriel A. Torney for correcting the record concerning our Oct. 31 issue OIF report. According to Torney, his son Gabriel was CW2 Dennis Hay's copilot on Aug. 29 when the OH-58D was hit by enemy small arms fire, which wounded both pilots. The DOD news releases implied the pilots were wounded in a force landing (i.e. crash). Although Gabriel was shot thru both legs and received shrapnel in his right elbow, he regained control of the aircraft and flew until he landed at a place of his choosing to meet a MEDEVAC aircraft. Although shot up, the OH-58D was recovered the next day with an authorized one-time flight back to base. Gabriel is recuperating at Fort Carson, Colo. For more see Time magazine's Sept. 26 issue, page 40.



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# Supporting the Soldier

Bill Harris and I attended the U.S. Army Outreach Leadership Conference hosted by the Secretary of the Army on Oct. 13. The daylong briefings by the Secretariat and Army Staff provided a great forum for the heads of Military and Veteran Private Organizations and Associations to get up to speed on current issues.

One of the presentations was on the Disabled Soldier Support System program or DS3. This initiative provides severely disabled Soldiers and their families with a system of advocacy and follow-up with personal support to assist them as they transition from military service to the civilian community.

AAAA is researching how it can best help our wounded warriors who have served in Aviation units. I will present more information in future articles once we mature some initiatives with our industry partners to support our Aviation Soldiers.

Fort Rucker celebrated its 50th Anniversary on Oct. 21-22. The festivities were packed with events to appeal to all ages and included: military demonstrations, live music, static displays, history panels in the Aviation Museum, parachute demonstrations, helicopter rides and an aerial re-enactment by the Army Aviation Heritage Foundation, the 14th Annual Chili 5K run and cook-off, a concert by country western stars, and a spectacular fireworks display. We look forward to Fort Rucker and the local communities' continued support to Army Aviation.

AAAA sponsored our first Unmanned Aerial Vehicle Systems (UAVS) Symposium held Oct. 24-26 at the Crystal Gateway Marriott Hotel in Arlington, Va. It was a tremendous success and a great event from so many aspects.

First it drew over 240 registrants from industry, the Joint community, and a diverse representation from the Army, to include Soldiers from the active and reserve component organizations.

PHOTO BY JAMES BULLINGER / AAPI

**Thanking Sen. Jeff Sessions (R-AL) for being the UAVS Symposium lunch speaker on Oct. 25.**

Officers from the Navy, Air Force and Marines briefed their respective UAVS capabilities, and GEN Richard Cody brought it all into focus with his remarks during the dinner presentation. Needless to say, this mix of talent engaged in some very dynamic discussions.

However, most important to me is that the event emphasized our Army Aviation branch as the "Manned/Unmanned Team." It is not the manned systems alone, nor UAVS alone, that will make the greatest impact for our Soldiers. It is the synergistic effect of both.

This was brought home to me a few months ago when Bill Harris and I were visiting the troops at Walter Reed. As I reported in my July issue column, we met some great American heroes and their courage was inspiring.

What I did not mention before was that they also had practical tactical concerns and insights that they shared with us. Let me tell you about one of them who was concerned about losing manned scouts and getting UAVs instead for convoy over-watch.

1SG Brent "The Rock" Jurgersen was convalescing in the Fisher House when we met him in the halls of the hospital making his evening rounds to cheer up the troops. Jurgersen was getting around well on his prosthetic leg from injuries received during his second time in Iraq.

Some months earlier on his first tour he had received the Purple Heart for life-threatening injuries from a bullet that ricocheted off his weapon and struck him in the mouth. After several days in a coma from that injury, he recovered and went back only to lose his leg in an IED attack on his convoy. When I asked what he planned to do next Jurgersen answered, "I'm going back!"

He brought up the issue that his armed scouts were being replaced by UAVs. He wanted the assurance that he had previously experienced with manned scouts upfront, above, and behind his column. UAVs alone were not good enough.

This is a very real issue to the troops on the ground, and we can NEVER, NEVER lose sight of the fact that our jobs are all about them. We must support them to the limits of our ability, force structure, doctrine and technology.

This is why we are holding events like the UAVS Symposium and the upcoming AAAA Aircraft Survivability Symposium Dec. 12-14 in Nashville, Tenn.; and taking on issues like the Aviation Career Incentive Pay (ACIP).

AAAA's guiding principle, "Supporting the Soldier" is what we are all about.

Tom Konitzer
AAAA President
president@quad-a.org

PHOTO BY BILL HARRIS / AAPI

**BG Konitzer, top left, with the 30 other heads of private military associations and veteran organizations at the annual photo shoot of members of The Military Coalition (TMC), Oct. 13.**

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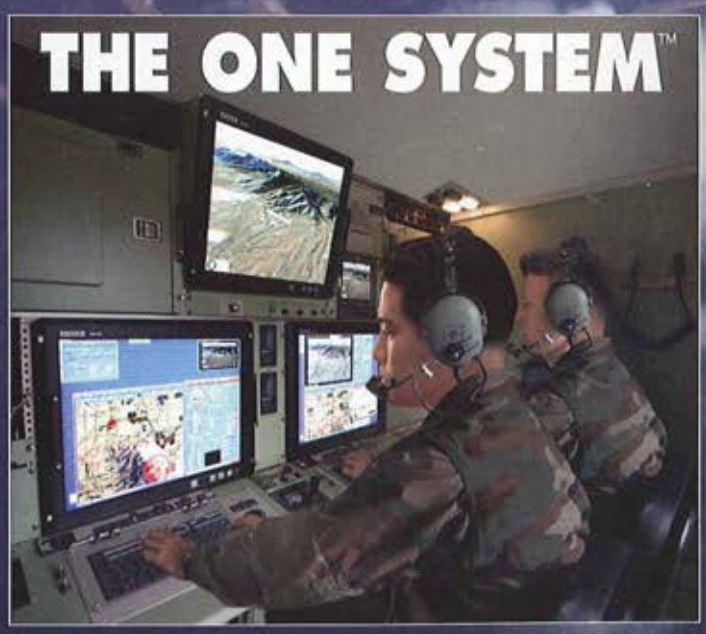

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# Relevant and Ready 50 Years and Beyond

By BG E.J. Sinclair

For 50 years, Fort Rucker has successfully prepared its Soldiers and aviators to fight and win our nation's wars.

Army Aviation continues this fine tradition demonstrating daily that we are a relevant and ready force.

Over the past month, Army Aviation has celebrated several key milestones: the 50th Anniversary of the designation of Fort Rucker, the final training flight of the AH-64A here, and the beginning of 100 percent enrollment in Flight School XXI.

Additionally, Fort Rucker hosted the Air Traffic Services Leaders Conference in September and prepares for the upcoming Aviation Senior Leaders Conference.

ARMY FLIER PHOTO BY BOB REINERT

Vintage "Sky Soldiers" helicopters from the Army Aviation Heritage Foundation conducted a sunset fly-by as part of the 50th Anniversary celebration.

## 50 Years of Distinguished History

In September 1955, at a dinner celebrating the news that Camp Rucker was to become a permanent installation, Alabama Congressman George Andrews declared, "Fort Rucker is as permanent as the U.S. Flag."

At that time, neither Rep. Andrews, nor anyone living in the Wiregrass, had any idea how prophetic that statement would turn out to be. On Oct. 13, 1955 Camp Rucker became a permanent installation, designated as Fort Rucker.


U.S. ARMY AVIATION MUSEUM ARCHIVE PHOTO

Post Headquarters in the 1950s.

Over the last fifty years, Fort Rucker has evolved from a simple, temporary military encampment initially designed to prepare troops for World War II into the highly advanced Army Aviation Warfighting Center and Unmanned Aerial Vehicle Systems Center of Excellence we know today.

We currently stand at the forefront of an exciting future - a future that is certain to test our strength and resolve.

To meet the challenges of the future, Fort Rucker and Army Aviation will continue to evolve, transforming our aviation forces and training in order to remain effective and relevant in the current Global War on Terrorism or any future fight.

## Air Traffic Services Leaders Conference

The Air Traffic Services (ATS) Leaders Conference, Sept. 27-29, brought ATS leaders from all over the world to Fort Rucker to discuss trends, lessons learned, and to see the latest technological innovations.

The conference brought together aviation and ATS leaders from a broad spectrum

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ARMY PHOTO BY ASHLEY INNES

1LT Jeffrey Maxwell, left, and 2LT David Duncan and 1LT Joe Casey, right, are the last three students to fly the AH-64A Apache at Fort Rucker.

across the Army, Air Force, Navy and Marines. Soldiers from the Army National Guard and Army Reserve attended, along with attendees from as far away as Europe, Korea and Hawaii.

CSM Clark Gay, Air Traffic Services Command (ATSCOM), said it's important for ATS personnel to meet and discuss air traffic issues.

"ATSCOM Headquarters has a worldwide mission to ensure the quality assurance of the Soldiers performing that function, and the training and readiness oversight of all air traffic services worldwide," Gay said.

One agenda topic Gay stressed was maintaining and bolstering readiness through training.

"We are in the process of linking air traffic training to the Army Force Generation Model so we can better train the Soldiers as the Army transforms and places the air traffic services company in the aviation brigade.

"So when the brigade goes to the training centers to train for combat operations, we have Soldiers there to establish a relationship for future support in the theater of operations," Gay said.

Gay hopes that ATS leaders attending the conference learned something they can apply to the future.

"The primary thing I hope the leaders took away from this conference is to bring about solutions for the future and to apply lessons learned to Army Transformation so mistakes are not repeated in the future," he said.

## Final Training Flight for the AH-64A

After 20 years of service at Fort Rucker, the A model Apache completed its final training missions.

The last training flights were conducted Oct. 4 at Hanchey Army Airfield for 1LT Jeffrey Maxwell with the 8th Bn., 229th Avn. Regt., 244th Avn. Bde., Fort Knox, Ky.; and 1LT Joe Casey, assigned to the 7th Sqdn., 6th Cav. Regt., at Conroe, Texas; and for 2LT David C. Duncan, II on Oct. 6, who is also with 8-229th Avn. All three were the last students to fly the A model.

All AH-64A aircraft will be transferred to the Western Army National Guard Aviation Training Site (WAATS) at the Silverbell Army Heliport in Marana, Ariz.

WAATS is the primary site for attack and aeroscout helicopter training for the ARNG and will conduct the AH-64A Aircraft Qualification Course.

## Warrior Hall Opening Ceremony

Flight School XXI is now in full implementation. This is an incredible milestone for our Aviation Branch and the U.S. Army. Now, students receive more flight hours and additional training in their "go to war" aircraft than the legacy course, without spending precious training time in helicopters that are no longer part of the fleet.

Flight School XXI also includes an improved leadership curriculum, as well as specialized survival courses, such as Dunker training, and Survival, Evasion, Resistance and Escape Level "C" (SERE-C) training.

PHOTO BY JAMES BULLINGER / AAPI

Dr. James T. Blake, Program Executive Officer for Simulation, Training & Instrumentation addresses the audience during the opening ceremony for the Warrior Hall training complex. Other guest speakers include (l to r) Austin Yerks, CSC's president of Defense Integrated Solutions & Services Div.; Alabama Rep. Terry Everett and BG E.J. Sinclair.

Feedback from the field clearly indicates that Flight School XXI is indeed producing more proficient and highly-skilled officers ready to be immediately integrated into combat units.

Increased flight training is complemented by additional instruction in new state-of-the-art full-motion visual flight simulators in the newly dedicated Warrior Hall.

Warrior Hall, a $10 million training facility owned and operated by Computer Sciences Corporation, will house 38 helicopter simulators and will accommodate hundreds of students daily.

Cost effectiveness is a major advantage when comparing one flight hour in the AH-64D Apache, averaging $3,000 to $3,500, to that of the simulator at about $500 to $600.

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DOD PHOTO BY PO2C TIMOTHY SMITH

A UH-60 crewmember oversees the unloading of his Black Hawk helicopter Oct. 13 as Pakistani troops stack tents and other emergency aid for survivors of the devastating Oct. 8 earthquake.

Warrior Hall will be used to train Flight School XXI students, as well as advanced qualification and instructor pilot courses.

## Doing A Job Well Done

I want to extend a job well done to Army Aviation Soldiers around the world. While continuing to make significant contributions to the Global War on Terror, Aviation Soldiers distinguished themselves by simultaneously responding to numerous catastrophes.

Whether it was hurricanes Katrina or Rita in the Gulf Coast region of the United States, Hurricane Stan in Guatemala, or the earthquake in Pakistan, Army Aviation played a pivotal role in the relief efforts.

The magnitude of this incredible effort is illustrated by an operational tempo of over 76 hours per aircraft for the past month–almost six times the peacetime operational tempo. Flying and maintaining aircraft to meet this monumental milestone in such challenging conditions is a prolific accomplishment. Job well done!

*continued*

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## Aviation Senior Leaders Conference

The Army Aviation Warfighting Center is in the midst of preparing for the Aviation Senior Leaders Conference (ASLC). The primary focus of this synchronization conference will be lessons learned integration (L2I). This is a key time to ensure all senior leaders discuss aviation transformation, reset/preset, and the Global War on Terrorism.

The 2006 ASLC will be held Jan. 30 to Feb. 3 in the Seneff Aviation Warfighting Simulation Center here at Fort Rucker.

We expect great results from the conference. This is an opportunity for senior Army leaders to address any specific concerns and discuss relevant trends in Army Aviation, and ensure that Fort Rucker continues to provide the best equipment and training for Aviation Soldiers and better support the commanders in the field.

The conference will focus on L2I; joint operations; tactics, techniques and procedures for urban operations; mobilization issues; homeland security; UAVS; Brigade Aviation Element, and observations and insights concerning transformation, reset/preset, and aviation operations around the world.

The LTG Ellis D. Parker Aviation Unit Awards will also be presented during a luncheon on Feb. 1. The awards will be presented by retired LTG Parker to the overall winner, as well as the winners in the categories of best combat, best combat support, best combat service support, and best table of distribution and allowance battalions.

After celebrating the 50th Anniversary of the designation of Fort Rucker, the final training flight of the AH-64A here, and the beginning of 100 percent enrollment in Flight School XXI, the Army Aviation Warfighting Center stands ready to meet the challenges of the future. I have confidence we will successfully meet those challenges as Army Aviation has always done.

"Above the Best!"

❖❖

*BG E.J. Sinclair is the Army Aviation Branch Chief and Commanding General of the U.S. Army Aviation Warfighting Center and Fort Rucker, Ala.*

HONEYWELL PHOTO BY DAVID FITZPATRICK

**DARPA's Crow MAV Flies at Benning**

BG E.J. Sinclair and COL Jeff Kappenman, the Training and Doctrine Command's System Manager for Unmanned Aerial Vehicle Systems, were on-hand Sept. 23 at Fort Benning, Ga., to watch a "Crow" fly. The Defense Advanced Research Projects Agency (DARPA) is working with Honeywell International on micro air vehicles (MAV) for application with the military. DARPA and Honeywell representatives conducted an un-tethered flight demonstration of their "Crow" MAV, currently being tested/developed for future use, for Army officials at the home of the Infantry. Pictured here with the Crow are (l to r): Kappenman; Dr. Brad Tousley, DARPA project manager; Don Conner with FCS LSI; Sinclair and Vaughn Fulton, Honeywell project manager.


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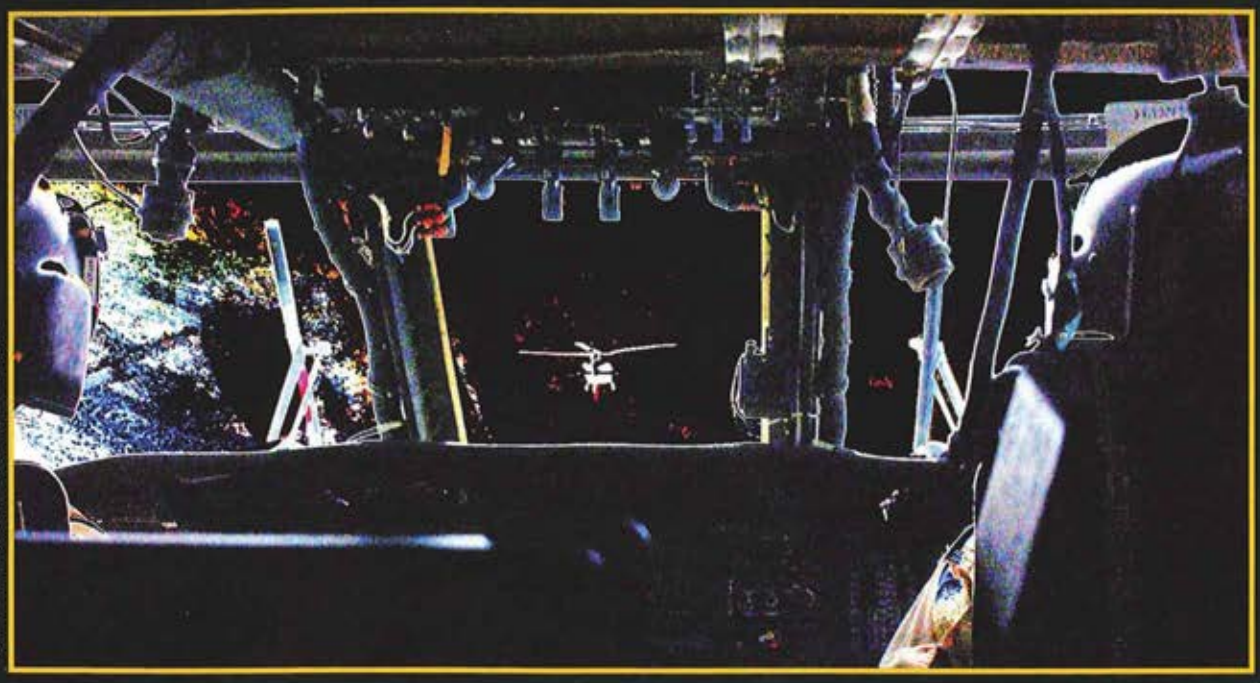
A CASE FOR RUGGED

From the Chief Warrant Officer of the Aviation Branch



FROM AN ARMY PHOTO BY SFC DARREN D. HEUSSEL

## LIVING THE WARRIOR ETHOS:

# OEF UH-60 CREW RISKS ALL

By CW5 Brent Driggers

This issue I want to recognize some of the many heroes in the Global War on Terrorism. In July during my visit to Afghanistan, I had the opportunity to meet with a UH-60 Black Hawk aircrew that distinguished themselves in combat during an operation against attacking insurgents.

The Soldiers are CW3 Christopher C. Palumbo, CW2 Steven Burr, SGT Ryan Pummill and SPC John Irick, all assigned to Co. A, 3rd Bn., 158th Avn. Regt.

I am very proud of them. As a result of his and his crew's heroic actions, CW3 Palumbo was awarded the Silver Star, which you will read was well deserved. He and his team did what all aviation crews around the world continue to do, place their fellow Soldiers' lives ahead of their own safety. I had the honor to visit with this crew, present them with coins, and fly in combat with CW3 Palumbo, who embodies why we are all Soldiers.

The following story, written by SFC Rick Scavetta with the Coalition Joint Task Force 76 Public Affairs Office, details their actions and exemplifies the Warrior Ethos lived by these Soldiers.

ARMY PHOTO BY SFC RICK SCAVETTA

The "Blue Star" crew (l to r): CW2 Steven Burr, SPC John Irick, SGT Ryan Pummill and CW3 Chris Palumbo following their heroic efforts to defend a quick reaction force.

# Blue Star Helicopter Crew Battles Insurgents

By SFC Rick Scavetta, CJTF-76 Public Affairs Office

When crew chief Ryan Pummill unleashed machinegun fire in Afghanistan on enemy insurgents below his UH-60 helicopter, the 22-year-old specialist knew that wounded troops from an Army Special Forces team on the ground were counting on him.

An armor piercing round penetrated the helicopter, sending hot shrapnel into Pummill's face. Another round impacted under his seat. Bullets were hitting all over and smoke was filling the cabin. Still, the Missouri native kept firing at the enemy.

"I'm seeing our guys on the ground, the enemy was trying to overrun them," Pummill said. "It was our job to suppress the enemy, keep the enemy down and kill who we could kill."

April 11 will be a day that the brave crew from Co. A, 3rd Bn., 158th Avn. Regt., will never forget. On that day, the "Blue Stars" crew risked their lives to protect fellow Soldiers and killed half a dozen enemy fighters.

Just behind Pummill, fellow crew chief SPC John Irick was reloading his M60-D machine gun and waiting for his turn to fire upon the attackers. The pilots up front, CW3 Chris Palumbo and CW2 Steven Burr, powered the helicopter through evasive maneuvers to avoid enemy rocket-propelled grenades and weapons fire.

"We never went without a gun shooting," Pummill said. "While I was firing, Irick was reloading ammo. We'd spin the aircraft and then he was firing."

Less than an hour before, the crew was at Forward Operating Base Salerno, when a mission came down to insert a quick reaction force into an area where enemy had launched an ambush on coalition forces.

Palumbo, 32, of West Warrick, R.I., along with Burr, 30, of Lawton, Okla., climbed aboard aircraft 655 with a blue star painted on its nose, a symbol that first saw combat during the unit's seven years in Vietnam.

Irick and Pummill readied their M60-D's and the UH-60 lifted off. They stopped at a nearby base camp to pick up the quick reaction force, a special forces A-team. AH-64 Apaches had already launched earlier and were at the ambush site.

The rugged terrain and trees made landing difficult, Burr said. They finally found a steep slope to drop off the team. The crew was concerned that the enemy would try to launch RPGs at them.

Palumbo could only set his right forward landing gear on the ground. But that was enough. The team had about a four-foot drop to the rocky hillside, jumping out both sides. The helicopter's rotors barely cleared hitting the slope.

Palumbo lifted the bird back into the air, taking up an orbit just south of the landing zone. Within seconds, the A-team radioed that they were under fire and shooting back at the enemy.

The Apaches began firing rockets and 30mm chain guns to support the troops on the ground and were taking fire. Soon they were low on fuel and had to return to base leaving the UH-60s to help out.

Palumbo radioed the troops on the ground that they would take up close air support. An Air Force A-10 was also overhead to provide cover.

The A-team reported they were in direct contact with the enemy, who were hiding in trees down the ridge from their position.

"We saw one [enemy] begin to run down the ridge and the team chased after him," Burr said. "The guy fell off the ridge and into a draw."

Burr's helicopter flew around the steep slope to search for the insurgent. Burr spotted the enemy fighter and talked Irick onto the target. The 23-year-old crew chief from Seminole, Okla., let loose with his machine gun killing the man.

When Irick needed to reload, the pilots swung the aircraft around to allow Pummill to fire.

"We continued to circle when we started to take small arms fire and an RPG was launched at us," Burr said.

Then a call came over the radio – two A-team members were wounded and badly needed a lift out.

"When you hear the desperation in that voice on the radio, someone say-

ing that they need you there, you kind of feel helpless," Palumbo said. "You could see the bad guys. I wasn't going to leave our guys bleeding on the side of the hill."

They circled around trying to find the wounded soldiers when they saw a half-dozen insurgents closing in. At one point the enemy ran underneath the helicopter to attack the wounded Soldiers, who had taken cover. The pilots lowered the aircraft to about 20 feet off the ground.

"We positioned the aircraft between the enemy and the wounded Soldiers and began to engage," Burr said.

During the next ten minutes, Pummill and Irick took turns with their weapons, killing six insurgents. The crew was shouting so loud they really didn't need their intercom system.

But the enemy had opened fire on the helicopter, firing at least two RPGs at the Black Hawk, forcing the pilots to throw the helicopter into skill-testing positions. Bullets ricocheted around the cabin. The insurgents shot several holes in the fuel tank, an engine and the rotors. Smoke was billowing out and sparks flew from the cockpit.

"We knew we had been shot, but we did not know how bad we'd been shot," Palumbo said.

Pummill was leaning out over his M60-D machine gun when an armor-piercing round penetrated a panel just below him, sending shrapnel into his face. Another round shot though the belly of the aircraft, ricocheted off backpacks and grazed his buttocks.

"It felt like someone throwing a rock at you, it stung, but never broke the skin," Pummill said of the round that hit under his seat. "I was in the middle of firing, so I called to the pilot, 'I'm still good to go' and kept on firing."

The aircrew's covering fire allowed the Special Forces team medic to get to the wounded Soldiers, who were later extracted.

Meanwhile, Palumbo felt the aircraft was "starting to act funny," he said, and they flew back to FOB Salerno to have Pummill checked by the medics.

Later the Green Berets told the crew that their actions kept the two wounded Soldiers from being killed.

For their actions, CW3 Palumbo received the Silver Star Oct. 1 from MG Jason Kamiya at Bagram Airfield; and SGT Pummill received the Purple Heart for his injuries on May 25. Currently CW2 Burr, SGT Pummill and SPC Irick are pending approval on their recommendations for the Silver Star.

But decorations did not motivate the Blue Stars crew. Medals are an afterthought for the Soldiers, who still continue their dangerous mission carrying troops and supplies around the battlefield.

"Medals may look good on a uniform, but when you're out there – that's the last thing on your mind," Palumbo said. "We're just one of the aircrews out there doing our job."

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*SFC Scavetta's story is edited and reprinted courtesy of the Coalition Joint Task Force 76 Public Affairs Office, Afghanistan.*

DEPARTMENT OF DEFENSE COURTESY PHOTO

**During the battle, the Blue Star UH-60 crew hovered their aircraft between the U.S. Special Forces team and the attacking enemy, providing lethal machinegun fire to repel the assault.**

COURTESY ARMY PHOTO

**CW3 Chris Palumbo stands adjacent to a "Blue Star" UH-60 following the award of the Silver Star on Oct. 1 at Bagram Airfield, Afghanistan.**

## CW5 Driggers
*continued*

CW3 Palumbo and crew are modest about what they did—just another mission for Army Aviation!

Units around the world are doing the same. Another recent visit with the warriors of the "Marne" Division continues to amaze me with their positive attitude and overwhelming mission accomplishments.

The job is being done well by our branch around the world. Army Aviation is on the battlefield 24/7 taking care of business. I have never been prouder to serve with Soldiers in our Army today.

They always place the mission first, they never accept defeat, they never quit and they never leave a fallen comrade.

Warfighting is Our Mission. Above the Best!

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*CW5 Brent Driggers is the Chief Warrant Officer of the Aviation Branch assigned at the U.S. Army Aviation Center, Fort Rucker, Ala. He can be reached at: brent.driggers@rucker.army.mil*


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## COMMAND SERGEANT MAJOR UPDATE

# Transforming Aviation Soldiers

By CSM Buford Thomas, Jr.

Aviation roles on the battlefield continue to expand as the Army transforms from the current force to the future force. The heartbeat of aviation is its maintenance force with its many diverse roles.

Aviation maintenance and support was once considered a large fixed base element located far to the rear of the battlefield. Today's maintenance force can move elements forward to support any mission. Aviation maintenance continues its transformation with the development of a new generation of digital test equipment and improved procedures that will enhance maintenance capabilities.

The institutional Army must provide the field with a Soldier who possesses the right skills and understands how to utilize mission equipment to accomplish the missions facing our combat aviation brigades (CAB). As our focus shifts to the future, the Aviation branch will continue to expand our training and prepare our Soldiers to operate in a joint environment.

### UAV Personnel Transition

The Army Aviation Warfighting Center is currently working with the Military Intelligence (MI) branch and the Ordnance branch to transfer military occupational specialties (MOS) for Soldiers in the unmanned aerial vehicle career fields and maintenance structure to the Aviation branch for management.

The MOSs are 96U unmanned aerial vehicle operator, 33W MI system maintainer/integrator, and 52D generator equipment repairer.

These transitions are being worked and the 96U will become 15W UAV operator in April 2006. The 33W will become a 15J armament/electrical/avionics system repairer between fiscal years 2008-2009. The 52D will become either a 15B aviation powerplant repairer or a 15G aviation structural repairer (Hunter UAV only), depending on present duties, in the future.

ARMY PHOTO BY MSG JONATHAN DOTI

**The aviation branch is working several career field issues including: consolidating nondestructive testing training with the 15D aircraft powertrain repairer courses, incorporating aviation ground power unit maintenance into 15H aircraft pneudraulics repairer courses, and exploring the possibilities of adding technical inspector training to BNCOC.**

The initial entry training and the Basic Noncommissioned Officer Course (BNCOC) for the 15W will continue at Black Tower, Fort Huachuca, Ariz. However, the Advanced Noncommissioned Officer Course will move to Fort Rucker, Ala. during FY06.

### Hazardous Duty Incentive Pay

The last HDIP increase occurred in January 1999. Since then enlisted base pay has increased some 34 percent with no comparable increase to the HDIP. The Aviation branch has asked the Army to increase HDIP to help assist with accessing and retaining Soldiers with the necessary attributes to maintain our combat capabilities.

Enlisted crewmembers are vital to our units. They are required to complete an extensive three-month training program after which they must maintain proficiency through quarterly and annual evaluations.

### Flying Status for Non-rated Crew

The Army G1 has approved full crewmember pay for aviation flight platoon sergeants and door gunners serving in UH-60 or CH-47 units. Door gunners must be assigned to a tactical unit deployed or deploying to an imminent danger/hostile fire area. This change to AR 600-106 will allow commanders time to integrate and train designated door gunners at least 6 months prior to unit deployment.

### Consolidating Training

For better efficiency, the 15D aircraft powertrain repairer and nondestructive testing training (additional skill identifier N2) will be absorbed into initial entry training (IET) and with BNCOC. This training will begin in January 2006 at the Aviation Logistics School at Fort Eustis, Va.

The aviation ground power unit maintenance and repair mission has transferred from the Ordnance

CSM Buford Thomas, Jr. and BG E.J. Sinclair (in caps) with Soldiers of 3rd Bn., 160th Special Operations Avn. Regt. during a September visit to Afghanistan to update aviation units on branch transformation issues and to thank them for their personal sacrifices. (COURTESY ARMY PHOTO)

branch to aviation. This training is being incorporated into 15H aircraft pneudraulics repairer IET and BNCOC as well.

### Non-rated Crewmember Course

There's no standardized training in place to select and train the best aviation mechanics to be a crew chief or a flight engineer. For years we have selected and hoped the best mechanic will make a great crew chief; this is no longer the answer.

Currently the Directorate of Training and Doctrine is developing a training support packet to address this situation and it should be fielded in FY06.

### Aviation Life Support System MOS

Technological advances in aviation life support system (ALSS) equipment require additional personnel and MOS training. The Air Warrior ensemble is the newest generation of ALSS equipment and requires a dedicated, full time MOS to provide the long-term solutions to

enhance aircrew performance and protection.

This ensemble provides crewmembers and aviation commanders a highly flexible, modular and state-of-the-art system. It is designed to provide the ability to perform in mission profiles ranging from high altitude to climatic (hot & cold) regions, during night aided or unaided, to a nuclear, biological or chemical environment. The Air Warrior system supports both training and combat missions in over-water scenarios too.

### Virtual Helicopter Aircrew Trainer (VHAT)

The VHAT will afford aviation units the opportunity to train Soldiers on crewmember and door gunnery skills, making the best possible use of on-hand resources. Currently, the burden is on the gaining unit to progress and sustain a crewmember on crew duties that drives an additional resource bill.

In the future, we'll have the ability to incorporate realistic simulations into training, challenging students' mental and physical abilities. This will allow the students to enhance gunnery skills while using dangerous and hazardous scenarios without increasing flight hours, damaging aircraft or endangering lives.

ARMY PHOTO BY SPC JAMES SMITH, JR.

**Soon the 96U unmanned aerial vehicle operator's career field will transfer to the Aviation branch as 15W, along with other select military specialties, providing better integration of the assets and Soldiers for modularity and support.**

vant data, the aviation branch has the Directorate of Training and Doctrine conducting a needs analysis study.

As a part of the analysis, an extensive survey has been compiled which consists of relevant issues brought forward to the branch leadership by field commanders and senior enlisted personnel. The results of this analysis will be submitted for worldwide staffing to all aviation units by not later than the 2nd quarter of FY06.

After the feedback is compiled, it will be used to assist the branch in determining the current status of our attempting to answer that call. The analysis is the first step in putting this plan into motion, and the input received from the field will plot the future course we take.

### Summary

Army Aviation is rapidly transforming to meet the needs of the battlefield commander, and we must ensure that we continue to develop, maintain and sustain our quality force. For what we do now as leaders, is surely what our aviation branch will inevitably become later.

All of these concepts will enhance and optimize training for the next generation of Aviation Soldiers. Aviation Soldiers will continue to move forward and meet the challenges of the ever-changing mission.

Above the Best!

**Army Aviation is rapidly transforming to meet the needs of the battlefield commander, and we must ensure that we continue to develop, maintain and sustain our quality force.**

### Aviation Technical Inspector (TI) Course

Field leadership has requested a comprehensive review, and if necessary, a revision of the current BNCOC technical track. The revision of the current instruction will be concentrated towards developing NCOs capable of effectively performing fundamental duties as a TI, with the potential of assuming the duties of a unit quality control NCOIC if necessary.

In an attempt to capture all relefield force quality control population, and it will provide the current field leadership the opportunity to "sound off" and assist in forging the way ahead for the development or revision of the future BNCOC technical track.

In order to ensure our Soldiers continue to develop into competent TIs for the future fighting force, revising the BNCOC technical track is a necessity. Input from the field has stressed the need for revision and the aviation branch leadership is

*CSM Buford Thomas, Jr. is the Aviation Branch Command Sergeant Major at the U.S. Army Aviation Center, Fort Rucker, Ala.*


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# Providing Warfighters with 3-Dimensional Airspace Control

By Joseph A. Myers

Army Air Traffic Service (ATS) units are a strategic asset with a global mission ensuring safety and survivability in commercial and DOD airspace and on the modern battlefield. ATS is a core enabler for Army airspace command and control (A2C2), ensuring synchronized access of the increasingly congested Joint airspace.

The equipment supporting ATS units had been neglected since the 1950s and 60s – becoming obsolete, a maintenance burden, and wholly incapable of operating effectively in a modern airspace environment. An unprecedented modernization effort is underway impacting practically every major piece of Army air traffic control equipment.

The Product Manager for Air Traffic Control Systems (PM ATC) is chartered with responsibility for the management of the numerous modernization efforts for the tactical and non-tactical ATC equipment to meet the full range of fixed-base and combat air traffic requirements.

These modernization efforts are having a direct impact to safety-of-flight operations by reducing the potential for airspace conflicts and fratricide, making Army Air Traffic Services relevant into the 21st century.

Some of PM ATC's key near-term tactical program modernization efforts include the Air Traffic Navigation, Integration and Control System; the Tactical Airspace Integration System, the Tactical Terminal Control System and the Mobile Tower System.

PHOTOS AND GRAPHIC COURTESY OF U.S. ARMY

The AN/TPN-31 Air Traffic Navigation, Integration and Control System.

## Air Traffic Navigation, Integration, & Control System

The AN/TPN-31 ATNAVICS is a survivable radar system mounted on a high mobility multi-purpose wheeled vehicle (HMMWV). It gives Army ATC units a highly mobile tactical area surveillance and precision approach system.

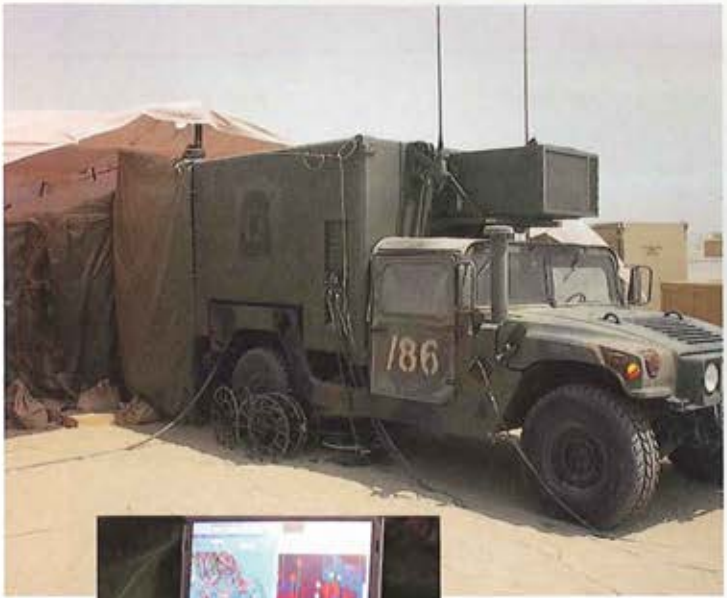
The ATNAVICS replaces the technologically obsolete and unsupportable Landing Control Central (AN/TSQ-71B) and provides for expeditious air traffic flow, permitting continuous unimpeded operations, area navigational assistance, integrated air traffic during joint/combined operations, and coordinated air movement within the A2C2 system.

Manufactured by the Raytheon Corporation, fielding began in July 2003 and will continue through 2009 to 19 stateside and seven overseas active and National Guard component locations, and to 14 Marine Corps locations.

Three systems are deployed to Iraq, providing terminal operations support at Army forward operating bases.

## Tactical Airspace Integration System

The AN/FSQ-211 TAIS is a mobile communications and digital battlefield automated system for airspace management. It replaces the antiquated AN/TSC-61B Flight Control Central system.



AN/FSQ-211 Tactical Airspace Integration System with new laptop computer to replace older cumbersome workstations.

It is currently employed in theaters of operation and is the Army system to meet both A2C2 and ATS flight following requirements. The TAIS is an HMMWV mounted shelter with various communications equipment for voice and high bandwidth data transmission, and provides up to eight operators with a 2- and 3-dimensional near real-time view of the airspace.

The TAIS automates the airspace deconfliction measures process from brigade to theater, reducing a procedure that took hours down to minutes.

The TAIS Airspace Work Station provides the same functionality as the workstations in the full TAIS, but without the large footprint of a vehicle, generator and antennas in locations such as battlefield coordination detachments, static headquarters and training centers.

TAIS shelters and AWS's have been supporting OIF/OEF from the beginning.

The latest software release provides Blue Force Tracking–Aviation and simulcast capability allowing Army aircraft and UAV position data to be displayed theater wide, significantly enhancing situational awareness for units. Laptops will replace the current cumbersome workstations.

Recently a performance based logistics contract was awarded to the TAIS prime contractor General Dynamics C4 Systems.

The effort will provide life cycle contractor support, with monetary incentives to maintain 90 percent or higher operational readiness levels, which is well beyond the historical levels of older ATC equipment.

TAIS fielding began in fiscal year 2000 and will continue through FY08.

The Tactical Terminal Control System provides initial air traffic services at remote landing sites.

## Tactical Terminal Control System

The TTCS enhances aircrew safety by providing initial ATS capability at remote landing sites and drop zones.

The system includes secure communications equipment for aircraft separation and ground control, a meteorological measuring system for basic weather information, and a precision location capability.

There is currently an ongoing modification work order with the TTCS to eliminate unsupportable proprietary components, upgrade the communication suite with multiband multimode radios and provide SATCOM capability. The improvements will reduce life cycle costs and enhance system readiness.

The upgrade began in FY 05 and will continue through FY 08. The first 10 systems have been retrofitted, with a combination of active and National Guard ATS units trained up on the improved TTCS for OIF rotations.

The Mobile Tower System is a new program the PM ATC is working, with planned fielding in fiscal year 2008.

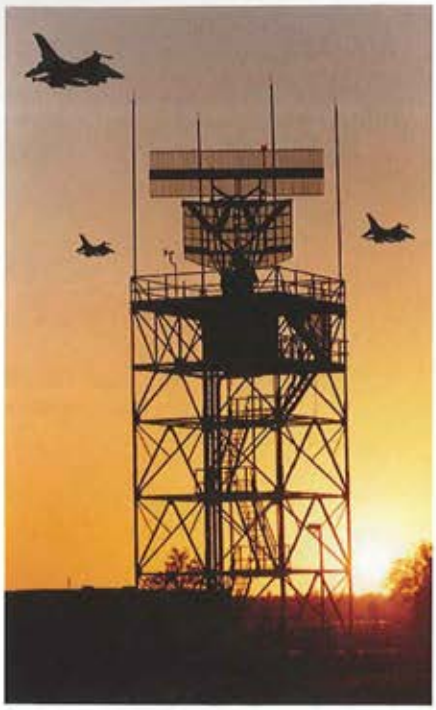
## Mobile Tower System

The MOTS is a highly mobile tactical air traffic control system designed to rapidly setup and quickly establish ATS during the initial phase of deployment, and sustain those services throughout the operational and redeployment phases.

The system is HMMWV mounted, deployable by C-130 and sling load, and has digital jam-resistant communications.

MOTS will allow sequencing and separation of arriving and departing aircraft, coordinating instrument meteorological condition recovery of aircraft, coordinating in-flight emergencies, and peacetime and combat search and rescue actions.

The request for proposal was released to industry on Oct. 4, with contract award scheduled during the 2nd quarter of FY06. The first unit equipment is expected in the 2nd quarter of FY 08, with fielding from FY08 to FY13.



**PM ATC is working with DOD and the Federal Aviation Administration to modernize the National Airspace System nationwide with upgrades of various ATC equipment.**

## Fixed Base ATC Programs

Key near-term fixed base programs include the National Airspace System modernization program and the Fixed-base Precision Approach Radar or FBPAR.

The National Airspace System (NAS) modernization program is a joint DoD and Federal Aviation Administration (FAA) effort to upgrade ATC equipment nationwide. NAS consists of a modernized digital air surveillance radar system (DASR); the DoD Advanced Automation System (DAAS), a terminal automation system that combines various radar and other information sources into an integrated data management and distribution structure; and voice communications switching system (VCSS), which ties the air traffic controller, aircrews and ground personnel into a digital voice communications network.

The NAS components supporting the DoD must be fully interoperable with the FAA's modernization of NAS facilities and equipment, and must be capable of providing FAA-equivalent ATC services to civil and military aircraft operating in DoD controlled airspace.

The NAS program replaces obsolete analog ATC systems and radars – some older than 20 years – and will improve reliability, provide additional weather data, reduce maintenance cost, and improve performance.

NAS provides digital data to new digital automation systems for presentation on air traffic controller displays at Army airfields both stateside and overseas.

PM ATC also has plans beginning in FY07 to initiate a fixed base navigational aids modernization program targeted at the instrument landing systems (ILS), the tactical air navigation systems or TACAN, the distance measuring equipment (DME), the VHF omni directional range systems (VOR), and beacons.

## In Conclusion

ATS and ATC equipment are transforming and modernizing at a rapid pace with today's advancing technologies. As the materiel provider, PM ATC continues to lean forward collecting and incorporating lessons learned from the current extreme optempo and severe environmental conditions that ATC equipment is performing in OIF/OEF, as well as fixed base sites around the world.

PM ATC is positioned to provide the right equipment for today and tomorrow's ATS tactical and fixed base requirements.

ATS units are the "First There" to provide air traffic control anywhere, anytime, under any conditions.

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*Joseph À. Myers is the deputy product manager for Air Traffic Control, Redstone Arsenal, Ala.*

# Aviation Branch History Published


BG E.J. Sinclair, 10th Aviation branch chief and the commanding general of the U.S. Army Aviation War-fighting Center, was the first to receive a copy of "*A History of Army Aviation: From Its Beginning to the War on Terror.*" Its author Dr. James W. Williams, PhD, presented the 423-page book during a simple ceremony on Oct. 18 in the Army Aviation Museum at Fort Rucker, Ala.

Williams, a retired Naval Reserve captain, served as the Aviation Center and branch historian from 1997 until his recent federal service retirement in August.

In the summer of 2003 COL William Forrester, then the USAAWC chief of staff, directed Williams to write a comprehensive study of the branch with an analysis of key milestone events and the decisions that helped shape today's modern branch.

The Army Aviation Museum Foundation, a private organization that supports the museum and helps maintain the various aircraft displays, approached the Army about publishing the study as a book. According to Williams the book evolved from about 60 percent of the study, with addition of more details.

This was a win-win situation for both the Army and the AAMF, since it provided a means for the public to obtain the branch's history with no printing costs to the government. The non-profit AAMF benefits from the proceeds generated from book sales at the Aviation Museum's gift shop.

The book is available in either hard or soft back versions, and can be ordered from the gift shop online at: www.armyavn-museum.org or by calling toll-free (888) 276-9286.

Pictured below is Sinclair accepting the book and congratulating Williams on a job well done in writing a comprehensive Army Aviation branch history, joined by retired COL David Swank, AAMF's chairman of the executive board.

Today Williams resides in Talladega, Ala. and is an adjunct instructor with Troy University's eArmyU online degree program.

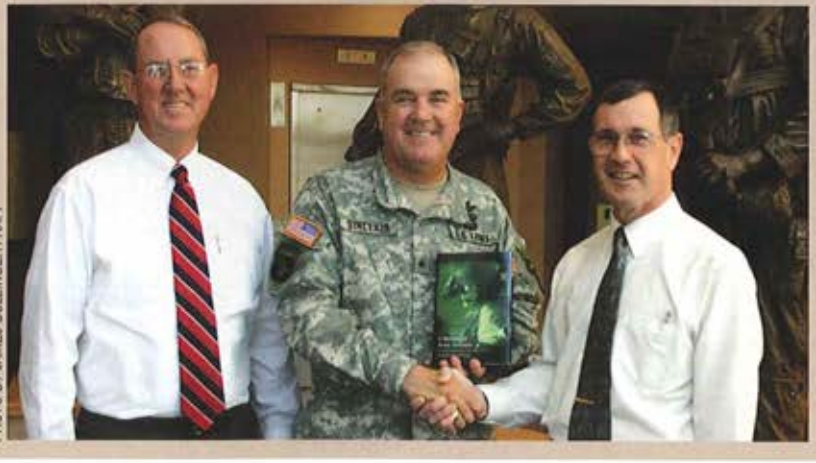
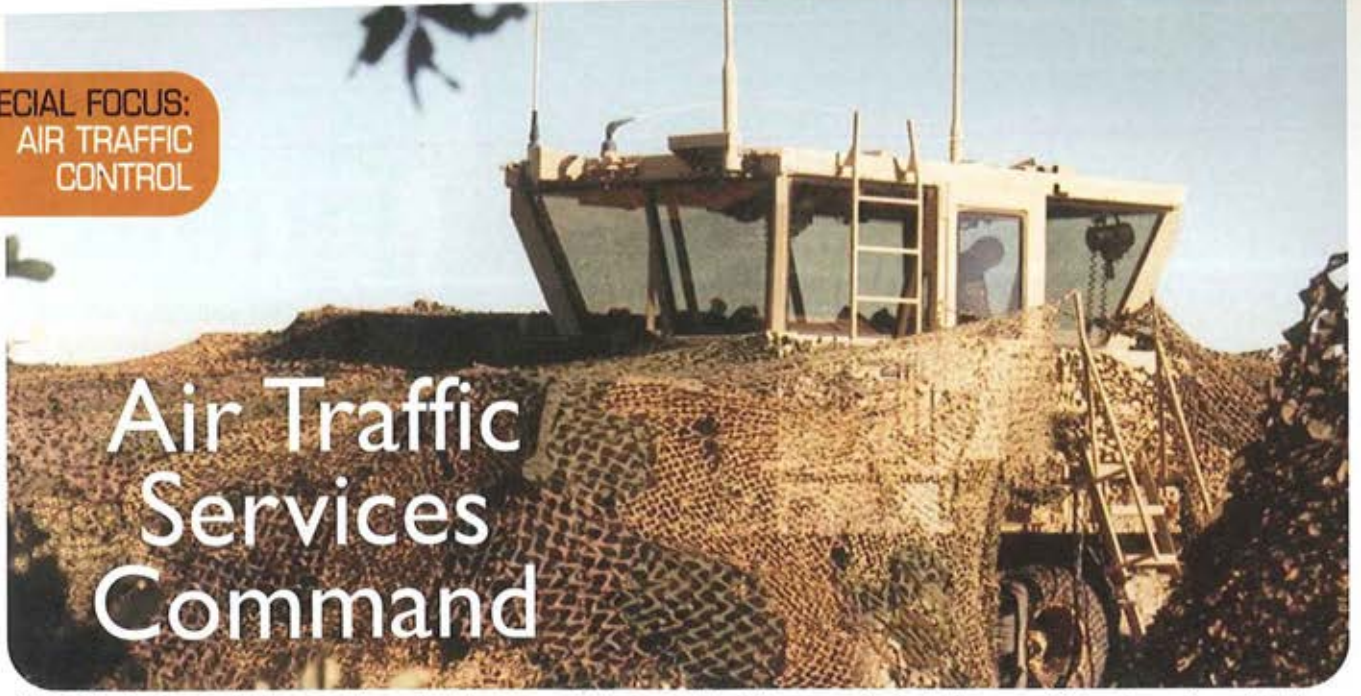


PHOTO BY JAMES BULLINGER / AAPI



# Air Traffic Services Command

ATSCOM is the focal point between the combat developers, industry and the ATS community for fielding new ATC systems. Here a Soldier provides ATS support from a tactical AN/TSW-7A Tower System in Iraq. (ARMY PHOTO BY SSG TELROY GRANT)

# Into the Future

By James E. Jones

ARMY PHOTO BY SSG MARVIN DEOCAMPO

ATSCOM Soldiers SGT Ronald Martin (left) and SPC Thai Tran, with Co. F, 58th Avn. Regt., are deployed to Iraq in support of airfield operations. Here they are repairing an AN/TRN-30V2 navigation beacon inside a mobile maintenance van.

The Army Campaign Plan outlines those actions that the Army must complete in order to transform into the future force.

Air Traffic Services Command's (ATSCOM) role in aviation transformation is to assist in the development of air traffic services (ATS) training and simulation strategies that optimize resources and technology to provide subject matter support in development of ATS warfighting doctrine for current and future full spectrum operations in a combined/joint environment; and to support the current warfight, insuring that every soldier has the right training and equipment to be successful in combat, while simultaneously preparing, in concert with our joint and combined arms partners, all ATS units for future contingencies.

## Synchronizing Transformation Efforts

To accomplish ATSCOM's transformation strategy, we are functionally arrayed to complement the training organizations of the Aviation branch, focused mainly on meeting initial military training requirements and continuation training demands as prescribed by the commanding generals of the U.S. Army Forces Command and the Army Aviation Warfighting Center (USAAWC).

Since its inception, ATSCOM has integrated countless observations and insights from both operational assessments and experimentation into future training, organization, leader development, and materiel programs.

ATSCOM has joined with the Combined Arms Center in the integration and development of battle space awareness using the Tactical Airspace Integration System linked with interagency systems within the theater to provide airspace management across the full spectrum of operations.

Additionally, ATSCOM was instrumental in the development of an experimental airborne (Aerostat) radio retrans system; a theater-wide communication network used to enhance search and rescue responses, and airspace procedural control of Army aircraft within the theater.

The key to our success has been positive and frequent communications with our partners at the USAAWC and the forward deployed warfighters.

The primary vehicle for facilitating this information exchange is our direct involvement in the USAAWC Airspace Command and Control Integrated Concept Team, where senior leaders of the Aviation branch, with ATSCOM as co-chair, identify critical ATS concerns and assign responsibilities to resolve issues.

But our role in transformation does not end there.

## New Commands Stand Up

Within the next 12 to 18 months, the ATSCOM's commander and senior NCO will also assume the role of commander and command sergeant major for the first active component Theater Airfield Operations Command (TAOC).

Simultaneously, the Army National Guard will activate a second TAOC, currently from the Louisiana ARNG's 204th Air Traffic Services Group.

The TAOC provides battle command of airfield operations detachments (AOD) and provides senior level ATS expertise for planning and standardization of all airspace and air traffic operations in theater.

The active component TAOC will have five AODs, three from the active Army and two from the reserve component (USAR/ARNG).

Two of the AC AODs will be forward deployed in Germany and Korea, with the remaining AOD held in a rapid deployment status stateside.

The ARNG TAOC, with its five AODs, will be based in the continental U.S. and will support theater rotational requirements when mobilized.

The TAOCs will organize and train their subordinate AODs so they are available for deployment within operational timelines.

**The Soldiers of the Special Repair Activity with Co F., 58th Avn. Regt. are providing an important service maintaining the ATS equipment in the Operation Iraqi Freedom theater.** (ARMY PHOTO BY CPT JOSEPH HAYS)

The incorporation of these ATS elements into the future structure will significantly enhance ATS capabilities and provide critical operational support to combatant commanders.

Creation and implementation of the TAOC and AOD structures is key to future Army ATS operations.

## An Agent For Change

In concert with USAAWC, ATSCOM implements the Army Campaign Plan across the doctrine, organization, training, materiel, leadership and education, personnel and facilities or DOTMLPF spectrum.

Additionally, ATSCOM works with other organizations, agencies and activities throughout the Defense Department and federal government to facilitate ATS transformation.

Key to the DOTMLPF process will be simulation training. To that end, ATSCOM has assisted in identifying off-the-shelf training devices for the Air Traffic Navigation, Integration and Control System in order to provide critical sustainment training for radar controllers.

ATSCOM efforts in simulation strategy have enabled the ATS community to identify and close the capabilities gap between institutional training and emerging systems.

Over the past year, ATSCOM has worked in conjunction with members of the USAAWC to improve the fielding of new equipment and improve the effectiveness of deployed forces.

Transforming ATS capabilities during war requires a careful balance between sustaining and enhancing the current ATS force, while developing the future structure and capabilities of the current force.

ATSCOM has served as the focal point between the combat developers, industry and the ATS community in order to meet timelines and accelerate fielding of proven systems across the DOTMLPF spectrum.

This provides the Army efficiencies in equipment development by diverting crucial resources to critical areas.

As a key member of the Aviation Transformation Working Group, ATSCOM spearheaded the efforts to develop modular air traffic services units in order to meet the transformation goals established by the Chief of Staff of the Army.

ATSCOM's direct involvement in the design of both the ATS Company assigned to the general support aviation battalion (GSAB) and the TAOC, ensured careful consideration of risk mitigation measures was applied to the evolving modular ATS structure.

Ultimately, ATSCOM's critical input and analysis resulted in the design of not only a modular force, but for higher ATS headquarters (TAOC) that are able to supplement and assist the ATS company assigned to the GSAB in the combat aviation brigade.

## One Warfighting Force

The Army transformation roadmap outlines how the Army will sustain and enhance the capabilities of the current force and build the future force to meet the requirements of tomorrow's Army in a joint operations environment.

As always, Soldiers will remain the center of Army transformation. ATSCOM is committed to supporting the development of a quality joint and expeditionary Army capable of a continuous cycle of experimentation, experience and change.

Today, and into the future, ATSCOM will tirelessly pursue a more relevant ATS force for full spectrum operations.

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*James E. Jones is an air traffic operations specialist in the Futures Division of the U.S. Army Air Traffic Services Command, Fort Rucker, Ala.*

# Aviation Proponency

## *Shaping Personnel Policy for Aviation Transformation*

By LTC Mark T. Jones and CW4 Michael G. Anderson

*"When the branch chief told me that I was going to be the new director of Aviation Proponency I had no idea what that was, even after 21 years in the Army. I looked up the word 'proponency' in the dictionary. When I failed to find it, because it is not an actual word, I realized the challenges of comprehending not only the role of my organization, but how to effectively lead this organization through Army transformation."*

– LTC Mark T. Jones, Aviation Proponency Director

DOD PHOTO BY PO1C ROBERT MCRILL

**tAP works many personnel issues on behalf of aviation officers, warrant officers and enlisted Soldiers, such as SPC Ryan Becker from Joint Task Force Bravo in Honduras, who is providing humanitarian relief for victims of Hurricane Stan in Guatemala, here on Oct. 18.**

The name Aviation Proponency (AP) is another perfect example of the great military machine taking a perfectly good word and altering it slightly to make it their own. The root word proponent, however, simply means an advocate of something. That is exactly what AP is, an advocate of the personnel in the Aviation branch.

In the AP office at Fort Rucker, Ala., a relatively small number of people toil long and hard to work issues for officers, warrant officers and enlisted personnel to make the Aviation branch a more efficient and effective part of the overall Army.

Change is inherently difficult; however, in today's transforming Army it is inevitable. It is far better to be the architect of change than to wait to be told how and when to change.

Aviation Proponency is an integral part of the machine that drives change as well as changing internally. The majority of the procedural systems within the Army's personnel structure were developed during relatively peaceful times.

More often than not these systems are too slow to effect the rapid change required of transforming the Army while at war. This is not easy, but it is vital to our continued relevance as a Branch well into the future.

As shown in AR 600-3, *The Army Personnel Proponent System,* there are eight lifecycle management functions for all Army personnel and AP has a hand in all of them.

1) First, there is structure. The Army structure (TOE and TDA) determines how many jobs there are to fill.
2) Next is acquisition. Simply put, that is the recruiting part.
3) Distribution is putting those personnel into the positions.
4) Development is the training piece of the puzzle.
5) Deployment covers personnel use.
6) Compensation includes regular pay and incentive pays.
7) Through sustainment the branch is kept healthy by acquiring replacement personnel for people leaving the Army.
8) And finally, transition covers personnel leaving the Army.

To attempt to list details on every action being worked at AP at any one time would require a book rivaling *War and Peace* in size and would require the reader to have an extensive education in force management. Therefore, in these few short lines, it is probably better to focus on one issue and track the steps from start to finish.

One issue in the news lately is the Unmanned Aircraft Systems (UAS). The initial Army UASs were designed for use as reconnaissance vehicles. The smaller ones could

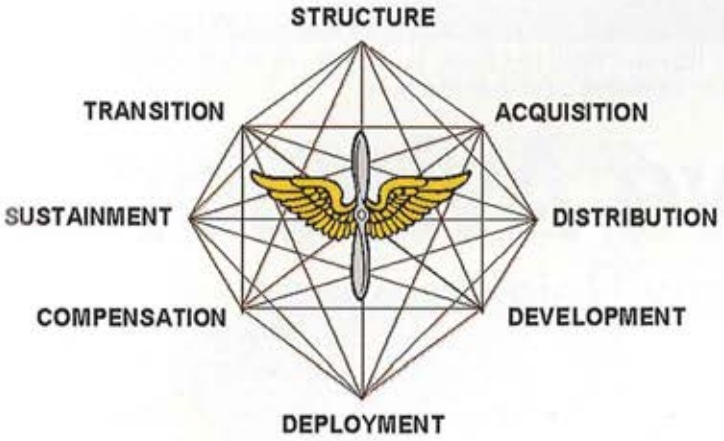
be flown over the next hill to determine what threat, if any, lay in-wait. The larger UAS could be flown farther and higher to get a better overall picture of the battlefield.

Because of the relatively small initial number of UASs and the mission, these systems were maintained and utilized by the Military Intelligence (MI) branch.

However, these systems have proven so effective that the Army now wants to significantly increase the numbers, types and the missions of these vehicles. UASs have become an integral piece of the Army's effectiveness on the battlefield and will be integrated even more in the years to come.

Because of this increase, the decision was made to move the UAS mission to Aviation branch, which already manages the vast majority of flying assets.

In September 2003, discussions began about how best to manage and transition this career field to the Aviation branch. As of this Oct. 1, the start of fiscal year 2006, the transition actually took place. The official transfer ceremony is scheduled for April 12, 2006 to coincide with Army Aviation's anniversary.




**Above: The eight life-cycle management functions of the Aviation Proponency Office.** (ARMY GRAPHIC)

There was a lot of work that took place during this two-year period. The transition of UASs from the MI branch to the Aviation branch is currently the largest change affecting Aviation warrant officers and enlisted Soldiers.

Aviation Proponency worked and coordinated with the MI Proponency to establish new MOSs and career paths for the people who will both operate and maintain these aircraft systems. Warrant officer technicians will change from their current military occupational specialty (MOS) of 350K to 150U.

The enlisted operators will change from the MOS 96U to 15W. Additionally, the MI branch had tasked 52D generator repairers and 33W intelligence system repairers to perform maintenance on these systems; however, as the transition to Aviation branch progresses, certain aviation maintainers, particularly 15B, 15G and 15J personnel, will assume that maintenance role.

In addition to creating new MOSs and recoding some Soldiers to the Aviation branch, the UAS platform presents other challenges to AP, such as determining how to integrate these systems into current and future aviation structures, the need to develop new training programs and acquiring the appropriate personnel to support these programs. All of these actions require individual proposals and studies to ensure success.

ARMY PHOTO BY SGT MATTHEW ACOSTA

**As the Army replaces the OH-58D Kiowa Warrior with the new armed reconnaissance helicopter, the Aviation Proponency Office will work a host of personnel issues to support the transition. Here troopers from 1st Sqdn., 17th Cav. Regt. at Forward Operating Base MacKenzie in Iraq labor to remove a rotor blade to gain clearance to pull out the jet turbine engine on Oct. 11.**

Aside from the UAS issues, AP has a number of current actions in various stages of progress. A few of these are:

- Resurrection of the warrant officer air traffic control technician, MOS 150A.
- Annual reviews and updates to DA Pam 600-3, *Commissioned Officer Development and Career Management.*
- Aviation awards, such as the LTG Ellis D. Parker award and the Anne Morrow Lindbergh award.
- Recruiting activities targeted specifically to Aviation branch.
- Aligning the Warrant Officer Education System with the recommendations of the Army Training and Leadership Development Panel.
- Review and update of AR 611-110, *Selection and Training of Army Aviation Officers and Warrant Officers.*
- A new enlisted Aviation Life Support Equipment MOS.
- Realigning the MOS 15Q grade structure to support personnel growth.
- Developing initiatives for personnel alignment to support Army transformation structures.
- Reviewing warrant officer accession packets for qualifications and providing selected waivers when necessary.

On an almost daily basis, new personnel issues arise at AP and older issues continue to require updates. As the Army transforms, these issues become more numerous and require a greater degree of planning and scrutiny in a much shorter time frame.

Reflecting on the focus of the AP director, "First and foremost, my main priority is to take care of Soldiers. People have always been and remain our most important resource," stated Jones.

The challenges at AP are many, but providing the right people in the right job at the right time is the reward for the hard work.

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*LTC Mark T. Jones is pending promotion to colonel and is the director of the Aviation Proponency Office. CW4 Michael G. Anderson is a personnel system manager with the AP Office, Fort Rucker, Ala.*

ARMY PHOTO BY CHUCK PRICHARD

Prepared to answer the call: an Army Reserve CH-47D from Co. B, 5th Bn., 159th Avn. Regt., Fort Eustis, Va., activated for Hurricane Katrina response, prepares to load a FEMA search and rescue team on Sept. 16 near the devastated town of Empire, La.

# Army Reserve Aviation

## *Transforming To Reach New Heights*

By BG Matthew Matia

***Editor's note:*** *This is the first section of a two-part article on U.S. Army Reserve aviation transformation. Part two will appear in the December issue.*

In the course of going about the business of supporting Army missions, both for Army transformation activities and for the Global War on Terrorism (GWOT), there is oftentimes confusion voiced by members of the active component…"There's aviation in the Army Reserve?" So, to paraphrase a famous response by a newspaper editor to a hopeful child's question at the turn of the 20th Century: "Yes, Virginia…There is Army aviation in the Army Reserve."

Army aviation is definitely alive and well in both organizations that comprise the reserve components (RC) of our Army; this very much includes the Army Reserve (USAR).

### A Brief History of USAR Aviation

Aviation has been an integral part of the USAR mission since the 1950's, but experienced its initial growth surge following the Vietnam War in the 1970's. At that time, many of those who had fought and flown in Vietnam, but had not remained on active duty, joined local USAR units that were spread across the Nation.

During the 1970s and 1980s, aviation units in the USAR paralleled the growth and maturity of the organizational structures developing in the active component (AC). Army Reserve command and control during this period was exercised primarily through Army Reserve Commands (ARCOM), which in turn had one or more aviation units assigned to them.

These units focused on training for combat, combat support, and combat service support missions. The aircraft assigned to these units included UH-1, OH-58, AH-1, CH-47, U-21 and C-12s. The aircrews trained to the same standards as their AC counterparts, using the aircrew training manual (ATMs) standards for proficiency, hours flown, training events, etc. Similarly, USAR aircrews were regularly inspected and evaluated by both RC and AC teams, including regular visits by the Department of Evaluation and Standards from Fort Rucker, Ala.

The primary difference between the AC aircrews and those in the RC is that the vast majority of the training is conducted on what employers refer to as "personal time off." A typical flight training period does not occur on a battle-assembly weekend; this time was normally reserved for collective-level unit training and administration.

The RC aircrews would normally either take a vacation day from their regular job, or schedule a flight period that allows for travel time after their normal quitting time. This situation has required a much more stringent review of the individual's readiness to perform flight operations by the approval authority; sometimes resulting in cancelled flights, but more often a more pro-active safety program than found in active units.

## Desert Shield/Storm - A Turning Point

August 1990 began what became a "water-shed" period for the RC and their relationship to the AC. Beginning with then-President George Bush's call for the world to "draw a line in the sand" against Iraqi aggression in Kuwait, years of planning, training and exercises between the AC and the RC came to fruition as the largest call-up of RC forces since World War II and Korea got underway.

In that initial call-up for Operation Desert Shield, USAR aviation units were called upon to provide transportation for many short-notice requirements for senior Army leaders to coordinate the deployment of forces. Later, as AC rotary-wing assets in the United States became scarce due to deployments, USAR aircrews provided continuing support to the AC as further preparations were made for the coming battles.

Due to the scheduling of the Army's aircraft modernization programs, some USAR aviation units had aircraft incompatible with what the AC had at that time in theater, so these units were limited to continental U.S. (CONUS) support missions.

However, the Army Reserve did provide a significant number of individual aircrew members to fill-out AC units that were short of qualified aircrews for their deployment requirements. Because of the emphasis on standardization of training requirements, the USAR Soldiers called-up as individual augmentees were easily integrated into the AC units.

There were exceptions to this situation; 2nd Bn., 228th Avn. Regt., a C-12 equipped theater aviation battalion, and 7th Bn., 158th Avn. Regt., a command and control support battalion equipped with UH-60A aircraft, were both deployed to the Southwest Asia theater after the start of Desert Storm to provide support to the Third U.S. Army's echelon-above-corps 2nd Avn. Brigade.

Following the end of the operations in Desert Storm the RC units were released back to their parent commands for demobilization and reintegration into a reserve status.

The period after Desert Storm was one of ever increasing activity for the Army Reserve. From the successes of the first large-scale use of RC forces for an overseas deployment operation in the post-Vietnam era came a greater reliance by the AC to call-up selected units for missions that had not historically been envisioned for the Reserve.

These missions ranged from extended overseas training exercises as *Ulchi-Focus Lens* in Korea and *Fuertes Caminos* in Central America, to crisis response operations in Haiti (Operation Uphold Democracy) and Bosnia-Herzegovina (Operation Joint Guard).

This was a time for mutual benefits to both the AC and RC. The AC continued with the reductions in force structure placed upon it following the collapse of the Soviet Union in 1989; the USAR was able to more actively engage with real-world operations that increased their experience base, while at the same time bring more fully qualified Soldiers into their ranks from the AC force reductions.

## Off-Site Agreement and Changes for USAR Avn.

As a result of the end of the Cold War, the successes in Desert Shield/Storm, and the Army's review of its force structure for future conflicts, a decision was reached during an off-site meeting of senior Army leaders in 1995 that would have a significant impact on the future of Army Reserve aviation.

Among the many decisions was the clear delineation of roles to be given to the USAR and the Army National Guard (ARNG), which would affect the organization and structure of their respective aviation units.

The ARNG would primarily have combat and combat support missions, while the USAR would have combat service support as its focus in the future.

The impact of this off-site agreement on the USAR was the stand-down of units owning utility aircraft (UH-1, UH-60 and U-21); the conversion of some units to more modern aircraft as the CH-47D, C-12 and UC-35; and the consolidation of command and control for all USAR aviation units under the 244th Avn. Brigade at Fort Sheridan, Ill.

As part of the realignments, battalions were assigned functional responsibilities. For example: all CH-47 Chinook units came under one battalion for command and control, training, budgeting, and operational direction. There was also a similar alignment with the fixed-wing units.

One deviation from the agreement's mission and roles construct, was the retention by the USAR of two AH-64 Apache battalions. The rationale for this was to maintain the ARNG at the division-and-below force structure, while corps-and-above combat forces would belong to the USAR.

Training and operational commitments for USAR avia-


ARMY GRAPHIC BY 244TH AVN BDE PAO

**The 244th Aviation Brigade is geographically dispersed, but constantly conducts training and readiness exercises to meet the Army requirements to provide technically and tactically sound units and people when called upon.**

tion continued throughout the end of the 1990s much the same as they had in the beginning of the decade. Reserve aviation units continued to support contingency missions overseas in Europe, Central and South America, and in the Middle East, while they continued to train in the CONUS with AC units.

USAR aviation units were also active in certain areas of domestic emergency response operations. For example, Co. A, 6th Bn., 158th Avn. Regt., then located in Everett, Wash., was tasked to provide fire suppression support to the U.S. Forest Service's efforts during extended wildfire seasons in the Pacific Northwest.

The Co. A, 6-158th Avn. continues to provide high-altitude rescue support to the U.S. Park Service for climbers stranded on Mount Rainier in Washington. These and other similar missions demonstrate a synergy between the training of tasks for combat operations and those that can be applied in support to civilian requirements.

The fixed-wing units that supported Army requirements in both Europe and Kuwait best demonstrated a recurring commitment of USAR aviation units overseas. The requirements called for stationing of C-12 aircraft in these theaters on a permanent basis, with a rotational plan for aircrews. This commitment began in 1995 and continues today, despite all other commitments.

**To be continued…**

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*BG Matt Matia is the deputy commanding general for Mobilization and Training, U.S. Army Combined Arms Support Command and Ft. Lee, Va. He is the former commander of the 244th Aviation Brigade.*

*Contributing authors to this article include: COL Tom Caples, commander of the 244th Avn. Bde.; Charles O. Koons, 244th Avn. Bde.; LTC Steven Campfield, commander of 6th Bn., 52nd Avn. Regt.; COL Alvin Foshee, Army Reserve Command aviation staff officer; and MAJ Calvin Wineland, Force Programs staff officer with the Office of the Chief of Army Reserves.*


**Far left:** Pawlak, left, and Duncan conduct the last preflight inspection of an AH-64A aircraft used for student flight training at the U.S. Army Aviation Warfighting Center.

**Left:** Instructor pilot DAC Richard Pawlak, right, congratulates his student 2LT David C. Duncan, II, with completing the AH-64A aircraft qualification course and being the last student to fly the Alpha model helicopter at Fort Rucker on Oct. 6.

Story and Photos by James Bullinger

# Last of the Alpha Apaches Flies at Rucker

October 6th marked yet another milestone date in the Aviation branch's transformation and history of the home of Army aviation. After two decades of student flight training, the last AH-64A model Apache attack helicopter, used to support pilot and instructor pilot qualification courses, took to the air for its final mission at Fort Rucker, Ala.

For the two pilots flying on the one-hour night training flight, the shared moment had different connotations.

For retired CW4 Richard C. Pawlak, now one of 18 Department of the Army Civilian instructor pilots at Hanchey Army Heliport, the last flight was part of the natural progression of things.

"I went from Cobras [AH-1] to the "A" model to the Longbow [AH-64D]," Pawlik said, "I'm going to miss the "A" model. I like the way it handles. It did the Army well—it's a good aircraft.

Pawlak retired in 1996 and took a job working for the aircraft maintenance contractor until he was hired as a DAC IP in 1999. Today he is assigned to Co. A, 1st Bn., 14th Avn. Regt. – the unit that conducts all Apache aircraft training programs.

"I've been teaching since 1999 and will miss it, but I'm ready to move up to the Longbow," he said.

Pawlak, already qualified in the AH-64D, will start to instruct new students in the AH-64D Longbow once his current student completes the aircraft qualification course (AQC) around Oct. 21.

For Pawlak's student, Army Reserve 2LT David C. Duncan, II, the last flight had a slightly different importance.

Duncan is at the start of his military career and is training up to be qualified for his assignment with the "Flying Tigers" of the 8th Bn., 229th Avn. Regt., at Fort Knox, Ky.

He echoed similar comments about the aircraft's performance and it being an honor to fly for the last time.

The flight was the last time he'd be on the controls of an actual helicopter in his AQC — the last two weeks would be in simulators. But it was also an end of an era.

Duncan, from Taylormill, Ky., began his flight training May 30, 2004, graduating in July from the older legacy OH-58A/C Aero Scout track. Then he started the Alpha model AQC about two weeks later in July.

He started his final transition in November in the seven-week long AH-64D AQC. Duncan looks forward to completing over 18 months of flight training to return home to family and his unit.

As for the aircraft, it will most likely be transferred to the Western Army National Guard Aviation Training Site in Mesa, Ariz., where the AH-64A AQC is now being conducted for ARNG pilots.

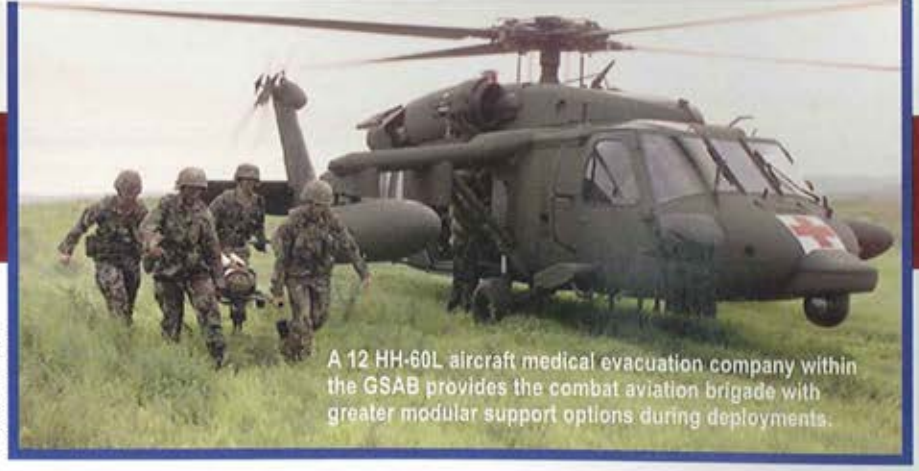


PHOTO COURTESY SIKORSKY AIRCRAFT

A 12 HH-60L aircraft medical evacuation company within the GSAB provides the combat aviation brigade with greater modular support options during deployments.

# GSAB

## Brings New Capabilities *to the Combat Aviation Brigade*

By SFC Reginald Rogers

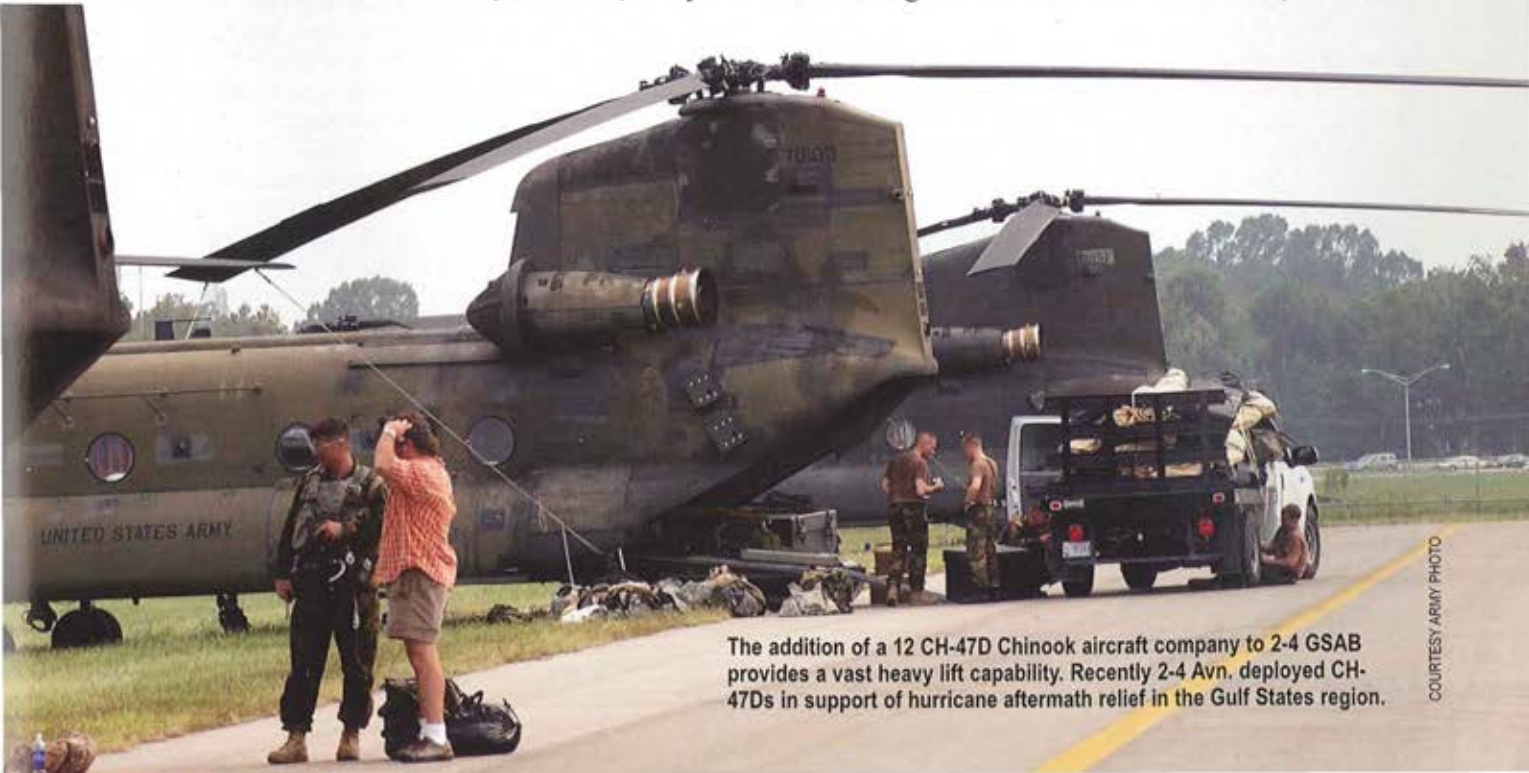
***Editor's note:*** *This is the third in a series of articles from the 4th Inf. Div.'s Combat Aviation Brigade on their transformation into a multifunctional aviation brigade. The series helps to provide a look at the change from a legacy brigade to the CAB. In this article SFC Rogers addresses transformation associated with the general support aviation battalion.*

The 4th Infantry's Combat Aviation Brigade has undergone a series of changes and additions to become one of the Army's most capable modular aviation units.

Some of its assets include attack, air assault, heavy lift and medical evacuation capabilities. While the 1st and 4th Battalions of the 4th Avn. Regiment handle the attack duties, and the 3rd Bn. adds the air assault capability, it is the 2nd Bn. that bears the responsibility of providing heavy lift, MEDEVAC and vital command and control support to the Soldiers on the ground.

The 2nd Bn., 4th Avn. Regt. is now a general support aviation battalion (GSAB), made up of six companies. It includes a headquarters company; three flight companies, composed of HH-60L MEDEVAC Black Hawks, CH-47D Chinook, and UH-60L helicopters; a forward support company, and a maintenance company.

According to the 2-4 Avn. commander, LTC Jack




The addition of a 12 CH-47D Chinook aircraft company to 2-4 GSAB provides a vast heavy lift capability. Recently 2-4 Avn. deployed CH-47Ds in support of hurricane aftermath relief in the Gulf States region.

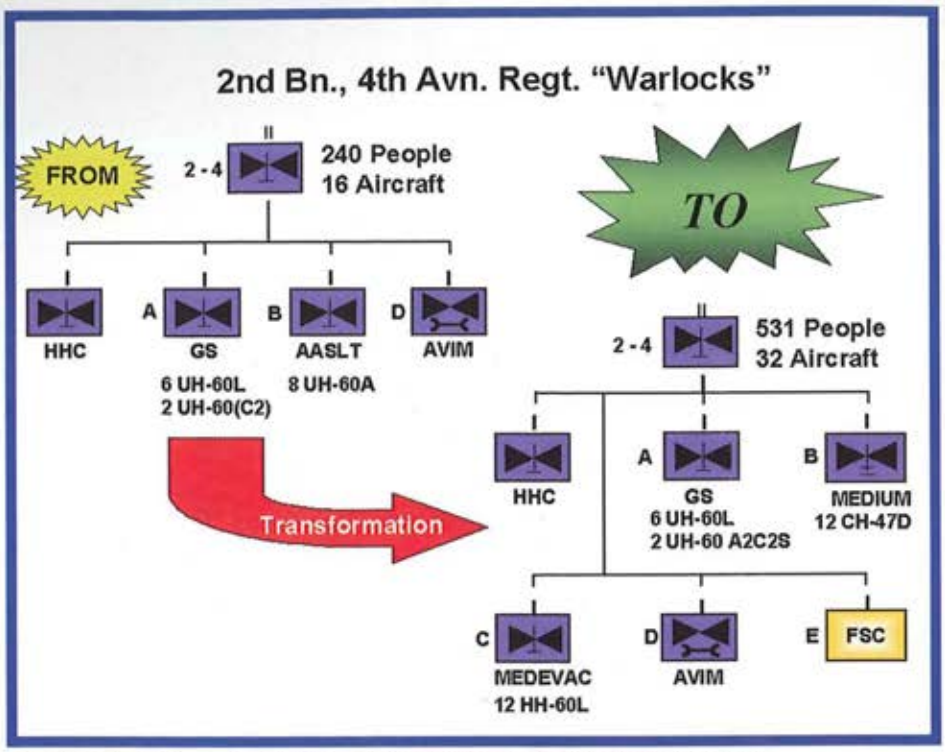
COURTESY ARMY PHOTO

Parkhurst, his unit has received additional aircraft to supplement his added duties.

"Under our last force structure, we were authorized the 16 UH-60 aircraft," he said. "We had two companies of eight. Under the aviation transformation in the new general support aviation battalion, we have 32 aircraft authorized."

Company A is an eight-ship UH-60 company with two Army airspace command and control (A2C2) platforms, which are the most modern command and control platforms in the Army today. The remaining six UH-60s are general support utility, which allows the battalion to support the division's command group, and to logistically support the entire division.

Co. B has 12 CH-47 Chinook aircraft, which provides the heavy lift and air assault capability to the brigade and ultimately, the division.




The transformation on the 2nd Bn., 4th Avn. Regt. to today's GSAB organization.

"Charlie Company is a 12-aircraft HH-60 MEDEVAC Company, which gives us a total of 32 aircraft, making us the largest aviation battalion in the brigade," Parkhurst said. "We have the most aircraft assets and also the most diverse mission."

Parkhurst said modularity gives the division a much greater capability than it has ever had before. He pointed out that it now provides assets that were typically unavailable at division level.

"As for the CH-47, those assets were always held at Corps," he said. "In my experience of 20 years in the military, there are always more missions for the CH-47s than you are going to have assets to support. So at division-level, you typically got very little, if any, CH-47 support because they were overwhelmed with requirements they had supporting corps units to move things around the battlefield, whether it's logistics or combat power.

"Now at the division-level and within my battalion, they're much more accessible to respond to the needs of the Support Brigade," Parkhurst added. "Or, if the assistant division commander for support sees that there's something that's more critical and needs to be moved in a timely manner versus ground, and we have the capability to support it, we can utilize our CH-47 assets."

He said before modularity, MEDEVAC was generally area support, but with those assets now being located within the division, it allows the Medevac to have a closer relationship with the ground Soldiers that it supports.

"(Ground Soldiers) have great respect for the MEDEVAC mission and the Soldiers that perform that mission," Parkhurst said. "I think when it's in your own division, it brings you even closer. When Soldiers get hurt, they know that their MEDEVAC Company, their professional aviators are going to be there to pick them up in a timely manner and get them to safety."

During the modularity transition, 2-4 Avn. pulled its Co. A at the time, and transferred it to stand up part of the first assault company in its sister unit, 3-4 Avn. It also added more Soldiers to the unit's roster, primarily due to the additional military occupational specialties (MOS) that have come with its new requirements.

"Manning is a huge change for the GSAB, because I now have full CH-47 and UH-60 rated and non-rated crew members," Parkhurst said. "Then we have the MEDEVAC, which includes a UH-60 aviator, who also has the qualification to fly an HH-60. It's a different mission, entirely, from the UH-60's GSAB role and that mission used to fall under the medical command."

He added that a team of flight medics, MOS 91W, also came along to man the HH-60s as part of the unit's new mission.

The unit's Company E (forward support company), also picked up additional people as it is now responsible for administrative and logistical support within the battalion. "Just like every other battalion in the brigade, most of your functions that were in the headquarters company, other than the staff, have all moved to Echo company and that company has grown," he said. "As a battalion, we were authorized about 240 personnel under our old MTO&E. We are now authorized 531, so we have more than doubled in size."

In its deployment back to Iraq, 2-4 Avn. may operate as Task Force 2-4 in support of the ground brigade combat teams.

PHOTO BY SFC REGINALD ROGERS

**LTC Jack Parkhurst, commander of the 2-4 Avn., addresses his Soldiers during an October awards ceremony. The unit has grown by approximately 291 people during its transformation to a general support aviation battalion.**

"Each aviation battalion across the brigade has the capability and structure to act as a task force and that's a standing mission," Parkhurst explained. "Of course, my assets will be cross-leveled depending on METT-T and how we think we can best fight. We have the assets within the aviation brigade to support the ground commanders and we can operate in any of those four task forces."

Also in preparation for deployment, all of the battalion's aircraft are undergoing a preset process that adds equipment and capabilities to increase performance in Iraq.

"We have a number of modification work orders (MWOs) that are being put onto each airframe," Parkhurst said. "They are MWOs to increase our survivability against the threat of environment that we're faced with, as well as MWOs to increase the safety and maintenance of the aircraft while operating in that type of environment."

New and modern equipment include the engine inlet barrier filters, which minimize the amount of dust and dirt that enters the aircraft's engines. The aircraft are also receiving ballistic armor protection and a common missile warning system to improve survivability against potential enemy small arms and anti-aircraft weapons.

Parkhurst added that the entire modularity transition is an exciting time for Army aviation.

"I'm proud to be a part of that exciting change," he said. "As we look at it, we are constantly giving it the assessment of 'is this the right structure or did we figure this out right and as we go into the fight, how can we improve on what we've got now to make it even better to support the war fighter on the ground?"

As of this publication date, the 2nd Bn., 4th Avn. Regt. is back in Iraq on a one-year deployment supporting the multi-national coalition efforts to help the Iraqi people.

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*SFC Reginald Rogers is the public affairs officer for the 4th Infantry Division's Combat Aviation Brigade at Fort Hood, Texas.*

# Remembering a Fallen Aviator and Father

Photo and text by James Bullinger

Logan Cowan proudly grips the pilot's station cyclic of the AH-64D Longbow Apache helicopter his father once flew. COL Richard Enderle, commander of the Aviation Center Logistics Command at Fort Rucker, made the presentation to nine-year old Cowan and his mother Kari August 12 at their Enterprise, Ala. home. Last Feb. 26, CW3 Aaron W. Cowan, an instructor pilot, and his company commander CPT Dion J. Burmaz, from Placentia, Calif., were killed when their AH-64D crashed during a training mission in the Twin Bridges Training Area near the demilitarized zone in the Republic of Korea. Both men were assigned to Co. A., 1st Bn., 2nd Avn. Regt. at Camp Page. Kari contacted the Army's Aviation and Missile Command's Public Affairs Office with a request for the cyclic from her husband's aircraft for her son, just before the Cowan family laid Aaron's ashes to rest with a burial at sea off of Hawaii May 7. An unusual request, but one AMCOM said it would try to honor. Once the Combat Readiness Center released the aircraft from their investigation June 6, the wreckage was shipped from Korea to San Angelo, Texas. From there AMCOM was able to retrieve the pilot's cyclic from aircraft 99-05153. The cyclic was presented to the Cowan family in a wooden oak display box on behalf

of MG James Pillsbury, the AMCOM commanding general at Redstone Arsenal, Ala. by Enderle. Logan, who has flown in an Apache flight simulator, was excited and grateful to receive the memento. Pictured above are COL Richard Enderle with Logan and Kari Cowan.

# Fort Rucker Celebrates

**Friday, Oct. 21**

1. Author Dr. James Williams, standing, with aviation legends (l to r) William Howell, Michael J. Novosel and Willie Ruf, happily autographed Williams' recently published "A History of Army Aviation" for attendees.

2. After a prolonged "snip" of the ribbon, the new Flight School XXI "Warrior Hall" training complex was officially opened with assistance from CSC's Austin J. Yerks, president of Defense Integrated Solutions & Services Div.; Ala. Congressman Terry Everett; BG E.J. Sinclair, commanding general of the Army Aviation Center; and Dr. James T. Blake, Program Executive Officer for Simulation, Training & Instrumentation.

3. Past and present "First Ladies" of the Aviation branch shared many humorous stories during their spouses' panel at the Aviation Museum. The participants included (l to r) Barbara Petrosky, Nancy Jones, Susan Sinclair, Cindy Curran and Bonnie Robinson. "And how is your family?"

4. Retired COL Michael G. Mudd presented a replica of Igor Sikorsky's first helicopter, the VS-300, to Fort Rucker's Army Aviation Museum on behalf of the Sikorsky Aircraft Corp. in honor of the 50th Anniversary. BG Sinclair accepted the historic gift on behalf of the post.

5. Seven of Aviation's branch chiefs were on hand to host a lively history discussion of the branch's transformation over the past 22 years. Pictured are (l to r): MG (Ret.) Carl H. McNair, Jr. (1st), LTG (Ret.) Ellis D. Parker (3rd), MG (Ret.) David Robinson (5th), BG E.J. Sinclair (10th), LTG (Ret.) Daniel J. Petrosky (7th), LTG Anthony R. Jones (8th), and LTG John M. (Mark) Curran (9th), kneeling.

**Saturday, Oct. 22**

6. The 14th annual AAAA Chili 5K race and cook-off, was held in conjunction with the 50th anniversary. More than 500 registered runners competed in the race. Inset: PFC Jeffery Miller sprints just ahead of Piper Stockman. Results of the Chili 5K can be found online at www.chili5k.com.

7. Many aircraft static displays were on hand at Guthrie Field, including historic, current fleet and special operations mission aircraft from the 160th SOAR. Of interest to many was Bell Helicopter's mockup of its future Armed Reconnaissance Helicopter.

8. Fort Benning's "Silver Wing" Command Exhibition Parachute Team dazzled the audience with their free fall demonstrations. Here SSG John A. Young glided to earth with Old Glory.

9. The Army Aviation Heritage Foundation thrilled hundreds of attendees with their spectacular live-action aerial reenactment. Viet Cong re-enactors exchange small arms fire to attacking aircraft rockets.

10. Mission accomplished. Not just entertaining, the "Sky Soldiers" of the AAHF also help to educate the public on the aircraft, history and tactics employed by Army Aviation during the Vietnam War.

11. Army Fleet Support's chili team blew away this year's competition, winning 1st place Best Show, 1st place Best Overall, and 2nd place Best Tasting chili. Their 1955 themed chili booth included a replica of Fort Rucker's main gate and pop culture icons President Truman, Marilyn Monroe, Betty Crocker, Elvis, Audrey Hepburn, Lucy and Desi, and others.

12. A sunset fly-by of "Sky Soldier" era and modern day Army aircraft excited the crowd, here waving at an OH-58D Kiowa Warrior and a UH-1V MEDEVAC helicopters.

13. The U.S. Army's "Old Guard" Drill Team performed their precision routine for attendees. Country music artists Tori Baxley, Tracy Lawrence and Darryl Worley said the Old Guard was a "tough" act to follow.

*Editor's Note: Fort Rucker, Ala. celebrated its 50th anniversary with two days of activities on Oct. 21-22. We couldn't capture it all, but here are some of the highlights. The ARMY AVIATION magazine staff sends our best wishes for 50 more great years!*


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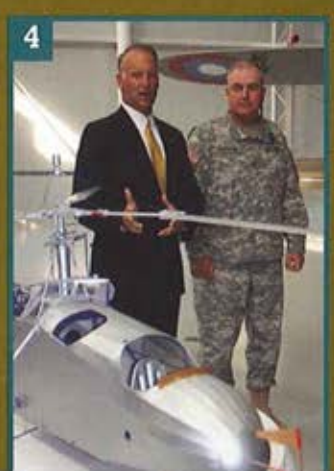
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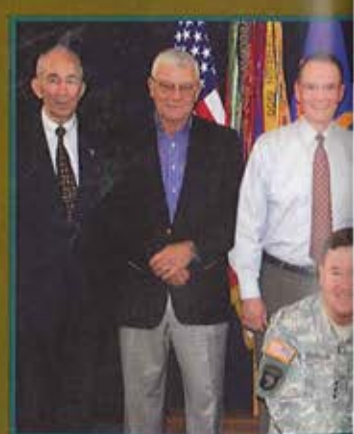

# Golden Anniversary

Photography by James Bullinger


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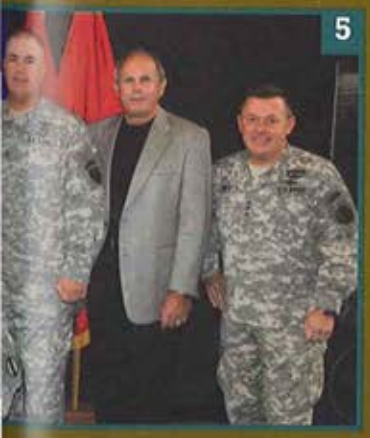
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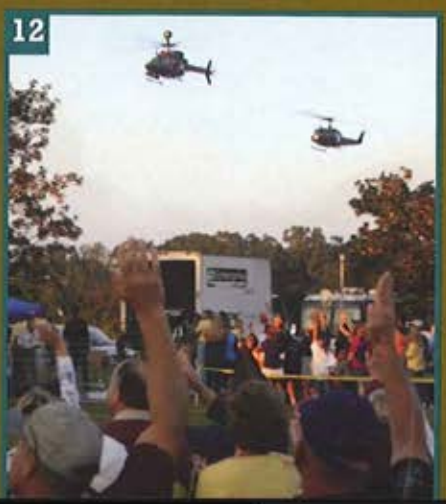
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Top: UH-60 Black Hawk assault helicopter units, which routinely fly across large areas of interest in the course of mission execution, are learning reconnaissance tactics, techniques and procedure skills at the JRTC. Here four UH-60s fly an Aug. 15 support mission in Kosovo. Inset: A crew chief with Co. C, 5th Bn., 101st Avn. Bde., uses a pair of M25 gyro-stabilized binoculars to scan the countryside during a training mission at the JRTC.

COURTESY ARMY PHOTO, INSET PHOTO BY CPT ELIZABETH MARTIN

## Expanding the Role of the Utility Helicopter Crew

# Assault Reconnaissance

By MAJ Jason Roncoroni

It was close to 2 a.m., and after nearly five hours of flying above Joint Operations Area BEAR of the Joint Readiness Training Center (JRTC) at Fort Polk, La., the mission was finally over. In addition to identifying the location of three potential improvised explosive devices, the crew also identified three teams of insurgents and enemy mortars. In helping develop the enemy situation, this crew provided timely information on enemy activities along the only main supply route, and they provided actionable intelligence against imminent insurgent attacks.

An aero-scout team didn't provide this useful battlefield information, but rather, several UH-60 assault crews completed this mission. Based on lessons learned from Iraq and their many shared experiences, this unit is one of an increasing number that is adding reconnaissance to their mission essential task list.

More aviation units are recognizing that reconnaissance is an implied task on every assault, air movement and/or MEDEVAC flight. All crewmembers must consider themselves vital collection assets throughout the entire scope of their mission.

But how should assault units train and prepare their crews to effectively perform these operations in combat?

This article offers commanders and tactical ops officers new techniques in training assault crews on recon operations and addresses equipment enhancements that may assist the flight crews in this mission.

Programs of instruction and initiatives at the JRTC are highlighted as a source of information available to units. Ultimately, training initiatives in applying doctrine and lessons learned, coupled with innovative techniques and equipment enhancements, will improve the assault crew's effectiveness as a reconnaissance asset.

### Focusing the Eyes of the Hawk

Part of the apprehension of assault units at assuming a reconnaissance role stems from their lack of training for this mission. Without any doctrinal reference specific to the assault battalion for conducting recon, units lack many of the tools necessary to incorporate these tasks into their aircrew training programs. However, by focusing on the fundamentals, applying the tactics, techniques and procedures (TTP) from Operations Enduring Freedom and Iraqi Freedom, and teaching aviators to improve their battlefield situational awareness, the assault crew becomes a viable collection asset.

All aviators should know and understand the basics for reconnaissance as outlined in FM 03-04.126, the doctrine for the attack battalion. The fundamentals are the basis for mission planning and employment considerations.

The proven TTPs developed in theater help to further refine and focus training at the JRTC. Mission planning products, brief sheets and checklists from both OEF and OIF are available to rotational units to help them determine the optimal methods of employment. Lessons learned, standing operating procedures, and after action comments from other units are shared to optimize the information and resources available to crewmembers and unit commanders. By concentrating on the commander's intent, enhancing situational awareness and focusing the capabilities of the UH-60 aircraft, assault crews can successfully conduct recon operations.

The troop carrying capacity of the Black Hawk is a unique advantage in this mission, which is often overlooked. For example, the assault company could fly intelligence officers as passengers to gather and analyze battlefield data.

In another example, snipers, military police, explosive ordnance detachment, or other forms of quick reaction forces can be used to rapidly develop the situation, secure a traffic control point, or perform counter mortar operations as required.

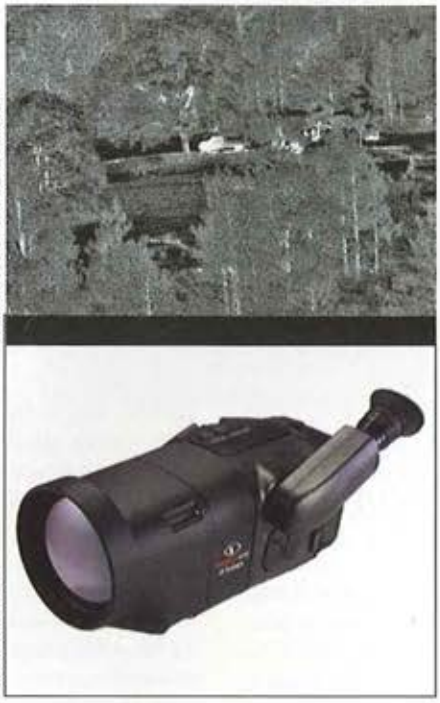
Taking a page from the scout-weapons team playbook, assault crews conducting check-in briefs with ground units significantly improve situational awareness and focus the recon effort. By informing the crew chiefs about the priority information requirements (or PIR) for their area of operations, the assault crew becomes four sets of eyes searching for critical information.

## Improving the Vision of the Hawk

The lack of training is one constraint facing assault crews on recon operations. Another problem offered by crews are the inherent lack of standoff capability and enhanced optics compared with their attack or observation brethren. This limitation has created a mental block with many experienced assault crews. Some possible solutions to these challenges include the use of gyro-stabilized binoculars and infrared cameras.

The gyro-stabilized M25 binocular (stock number: 1240-01-410-7418) helps crews to dampen out nearly all feedback from rotor vibrations and flight turbulence in order to focus on the recon objectives at a much greater distance compared to the range of the naked eye.

These systems are ideal for obtaining detailed information on a named area of interest, along routes or specific targets within an objective area. Naturally, use of these systems



ARMY PHOTO BY SPC DEREK BASSETT

COURTESY PHOTO

**A photo taken by an IR 250D thermal camera at night shows suspicious activity along a supply route.**

requires training on the binoculars and crew coordination to effectively communicate flight profiles necessary for optimal viewing.

The use of infrared cameras, such as the IR-250D which is available through government supply channels, provide thermal imaging capability to the assault crew. These cameras are extremely popular with the crew chiefs and have the capability of identifying targets several kilometers from the aircraft.

The camera can record still photos and video footage of a specific target or an NAI. As with the binoculars, the most effective employment requires training on the system and crew coordination. The binoculars and the infrared camera are just two examples of available systems that facilitate the ability of the assault crew to obtain critical information during flight.

## Moving Ahead

The JRTC's Aviation Division is working with units to help develop tactics, techniques and procedures to conduct reconnaissance operations with assault aircraft. Rotational units can receive instruction on the fundamentals and evolving TTPs from both Iraq and Afghanistan.

Observer-controllers (O/C) collect and share reconnaissance products from other units. Aerial scout O/Cs have been instrumental in collecting from rotational units and disseminating such products as mission planning and Air-Ground Integration checklists.

After receiving training on the binoculars and infrared cameras, units can apply their knowledge and use this equipment during situational training exercises and live-fire scenarios at JRTC.

Finally, units have the opportunity to continue to develop their proficiency in executing the reconnaissance during force-on-force operations.

When questioning the importance of incorporating assault aircraft into recon operations, consider that a single assault aircraft team can fly well over 400 miles in a mission day. We now recognize and train that every convoy is a combat patrol.

Aviation must do the same with aircraft: battalion staffs should consider every aircraft as an integral part of their intelligence, surveillance and reconnaissance (ISR) collection plan. Consideration should be made to perform reconnaissance as a secondary task to their primary assault mission.

Although they may never be as proficient and effective as their attack and scout counterparts are on reconnaissance operations, assault crews are capable of providing critical battlefield information. However, by improving the assault company's understanding of recon fundamentals, enhancing their battlefield situational awareness, and offering improved imaging capabilities, they become a more viable and essential collection asset.

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*MAJ Jason Roncoroni spent a year as the senior assault trainer and now serves as a Maneuver & BAE Trainer in the Avn. Division of the Joint Readiness Training Center, Fort Polk, La.*

# Iron Eagle Support
# to the President of the United States

By COL Robert L. Johnson, Jr.

PHOTO BY CW2 JAMES TOLLEY.

**Members of the Iron Eagle Brigade gather with "Marine One" crew for a photo following the successful POTUS support mission in Denmark.**

When the President of the United States (POTUS) travels aboard his "Nighthawks" Helicopter Marine Squadron 1 (HMX-1), they depend on military augmentation for support. When POTUS travels to Europe, that support comes from 1st Armored Division's "Iron Eagle" Brigade.

During President Bush's July 5-6 visit to Denmark and the G8 Summit in Scotland, the brigade was proud to provide aviation support to the president and HMX-1. Experienced from previous support to POTUS, the logical choice for the mission was the 5th Battalion "Mission Ready," 158th Aviation Regiment, a general aviation support battalion task force, in Giebelstadt, Germany.

Within the aviation community, different types of aircraft and units have their own challenges and unique contributions to the military success at the tactical and operational level. However making an impact at the strategic level is a great opportunity for Army Aviation to showcase its capabilities and proficiencies.

This POTUS mission required the same intensity and level of planning as deep attacks, movement to contact, and air assault missions. As with all aviation missions, this mission had its unique set of planning, logistics and execution issues.

5-158th's mission was to transport the White House Press Corps and other key personnel traveling aboard Air Force One from Denmark's Kastrup International Airport to the Fredensborg Castle some 28 miles north, and then provide transportation back the following day.

The mission required ten UH-60s from the 5-158th units located in Giebelstadt and Aviano, Italy, and her sister battalion, the 2-501st GSAB, in Hanau, Germany. Aviators that have been stationed in Europe can appreciate and understand the cross-country planning considerations that must comply and take into consideration Germany's climatology and strict noise abatement restrictions.

Also the duration of the mission is relatively short in comparison to the planning effort and the required coordination with HMX-1 for successful execution.

While the aircraft mission planning was being conducted in Giebelstadt, the 127th Aviation Support Battalion at Fliegerhorst Kaserne in Hanau was conducting aircraft maintenance support planning. With critical timelines and rapid reaction times to keep the fleet up with both UH-60A and UH-60L aircraft during mission execution, Co. A, 127th ASB pre-positioned people, parts and tools to ensure mission success. Avoiding "abort criteria" issues for support of the POTUS was a tough challenge.

Prior to execution, "Ready 6" and his staff went through several comprehensive mission pre-briefs that extended to the division and corps level that were received with great satisfaction. Mission Ready also conducted rehearsals with HMX-1 prior to execution, which greatly contributed to mission success for the POTUS.

The endstate was "Mission Ready" enabled the POTUS to execute his objectives in Europe with the collective and dedicated support of the Iron Eagle brigade.

For units that may be tasked with future POTUS support, consider the following recommendations and observations:

- Explore all avenues of risk assessment and mitigating responses for human, mechanical and meteorological aspects for before, during and after the mission.
- Big dividends were paid from a robust AVIM support package.
- Finally, aggressive liaison, planning and rehearsals with the members of HMX-1 paved the road for successful POTUS mission support.

"Iron Eagle!"

❖❖

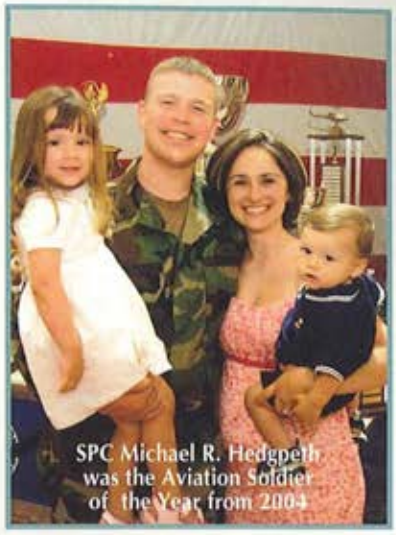
*COL Robert L. Johnson, Jr. is the commander of the 4th Brigade "Iron Eagle," 1st Armored Division, in Hanau, Germany.*

# Solicitation now under way for CY05 AAAA National Awards

## Suspense: January 1, 2006

◆ **OUTSTANDING AVIATION UNIT AWARD**
Sponsored by The Boeing Company, this award is presented "to the Army aviation unit, (multi component or single component of unconstrained size/component), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any unit meeting the criteria is eligible for consideration.

◆ **NON-COMMISSIONED OFFICER OF THE YEAR AWARD**
Sponsored by Lockheed Martin, this award is presented annually by AAAA "to the NCO (E5 and above) serving in an Army aviation assignment who has made an outstanding individual contribution to Army aviation during the awards period encompassing the previous calendar year." Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army aviation assignment in the active U.S. Army or the reserve components, and must have made an outstanding individual achievement.


SPC Michael R. Hedgpeth was the Aviation Soldier of the Year from 2004

◆ **THE ROBERT M. LEICH AWARD**
Sponsored by the Northrop Grumman Corporation ESSS, this award is named in memory of Brig. Gen. Robert M. Leich, USAR, the AAAA's first president (1957-59) and its Awards Committee Chairman for 23 years. It is presented annually to a unit for sustained contributions to Army aviation, to a unit or an individual for a unique, one-time outstanding performance.

◆ **AVIATION SOLDIER OF THE YEAR AWARD**
Sponsored by Bell Helicopter Textron, this award is presented annually by AAAA "to the enlisted soldier (E4 and below) serving in an Army aviation assignment who has made an outstanding individual contribution to Army aviation during the awards period encompassing the previous calendar year." Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army aviation assignment in the active U.S. Army or the reserve components, and must have made an outstanding individual achievement. US Helicopter Inc. underwrites the cost of a Dress Blue uniform for this awardee.

◆ **JAMES H. MCCLELLAN AVIATION SAFETY AWARD**
Sponsored by GE Aircraft Engines in memory of James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958, this award is presented annually "to an individual who has made an outstanding individual contribution to Army aviation safety in the previous calendar year." The award is NOT intended to be given for the accumulation of operational hours without accidents by any aviation unit.

◆ **ACTIVE AVIATION UNIT OF THE YEAR AWARD**
Sponsored by L-3 Communications, this award is presented "to the active Army aviation unit, (Battalion and below), that has made an outstanding contribution to, or innovation in, the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any active unit meeting the criteria is eligible for consideration.

◆ **ARNG AVIATION UNIT AWARD**
Sponsored by Honeywell, this award is presented annually by the AAAA "to the Army National Guard aviation unit, (Battalion and below), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Army National Guard aviation unit or organization that has met the foregoing criteria is eligible for consideration.

◆ **USAR AVIATION UNIT AWARD**
Sponsored by Honeywell, this award is presented annually by the AAAA "to the U.S. Army Reserve aviation unit, (Battalion and below), that has made an outstanding contribution to or innovation in the employment of Army aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any USAR aviation unit or organization meeting the criteria is eligible for this award.

◆ **ARMY AVIATOR OF THE YEAR**
Sponsored by the Sikorsky Aircraft Corporation, this award is presented annually through the AAAA "to the Army aviator who has made an outstanding individual contribution to Army aviation during the Awards period encompassing the previous calendar year." Membership in AAAA is not a requirement for consideration. A candidate for this award must be a rated Army aviator in the active U.S. Army or reserve components, and must have made an outstanding individual achievement.

◆ **JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD**
Sponsored by The Boeing Company, this award is named for Mr. Joseph P. Cribbins, the award's first recipient in 1976. It is presented annually by AAAA "to the DAC who has made an outstanding individual contribution to Army aviation in the awards period encompassing the previous CY." A candidate for this award must be a current Department of the Army civilian.

◆ **CREW CHIEF OF THE YEAR AWARD**
Sponsored by Robertson Aviation, this award was established in 2005. It is presented annually by AAAA "to the Crew Chief who has made an outstanding individual contribution to Army aviation in the awards period encompassing the previous CY." The crew chief must be on current flight status or have been on flight status performing CE duties within the last 12 months. A candidate for this award must be in the active U.S. Army or reserve components, and must have made an outstanding individual achievement.

**Nomination forms are obtainable from the AAAA National Office 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450; FAX: (203) 268-5870, as well as on the AAAA Website: www.quad-a.org. Suspense is January 1, 2006.**

# Industry News

*And Announcements Related to Army Aviation Matters*

***Editor's note:*** *ARMY AVIATION now devotes a separate section to industry news and announcements that are related to Army Aviation matters. Companies can send their Army Aviation related information to editor@quad-a.org or call (334) 347-2010.*

### ANVIS/HUD Contract Awarded for Army/DoD Helos

Elbit Systems Ltd., of Israel, reported Oct. 6 that its American company **EFW Inc.** was awarded a five-year $57 million contract by the Defense Department to supply the Aviator's Night Vision Imaging System/Heads Up Display systems for Army and other DoD rotary-wing aircraft. The ANVIS/HUD system provides an increase in situational awareness and safety by allowing pilots to fly "head out of the cockpit" during night operations and projecting critical flight information into the night vision goggles' view. EFW also supplies the Integrated Helmet and Display Sighting System or IHADSS used by Army Apache helicopter pilots.

### Laser-Guided 70mm Rockets Achieve Direct Hits

Two laser-guided 70mm rockets, developed by **BAE Systems** of Nashua, N.H. for the advanced precision kill weapons system II (APKWS II) competition, completed successful flight tests Sept. 7 and 8 at the Army's Yuma Proving Ground, Ariz. The two rockets, fired from a ground-based M260 launcher, scored direct hits on a laser-designated stationary target at 1.5 km. to demonstrate short-range performance and at a moving target at 3.3 km. BAE developed a distributed aperture semi-active laser seeker for the original APKWS effort and is working to achieve a low-risk, cost-effective solution for the Army.

PHOTO BY BAE SYSTEMS

### BAE & Army Celebrate 120th AAFARS

**BAE Systems** employees and members of the Program Executive Office for Combat Support and Combat Service Support gathered Oct. 12 in Ontario, Calif., to celebrate the delivery of the 120th Advanced Aviation Forward Area Refueling System to the Army. The AAFARS is a modular, lightweight, portable combat refueling system designed for rapid refueling of helicopters supporting deep missions. The system has a 240 gallon-per-minute pump that can fuel four aircraft simultaneously at a rate of 55 gpm each. BAE is expected to deliver a total of 372 systems through 2009. Here Army rep. LTC Francisco Espaillat (in fatigues) views an engine pump module with (l to r) BAE's Dave Forsgren and Bob Howie, and Mathew Marturano from the Army's Force Projection Program Office.

BAE SYSTEMS PHOTO BY ERNIE MAURO

### AAI Provides Ground Control for Warrior ERMP UAS

**AAI Corp.** announced Oct. 3 the award of a contract by General Atomics Aeronautical Systems, Inc. to provide AAI's *One System* ground control station (GCS) equipment and technologies for the Army's new Warrior extended range multipurpose unmanned aircraft system (UAS) program. The *One System* serves as the technological, operational and intelligence-gathering heart of the Warrior UAS and complies with NATO's STANAG 4586, an agreement that enables various UASs to share information through common GCS, thus enhancing interoperability among allied military forces. The Warrior's initial operational capability is expected in fiscal year 2009.

COURTESY PHOTO AAI CORP.

### Contracts

**Honeywell International Inc.**, Minneapolis, Minn., was awarded Oct. 13 a $5.4M contract for spare parts for the CH-47 helicopter. Work to be finished by March 30, 2008.

**Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded Oct. 6 a $10.3M contract for Spare Parts for the UH-60 helicopter. Work to be completed by Sept. 30, 2009.

**R.C. Construction Co. Inc.***, Greenwood, Miss., was awarded Sept. 30 a $16.4M contract for construction of an Army aviation support facility at Fort Stewart, Ga., and should be completed by April 1, 2007.

**The Purdy Corp.***, Manchester, Conn., was awarded Sept. 29 a $17.6M and on Oct. 7 a $17.3M contract for helicopter rotor hubs for the UH-60 helicopter. Work should be completed by Sept. 30, 2007.

**McDonnell Douglas Helicopter Co.**, Mesa, Ariz., was

## Advertisers Index

awarded Sept. 29 a $12.3 contract for post production systems support for the AH-64A helicopter. Work should be completed by Aug. 20, 2006.

**General Atomics Aeronautical System**, San Diego, Calif., was awarded Sept. 29 a $12.2M contract for technical, logistical and operational support of the I-GNAT unmanned aerial vehicle. Work will be performed in Adelanto (60 percent) and San Diego, Calif. (40 percent), and should be completed by Sept. 30, 2006.

**Contrack International Inc.**, Arlington, Va., was awarded Sept. 29 a $16.2M contract for construction of the control tower and ramps in Afghanistan, and should be completed by Nov. 15, 2006.

**Sikorsky Aircraft Corp.**, Stratford, Conn., was awarded Sept. 29 a $44M contract for stabilator amplifiers for UH-60 model aircraft. Work to be completed by Aug. 2009.

**Bristol Environmental & Engineering Services Corp.***, Anchorage, Alaska, was awarded Sept. 28 a delivery order amount of $28M as part of a $46.9M contract for construction of an aircraft maintenance hangar at Fort Wainwright with completion by Sept. 30, 2007.

**AAI Corp.**, Hunt Valley, Md., was awarded Sept. 28 a $7.1M contract to lead the fleet Shadow tactical unmanned aircraft system hardware. Work should be completed by July 31, 2007.

**Westar Aerospace & Defense Group Inc.**, Daleville, Ala., was awarded Sept. 22 a $6.1M time and material contract for the Army Safety Program. Work will be performed at Fort Rucker and should be completed by Aug. 2006.

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

# POTM
## People on the Move

*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 via e-mail to: editor@quad-a.org.*

***BG Richard J. Sherlock*** became the acting deputy chief of the Army Reserve in November and will transition to the full time deputy in March 2006. He recently returned from Iraq, serving as the commander of the Iraqi Assistance Group (Provisional) and as the deputy commander of the Multi-National Corps-Iraq for the Iraqi Assistance Group. Before his assignment in Iraq, he served as the assistant division commander for Operations for the 98th Division (Institutional Training), in Rochester, N.Y., since June 26, 2003.

### Retirements

***BG Howard W. Yellen***, deputy commanding general of the U.S. Army Special Operations Command, Fort Bragg, N.C., retired Nov. 4 after more than 30 years of service. Yellen has joined Global Military Aircraft Systems of Huntsville, Ala., as its general manager.

### Change of Responsibility

***CSM Jerry H. McConnell*** passed responsibility as the Command Sergeant Major of the 110th Avn. Bde. to ***CSM Jerry A. Clarke*** Oct. 28 at Fort Rucker, Ala. McConnell retires after more than 31 years of service. Clarke returns from Korea where he served as the CSM of the 2nd Avn. Bde.

The CY05 Reserve Component Staff Sergeant Selection Board Results for Individual Ready Reserve/Drilling Individual Mobilization Augmentees released Sept. 22. Congratulations to the following four Soldiers.

| NAME | CPMOS |
|---|---|
| Ballard, Charles S. | 15P3O |
| Davis, William A. | 15Q3O |
| Tracey, Michael J. | 15R3O |
| Turner, Christopher C. | 15V3O |

### Flight School Graduates

AAAA congratulates the following officers of the Aviation Officer and Warrant Officer Basic Courses, U.S. Army Aviation Center, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver Army aviator wings to the distinguished graduates of each flight class.

**Class 05-23, 29 Officers, Graduated Oct. 20**

**OBC**

2LT Ryan W. Post * DG
2LT John R. Vos * HG
2LT Christopher C. Duncan *HG
2LT Eric J. Wicktora * HG
2LT Cameron A.A. Baker *
2LT James L. Bond *
2LT Marc D. Cammuse *
2LT Deborah L. Gatrell *
1LT Edward K. Greber *
2LT Lara M. Hafner
2LT Bryan S. Hoffman *
2LT Lucas J. Kennedy *
2LT Todd R. Lyle *
2LT Jonathan C. Parsons *
2LT Adam M. Shields *
2LT Jeffrey A. Sills
2LT Jennifer L. Sims *
2LT Maria E. Thompson
2LT Christopher D. Webb *

**OBC**

WO1 Alan H. Davis * DG
WO1 James J. McDevitt, Jr. HG
WO1 Francisco J. Aguilar *
WO1 Joseph A. Baker *
WO1 Brent H. Bergfeld *
WO1 Andrew G. Inman *
WO1 Chad E. Kohrs
WO1 Andrew A. Labounty *
WO1 Gregory A. Laurence
WO1 Bruce A. Myrick

DG = Distinguished Graduate
HG = Honor Graduate
CLG = Commandant's List Graduate
* = AAAA Member
+ = Life Member

# Legislative Report

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

## COST OF LIVING ALLOWANCE (COLA) UP FOR 2006

The Bureau of Labor Statistics reported that the jump in energy prices due to the last season hurricanes boosted the Consumer Price Index another 1.5 percent in September.

Based on the rise in average costs from the third quarter of 2004 to the third quarter of 2005, the COLA increase is 4.1 percent for 2006.

Beginning with the January paychecks, retired military, social security recipients, survivor benefit plan annuities and veterans' disability compensation will see the 4.1 percent increase (in most cases).

This is the largest COLA increase since the 1991 increase of 5.4 percent.

Newly retiring members receive a somewhat smaller, partial COLA for the year of their retirement, because they already received a January military pay raise (which also raised their retired pay) during their retirement year.

Members retiring in 2005 will receive one of the corresponding COLAs below based on their year of entrance and date of retirement:

- Members who entered service before Sept. 8, 1980, and who retired on or after Jan. 1, 2005, will receive a 3.4 percent COLA.
- Members who entered service on or after Sept. 8, 1980 (whose retired pay is calculated on their highest 36 month basic pay rather than final basic pay), and retired between Jan. 1 and Sept. 30 in 2005, will receive a partial COLA based on the calendar quarter in which they retired. Those retiring in the 1st quarter of CY 2005 will receive 3.4 percent, the 2nd quarter 2.8 percent, and in the 3rd quarter 1.4 percent.

Those who retire after Oct. 1, 2005 (4th quarter) will see no COLA this year. Members retired during 2005 will receive full-year COLAs in future years.

While some may like the bigger retired pay increase, that only means that living expenses already have gone up more rapidly than usual, and retired pay, social security, SBP and other annuities are only chasing those expenses after the fact.

## RETIREE PAY STATEMENT TO SHOW CONCURRENT RECEIPT

Retirees who have been receiving two separate checks from the Defense Accounting and Finance Center (DFAS) for retired pay and concurrent retired disability pay (CRDP) will see those payments combined in a single check starting in October. In the past, DFAS had to make the payments separately and didn't have the computerized capability to show the CRDP payment on retiree pay statements.

Now that's changing, but the updated statements are causing some confusion.

Retirees eligible for concurrent receipt will notice a change in the "VA waiver" line of the pay statement. Normally that means your VA payment changed.

In this case, it just means that the accounting system is catching up with the actual amount of retired pay that is offset by the retiree's VA compensation.

Now that CRDP is being incorporated in disabled retirees' pay statements, the statements will show a dollar-for-dollar decrease in the waiver amount and a dollar-for-dollar increase to their taxable retired pay.

Unfortunately, DFAS cannot yet show the Combat-Related Special Compensation (CRSC) payments on the pay statement.

DFAS is working on that for the near future, with a date to be determined.

The bottom line is disabled retirees are still receiving both retired pay and CRDP, but in a single check now, and that combined amount is now being shown on the pay statement.

## MORE DRUGS CONSIDERED FOR $22 COPAY

At a September meeting, the DOD Beneficiary Advisory Panel (BAP) was asked to review a proposal by another DOD pharmacy panel to move several additional medications to the third tier, which means they would require a $22 copay verses the normal $9 TRICARE copay for brand-name drugs or a $3 copay for generics.

The drugs involved are:

- ACE Inhibitors: Univasc, Aceon, Accupril, and Altace (for high blood pressure).
- Calcium Channel Blockers: Verelan, Verelan PM, Covera HS, Cardizem LA, Norvasc, DynaCirc, DynaCirc CR, Cardene, and Cardene SR (a blood pressure drug).
- Alpha-blocker Flomax (for benign prostate enlargement).

Drugs are considered for the third tier when there are other drugs that are equally effective for the same purpose and significantly less costly to TRICARE.

For more information contact the Retail Pharmacy customer service line at (866) 363-8779. For the Mail Order Pharmacy call (866) 363-8667.

## VA'S INFORMATION TECHNOLOGY UNDER REVIEW

A plan that calls for the Department of Veterans Affairs to spend $2.1 billion on computers, software and information technology upgrades during fiscal year 2006 is under scrutiny by the Senate Committee on Veterans' Affairs.

The VA was recently praised in the aftermath of Hurricane Katrina for its electronic medical records system. Unlike paper records that were destroyed in the flooding, the VA's electronic system easily allowed VA doctors to have access to the records of displaced VA medical patients.

The VA's record system has been so well thought of that earlier this year officials within the Centers for Medicare and Medicaid Services announced they would distribute to non-government doctors and hospitals, scaled-down versions of software developed for and used by the VA for use in its hospitals and clinics.

However the VA has also taken some hits. In the past ten years the VA has spent approximately $600 million on a yet-to-be implemented compensation and pension claims-processing system, and $342 million on a failed financial management system.

The Senate Committee is studying the situation.

# 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**

Four Army National Guard and one active Army crew-member aboard a CH-47D helicopter from Task Force Storm were killed when it crashed Sept. 25 in a dry, mountainous region southwest of Deh Chopan, in southern Afghanistan. The aircraft was returning back to base after dropping troops in support of an ongoing operation when it came under hostile fire. The pilot attempted to make an emergency landing to the top of a ridge, but crashed just below the crest.

CW3 Flynn

WO1 Stump

The crew of "Mustang 22" were: **CW3 John Michael Flynn**, 36, of Sparks, Nev., assigned to Co. D, 113th Avn. Regt., Nev. ARNG.

**WO1 Adrian Bovee Stump**, 22, of Pendleton, Ore., assigned to Det. 1, Co. D, 113th Avn. Regt., Ore. ARNG.

SGT Baum

SGT Stewart

SGT Ross

**SGT Tane Travis Baum**, 30, of Pendleton, Ore., assigned to Det. 1, Co. D, 113th Avn. Regt., Ore. ARNG.

**SGT Patrick Dana Stewart**, 35, of Fernley, Nev., assigned to Co. D, 113th Avn. Regt., Nev. ARNG.

**SGT Kenneth Grant Ross**, 24, of Tucson, Ariz., assigned to Co. B, 7th Bn., 159th Avn. Regt., Giebelstadt, Germany. According to Oregon newspapers Gov. Ted Kulongoski alleged an anti-aircraft missile hit the Chinook, but military officials have not stated exactly what type of enemy fire caused the aircraft to crash. The incident remains under investigation by the Army.

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

**Operation Iraqi Freedom**

Two Soldiers supporting OIF died in separate incidents of non-combat-related causes.

CW2 Pillen

**CW2 Paul Jared Pillen**, 28, of Keystone, S.D., died in Salwa, Kuwait, on Oct. 17, of a non-combat-related cause. Pillen was a C-23C Sherpa cargo pilot assigned to the South Dakota Army National Guard's Det. 3, Co. A, 249th Aviation Regt. in Rapid City.

SSG Roark

**SSG Timothy James Roark**, 29, of Houston, Texas, died in Balad, Iraq, on Oct. 2, of a non-combat related injury. Roark was assigned to the Co. B, 4th Bn., 123rd Avn. Regt., Fort Wainwright, Alaska. Both incidents are under investigation.

ARMY PHOTO BY 1SG STAN HARVEY

**Iron Mike Chapter**

The Bronze award of the Order of St. Michael was presented to *1SG Ronald Evans,* center, of Co. A, 1st Bn., 58th Avn. Regt. (Air Traffic Services) (Airborne) at Fort Bragg, N.C. on Sept. 9. LTC Steven Beltson, left, and CSM Kenneth Musselwhite, commander and CSM of the 1-58th Avn., presented Evans with the OSM for over 25 years of dedicated service to Army aviation after his return from another deployment to Iraq. Evans, a Ranger and jumpmaster, was honored for his support of presidential missions, leading Soldiers, serving as an acting battalion Command Sergeant Major, and recently deploying with the Air Traffic Navigation Integration Control System radar to combat.

**Central Florida Chapter**

PHOTO BY PHIL LOEFFEL

**CFC Helps ROTC Cadets**

The CFC donated 80 high quality polo shirts valued at $1,500 to the University of Central Florida Army ROTC Department in Orlando June 15 for use when supporting community relations events. The CFC has been a tremendous source of support for the ROTC program and helps to take care of future Army leaders. Pictured here is CFC President Ken Donahue sharing a moment with ROTC cadets Robert Daugherty, left, and Jared Bowles (wearing the polo shirts) on Aug. 19 at a community event at the Stoneybrook Golf Course in Orlando.

**IN MEMORIAM**

**LTC Edward A. Stewart**

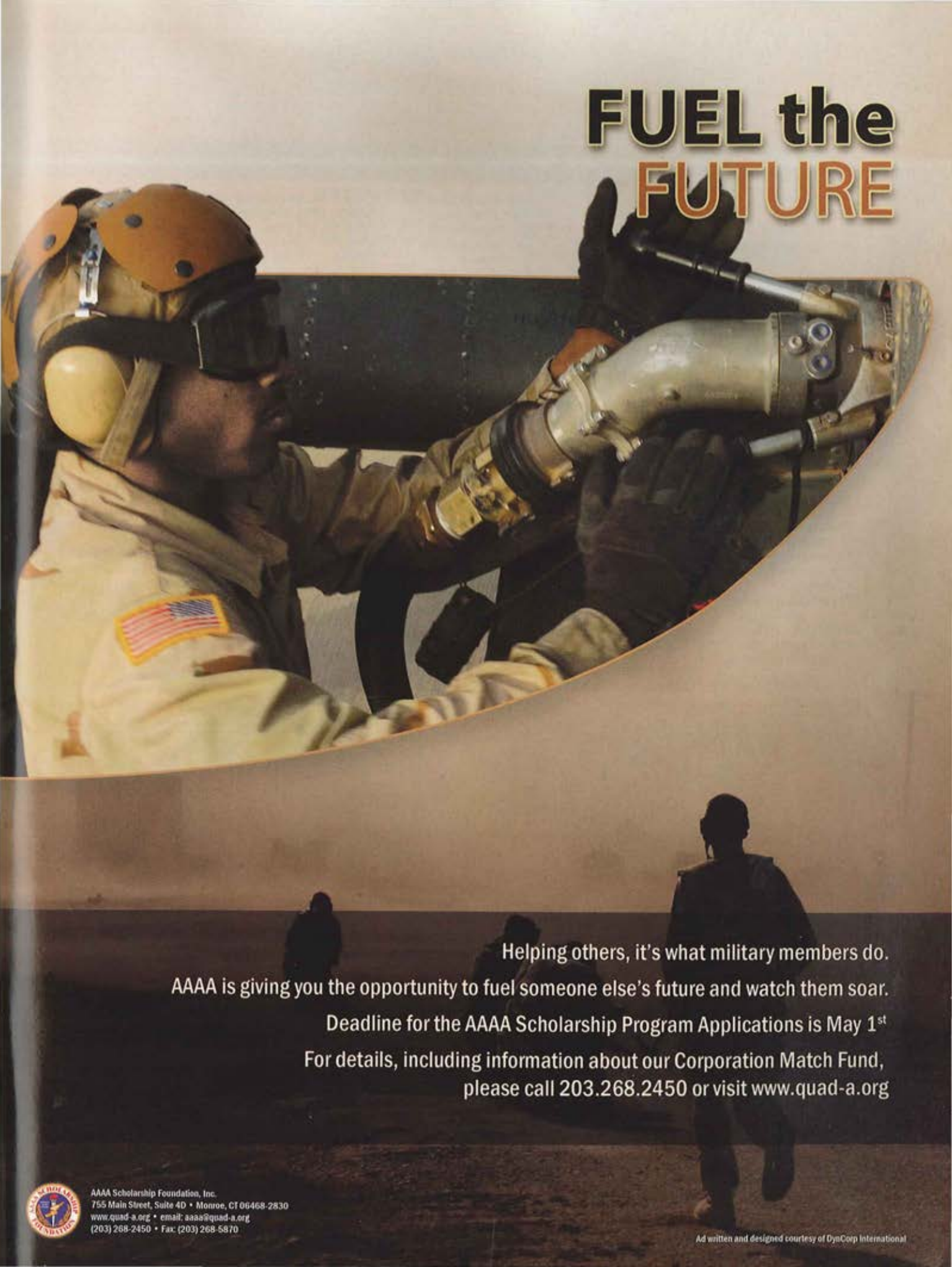
Retired LTC Edward Alvin Stewart, 83, of Las Vegas, Nev., died June 13. Stewart was a charter member of AAAA since its founding in 1957, a Cub Club member, and a former president of the Jack Dibrell-Alamo Chapter.

Born July 15, 1921 in New York City, N.Y., Stewart grew up in the city. He later attended Mississippi State College, graduating with a degree in Aeronautical Engineering and Commercial Aviation in 1942.

Stewart had a distinguished career flying Army fixed and rotary wing aircraft from 1944 until 1969. In his final assignment he served as the commander of the U.S. Army Presidential Helicopter Flight Detachment, flying for Presidents Johnson and Nixon. After retiring he worked five years for Bell Helicopter International in Tehran, Iran, followed by six years with the Army Corps of Engineers in Germany.

He is survived by his wife Karin Stewart; his four children Nancy Stewart-Turner, Richard J. Stewart, Ellen Stewart-Schmitt and Karen Stewart-Zagrodzky; and five grandchildren.

Stewart was interned at the U.S. Military Cemetery in Fort Sam Houston, Texas.




AAAA Scholarship Foundation, Inc.
755 Main Street, Suite 4D • Monroe, CT 06468-2830
www.quad-a.org • email: aaaa@quad-a.org
(203) 268-2450 • Fax: (203) 268-5870

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## NEW MEMBERS

**ALOHA CHAPTER**
**HONOLULU, HI**
SGT William W. Baker
CW2 Christopher L. Banks
MAJ Shannon D. Beckett
CPT Robert K. Bryant
1SG Jon T. Clark
CPT Andrew D. D'Amico
SFC Martin Davila
CW4 Marc V. Elig
CW4 James G. Galendez
CPT Ryan J. Grippin
SPC Sabine C. Grove
MAJ Michael T. Houser
SFC Shane A. Jacobson
CPT Shoshannah B. Jenni
SFC Troy F. Kiister
CW3 Kelly S. Leonard
CSM Michael O. Marks
1SG Stephen P. McCabe
CW4 Michael J. Nevada
CPT Nicole C. Powell-Dunford
CW2 Michael G. Slone
WO1 Mark S. Sorgenfrei
CW4 Graham B. Vockroth
CPT Kevin J. Wardrobe
CW2 Jayson T. Yang
CPT Matthew C. Yiengst

**ARIZONA CHAPTER**
**MESA, AZ**
PFC Johnathon D. Conn, Jr.

**AVIATION CENTER CHAPTER**
**FORT RUCKER, AL**
CW2 Tony A. Aksentis
SPC Adriana N. Asti
2LT Scott A. Baccigalopi
CW4 John H. Bergmann, Jr, Ret
SPC Evy D. Bludsworth
CPT Clifton L. Capps, Ret.
2LT Clayton O. Carpenter
CW4 Donald R. Choate, Ret.
WO1 Charles K. Christian
Mr. James T. Coleman
WO1 Amschel G. Foltz
WO1 Castro Gabriel
CW2 Douglas W. Garrison
WO1 Brad J. Gaudet
CPT Daniel P. Henzie
WO1 Raymond J. Herring
Ms. Ashley Innes
Mr. G.H. Kearns
LTC Richard J. Koucheravy
2LT Hung V. Le
WO1 Michael J. Liljenquist
2LT Terrell M. Lockett
SGM J.T. Luckie
WO1 Roshan Mahendran
2LT James C. Mandel
WO1 Robert W. Meischen
Mr. Larry Mercilliott
2LT Brian T. Meyer
2LT Joshua A. Meyer
CW4 James W. Miller, Jr., Ret.
WO1 Gregory P. Moser
CW3 Damon J. Nicolas
WO1 Michael D. Payne
CW2 Jason L. Perry
WO1 Carl N. Porter
SSG Jerry W. Reese II
CPT Gerald P. Scheck
WO1 Jonathan M. Sodomin, Jr.
WO1 Terry M. Thomas
SSG Jesse M. Thorton, Sr.
2LT Robert T. Weakland

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**ANSBACH, GERMANY**
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1SG Douglas K. Greene
Mr. James K. Hughes
CSM John J. Moore
1LT George T. Rabb

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CDT Brett H. Chereskin
CDT Gerald D. Gangaran
MAJ Keith W. Haufler
CDT Richard J. Macchio
CDT Andrew R. Morgan
CDT Walter D. Thomas
CDT Noah J. Truax
CDT Jason R. Zuniga

**CEDAR RAPIDS CHAPTER**
**CEDAR RAPIDS, IOWA**
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**CENTRAL FLORIDA CHAPTER**
**ORLANDO, FL**
Mr. David R. McCoy

**COLONIAL VIRGINIA CHAPTER**
**FORT EUSTIS, VA**
MAJ Lorane Green, Ret.
LTC Thomas J. Haywood
MSG Michael A. Miller
Mr. Cleveland E. White

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**STRATFORD, CT**
Mr. Robert J. Caiazzo

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**CORPUS CHRISTI, TX**
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**EMBRY RIDDLE EAGLE**
**DAYTONA BEACH, FL**
CDT Wiljariette Hernandez

**FLYING TIGERS CHAPTER**
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CPT Paul B. Strickland

**GREATER ATLANTA CHAPTER**
**ATLANTA, GA**
Mr. Mario Gabriel, Jr.

**HIGH DESERT CHAPTER**
**FORT IRWIN, CA**
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CPT Marcus A. Gengler
MAJ Michael H. Price
SPC Jeffery D. Quillen
CPT Salamasina Strokin
CPT Lucinda R. Wilson
LTC Walter M. Wirth, Jr., Ret

**IRON EAGLE CHAPTER**
**HANAU, GERMANY**
CPT Orrin G. Stitt

**IRON MIKE CHAPTER**
**FORT BRAGG, NC**
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**JIMMY DOOLITTLE CHAPTER**
**COLUMBIA, SC**
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WO1 George B. Parsons
2LT Mackenzie E. Peffley

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**ST. LOUIS, MO**
CW3 Howard Houska, Jr.

**MID-AMERICA CHAPTER**
**FORT RILEY, KS**
CW3 John L. Conway

**MONMOUTH CHAPTER**
**FORT MONMOUTH, NJ**
Mr. John M. Lynch

**NORTH COUNTRY CHAPTER**
**FORT DRUM, NY**
CW4 James E. Vause, Ret.
SSG Christopher M. Williams

**NORTH TEXAS CHAPTER**
**DALLAS/FORT WORTH**
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CW3 Neil A. Raaz

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**FT WAINWRIGHT/FAIRBANKS AK**
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Mr. David E. Lewis

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**MARANA, AZ**
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CW2 Matthew J. Roman

**OREGON TRAIL CHAPTER**
**SALEM, OREGON**
PFC Kason E. McGraw

**PHANTOM CORPS CHAPTER**
**FORT HOOD, TX**
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WO1 Robin Olszynski
SFC Reginald Rogers
SGT James M. Weeden

**RHINE VALLEY CHAPTER**
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MAJ Alvin O. Godwin
BG Mark P. Hertling
SFC Gerald L. Hunter
SPC Jason M. Jacobus
1SG Saunya L. Knox
CW4 William R. Morse
SPC Maria E. Navas
SPC John L. Rex
SSG Kevin J. Santos
1SG Thomas G. Semco
CW4 Philip P. Smith
SSG Angela Y. Stacks
SSG James E. Whyman

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**FT STEWART/HUNTER AAF, GA**
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**SOUTHERN CALIFORNIA CHAP.**
**LOS ANGELES, CA**
CSM Harold E. London, Sr.

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Mr. Kenneth A. Anderson, Jr.
Mr. Bobby J. Blankenship
Mr. Brad J. Bohan
Mr. Bryan P. Bohan
Mr. Steven A. Briceno
Ms. Laura M. Brown
Mr. Donald E. Carver, Jr.
Mr. James D. Chandler
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Mr. Zygmund R. Jastrebski
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SSG Tracy A. Banta
CW5 Richard W. Barnard
CW4 Gary S. Bennett
CW3 Pamela K. Charles
CW2 Lloyd A. Cordray
CW5 Jerry L. DeWitt, Ret.
SFC Rafael F. Gutierrez
COL Bill R. Hartbarger
SGT John D. Hill
MAJ Joe H. Miller III
CW4 John L. Oldham
MAJ Steven E. Reece
SSG Lorena Rios
SGT Michael E. Wall
CPT John W. White
SFC Leslie T. Zaricor

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Mr. Chris Brown
Mr. Daniel D. Bryski
Mr. Mark Callender
Mr. Dan Demaree
Mr. Ali Dian
Mr. James Dotan
Mr. Vlad Gavrilets
Mr. Steve Hamric
LTC David N. Hendrickson,Ret.
Ms. Shirley Kozler
Mr. Wayne McAuliffe
Mr. William D. McCormick III
Mr. Ben Motazed
Dr. Miles R. Palmer
LTC John E. Quackenbush, Ret.
Ms. Cassy Quigel
Mr. Ben Russ
Mr. Craig Soboleski
Mr. Brad C. Tousley
Dr. David Vos
Mr. Henry R. Wiese

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**ROCHESTER, NY**
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Mr. Glyn Davis
Mr. Jeff Markel
Mr. Jim Smith

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MAJ Michael K. Bardolf
Mr. Joseph E. Hosie
Mr. Wayne E. Kohrs
CW3 Alan Maschek
Mr. Jason J. McDonald
MAJ William R. McKern
Mr. Gregory D. Price
Mr. Robert H. Rodriguez
CW4 Stephen G. Sanderson
CW2 Rachel M. Sosa
AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
CPT Hannah C. Halverson

## Soldier of the Month

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

**PFC Kason E. McGraw**
October 2005
*(Oregon Trail Chapter)*

## Soldier of the Quarter

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

**PFC Johnathon D. Conn, Jr.**
4th Quarter 2005
*(Phantom Corps Chapter)*

**SPC Adriana N. Asti**
4th Quarter 2005
*(Aviation Center Chapter)*

## NCO of the Quarter

*A Chapter Program to Recognize Outstanding Noncomissioned Officers on a Quarterly Basis.*

**SGT Michael Weeden**
4th Quarter 2005
*(Phantom Corps Chapter)*

**SSG Jesse M. Thorton, Sr.**
4th Quarter 2005
*(Aviation Center Chapter)*

## Aces

*The following members have been recognized as Aces for their signing up five new members each.*

**1SG Timothy L. Fleming**
**CW5 Phillip E. Hill**

## New AAAA Order of St. Michael Recipients

**(Bronze)**

LTC Jeffrey K. McGee
MAJ Scott A. Spradlin
CW4 Jeffrey M. Wells
MAJ J. Shawn Perry
SFC Roy J. Whittlesey
SFC Remie J. Kliebert
SFC Frederick C. Hayden
Dr. James W. Williams
CW4 Matthew J. Thomas
SSG Jason L. Ballinger

## New AAAA Order of Our Lady of Loreto Recipients

Kelly Arne
Elizabeth B. Arnold
Angela N. Ashe
Deborah Baer
Danielle Baldwin
Ruta Bilafer
Carol Brown
Tanya Burns
Lori Campbell
Amber Christensen
Ginger Cofer
Kim Crutchfield
Marie Davis
Megan Davis
Susan Davis
Rachel Dean
Denise I. Denton
Tammy Doerer
Kathryn E. Drumm
Geraldine L. Dunning
Nancy Forrester
Helga Galloway
Regina Gholston
Maria Grimsley
Alisha M. Guitreau
Tara L. Habhab
Julie Hartman
Wendy J. Hees
Julie Hennies
Allison Higgins
Karen Jaedicke
Deborah Jones
Lindsey Jones
Kendra S. Kaufmann
Mary Lou Keeling
Susie Kim
Carol Kurowsky
Cindy Lamb
Amanda C. Lewis
Mary Anne Lewis
Janet Little
Paula Lundy
Monica Macy
Angie Mclean
Jeanette McMahon
Carla Miller
Tracy Miller
Susan Mitchell
Rachel Olson
Vicki Olson
Trish Parsons
Vicki Lynn Pearson
Julia A. Perry
Kirstin Rich
Julie Riest
Shelly Roberts
Jamie Robinson
Sue Skog
Juana Small
Erica Smith
Marla Struck
Kelly Sutterfield
Teresa Swanberg
Michelle Swanson
Stephanie Taylor
Andrea L. Thompson
Amanda Varner
Wendi Waits
Jennifer White
Maria Wietig
Lisa Williams
Nancy Willoughby
Alma Wilson
Sherri Wilson
Candy Wojdakowski
Piper Worley
Sheri Wright
Susan Yellen
Alexa Zenk

## New AAAA Life Members

CW2 Fred Baca, Jr., Ret.
LTC Earle L. Denton, Ret.
Mr. Stephen W. Stilwell, Jr.
MAJ James D. Toner

## COL William W. Powell Memorial Scholarship Fund

PHOTO COURTESY LINK SIMULATION & TRAINING

A new scholarship fund in memory of a distinguished Soldier and Army Aviator has been established by Link Simulation and Training, the Tennessee Valley Chapter and the AAAA Scholarship Foundation, Inc. The COL William W. Powell Memorial Scholarship honors the memory of retired COL Bill Powell, director of Army Business Development for Link. Powell, a 28-year veteran and an active TVC member, died in a fatal crash of his private Beech Bonanza aircraft near Decatur, Ala. on August 8. A former director of Training, Doctrine and Simulation at Fort Rucker, Ala., Powell joined Link in 2001. He played a key leadership role in helping build solid government-industry relationships and develop winning Army Aviation training strategies. Contributions may be sent to the Army Aviation Association of America, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Checks should be made payable to the AAAASFI and indicate it is for the "L-3 Com. COL (Ret.) William Powell Scholarship."

# Upcoming Events

**DECEMBER 2005**
- Dec. 12-14 AAAA Aircraft Survivability & Mission Equipment Symposium, Opryland, Nashville,TN

**JANUARY 2006**
- Jan.11-13 AUSA Army Aviation Symposium, Ronald Reagan Building & International Trade Center, Washington, D.C.
- Jan. 27 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- Jan. 28 AAAA Nat. Awards Committee Meeting, NGRC, Arlington, VA
- Jan. 30 – Feb 3 Aviation Senior Leaders Conference, Fort Rucker, Alabama

**FEBRUARY 2006**
- Feb. 1 2005 LTG Ellis D. Parker Awards Lunch, Fort Rucker, AL
- Feb. 1 AAAA Functional Awards Dinner, Fort Rucker, AL
- Feb. 26-28 HAI HELI-EXPO 2006, Dallas, TX

**APRIL 2006**
- April 2-4 237th & 57st Md. Det. Vietnam Vet Reunion, Las Vegas, NV contact: dmzdustoff@aol.com or (937) 947-1319
- April 9-12 AAAA Annual Convention, Gaylord Opryland, Nashville, TN

**MAY 2006**
- May 9-12 AHS International, 62nd Annual Forum, Phoenix AZ

**JULY 2006**
- July 2 - 6 VHPA 23rd Nat. Annual Reunion, Washington, DC
- July 21 AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- July 22 AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

❖CFC❖CFC❖CFC❖CFC❖

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

Contribution Code 2121

*Tax-deductible donations may also be made directly to the*
*AAAA Scholarship Foundation, Inc.*

755 Main Street, Suite 4D,
Monroe, CT 06468-2830
E-Mail: aaaa@quad-a.org
Telephone: (203) 268-2450
FAX: (203) 268-5870

❖CFC❖CFC❖CFC❖CFC❖

# Army Aviation Hall of Fame

*The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2007. Contact the AAAA National Office for details at (203) 268-2450*

## CW4 Clifton P. Wolcott
## Army Aviation Hall of Fame 1995 Induction

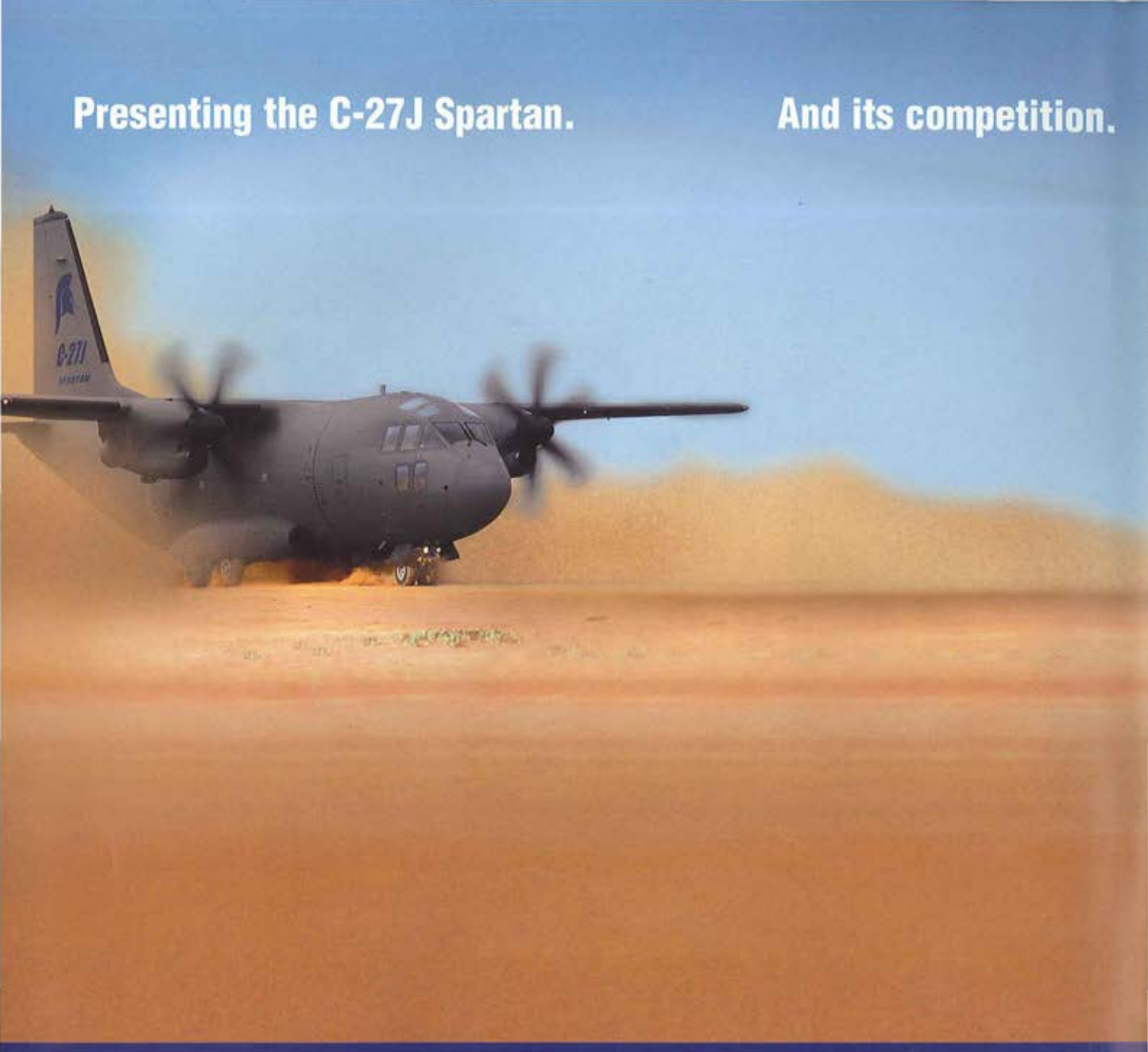
In 1984, CW4 Clifton P. Wolcott was selected for Task Force 160, where he served as an MH-60 Special Operations Aviation assault instructor pilot (IP). His exceptional grasp of mission requirements led to his innovative use of night vision goggles and the development of a standard operating procedure for over water operations. Wolcott's first combat operational experience was during Operation Prime Chance in 1987-89. All aviation units involved in this operation adopted his over water tactics and techniques.

In 1989 he again saw combat, this time as a flight leader responsible for combat assaults during Operation Just Cause. In addition to his duties as flight lead and unit IP, he became the unit's only gunnery standardization IP for the new MH-60 Direct Action Penetrator model aircraft. As such, he trained and evaluated the initial aircrew in the execution of armed helicopter operations. The DAP aircraft was first deployed during Operation Desert Storm in 1991 and received its baptism of fire during deep penetrations into the Iraqi desert. These clandestine missions are still classified, but the success of the effort was testimony to the planning and training of which Wolcott was a critical part. As flight lead he was awarded the Silver Star for his heroism and later recognized as the Special Operations Aviator of the Year for his technical and tactical contributions.

In 1992 Wolcott became his battalion's standardization instructor pilot while also serving as the primary joint mission planner for several classified contingency plans. In August 1993 he deployed to Somalia with Joint Task Force Ranger. His superb grasp of the tactical situation enabled ground commanders to maximize the use of aviation support.

On Oct. 3, 1993, while flying lead on a multi-aircraft aerial assault on an objective in downtown Mogadishu, a rocket-propelled grenade struck his MH-60 aircraft. As his helicopter fell to the ground, Wolcott skillfully maintained what control he could and issued critical instructions to those aboard, helping to ensure their survival. Wolcott died as a result of that action and was awarded the Distinguished Flying Cross for his gallantry.

# Presenting the C-27J Spartan. And its competition.



The C-27J Spartan. The right solution for the warfighter, the right solution for Army FCA. More speed, more range, more cargo, more safety, more flexibility than ever before.

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