

ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA • JANUARY 31, 2006 • \$4.00



VT Miltope

A company of Vision Technologies Systems



WE'RE READY.



Contents

JANUARY 31, 2006, Vol. 55 No. 1

SPECIAL FOCUS

Product Support

- 18** PM-AGSE: Avn. Maintenance's Bridge to the Future
by Bernard Gajkowski and Don Hamblin
- 22** The Theater Aviation Single Manager in Southwest Asia
by COL Frank Atkins and Kimo Bacon

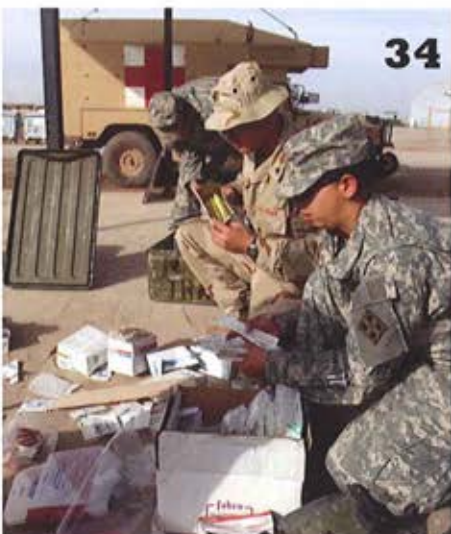
Maintenance

- 26** Training the Maintainers: Army Aviation Logistics School Year-End Review
by Irene Hill
- 30** Aviation Logistics Transformation Efforts in 2005
by LTC Eldon E. Franks

FEATURES

- 8** Lessons Learned Integration: 2006 Aviation Senior Leaders Conference and DOTD's New Tactics Division
by BG E.J. Sinclair

- 14** Finally ... A Maintenance Examiners Course
by CW5 Brent Driggers
- 16** "Aviation's Finest" -- Our Deployed Soldiers
by CSM Buford Thomas, Jr
- 34** 404th ASB Continues to Support Combat Aviation Brigade
by SFC Reginald Rogers



- 37** New Rucker Gym Honors Fallen Aviators
by James Bullinger

- 38** Army and Navy Works: The MQ-8B Fire Scout VTOL UAS
by LTC James Brashear and Robert Brown

- 40** 3rd ID Combat Aviation Brigade Crews Help To Defeat Terrorists
by SPC Jennifer D. Atkinson

- 42** AAAA Hosts Aircraft Mission & Survivability Equipment Symposium
Recap by James Bullinger



DEPARTMENTS

AAAA New Members	51
AAAA News	48
Advertisers Index	44
Briefings	4
Calendar	52
Fallen Heroes	50
Hall of Fame Nomination Info.	33
Hall of Fame	54
Industry News	44
In Memoriam.	50
Legislative Report	47
People on the Move	45
President's Cockpit	6

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg. in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830.

Publisher

William R. Harris, Jr.

Editor

LTC (Ret.) James R. Bullinger
editor@quad-a.org

Design & Production Manager

Trudy Hodenfield
magazine@quad-a.org

Circulation Manager

Mary Ann Stirling

Circulation Assistants

Deb Cavallaro
Debbie Coley
Diane Grinstead
Mary Ellen Kother

Advertising Director

Robert C. Lachowski
(203) 268-2450 x131
bob@quad-a.org

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
aaaa@quad-a.org

ON THE COVER

Paid advertisement. The U.S. Army Maintenance Support Device - Version 2 (MSD-V2) is the next generation of VT Miltope's ruggedized computers designed for on-platform diagnostics and maintenance. The standard MSD-V2 features a 14.1" sunlight readable display; removable 80 GB ruggedized hard drive; and internally mounted floppy disk and DVD-RW/CD-RW drives. Two internal removable Li-Ion batteries provide more than 8 hours of battery life. VT Miltope acknowledges and supports those soldiers that maintain the highest standards of mission capability, in the toughest environments, throughout the world, everyday. Caption provided by advertiser.

Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

Hugh Thompson Deceased

Retired CPT Hugh C. Thompson Jr., 62, of Broussard, La., died Jan. 6 of cancer at the Veterans Affairs Medical Center in Alexandria. Born in 1943 in Atlanta, Ga., Thompson is best remembered as the hero of the My Lai massacre during the Vietnam War. See memorial page 50.

Army Readiness Assessment Program

The Army's Combat Readiness Center (CRC) recently developed the Army Readiness Assessment Program, or ARAP, to communicate the Army's strong conviction to Composite Risk Management (CRM). ARAP is a web-based initiative that provides battalion-level commanders with data on their formation's readiness posture. These assessments are a "free look" inside a unit. It allows commanders to take an honest look at their safety culture and evaluate CRM processes. ARAP's goal is to identify and correct organizational conditions that could increase the potential for mishaps. The web-based program is quick and easy at <https://unitready.army.mil>.

DOD Implements Traumatic Injury Protection

The Defense Department announced Nov. 30 the implementation of traumatic injury protection insurance under the Servicemembers' Group Life Insurance (SGLI) program. Known as TSGLI, the insurance provides financial assistance to troops during their recovery from a serious traumatic injury. Effective Dec. 1, all SGLI eligible members are automatically covered by TSGLI with up to \$100,000, unless they decline SGLI coverage. TSGLI costs a flat monthly premium of \$1.00. TSGLI is not disability compensation, but an insurance product similar to commercial dismemberment policies, providing money for a loss due to a specific traumatic event. Call or email for more info: (800) 237-1336 or tsgli@hoffman.army.mil.

USAF Seeks New Combat Search and Rescue Vehicle

The Boeing Company completed a series of MH-47G demonstration flights in December for the U.S. Air Force at Nellis Air Force Base, Nev., in support of its bid for the USAF Combat Search and Rescue (CSAR-X) Program. Using a special ops variant of the Chinook, the demonstration involved more than 20 flight hours to showcase the capabilities of Boeing's proposed HH-47. Boeing submitted its proposal Nov. 21 to the Air Force, which selects the program winner in spring of 2006 from 141 helicopters. The HH-47 features a 6-ft 5-in. cabin clearance dimension.



BOEING COMPANY PHOTO

Shadow Tactical UAS Program Earns Award

The Army's Shadow Tactical Unmanned Aerial Vehicle (TUAV) program has earned a first-ever special achievement award from the Defense Department for readiness and mission success in Operation Iraqi Freedom. The special award for performance-based logistics was presented Nov. 8 in Hilton Head, S.C., to representatives of the UAV System Program Office and from AAI Corporation of Hunt Valley, Md., prime contractor for the Shadow TUAV. Since deployment to Iraq, one Shadow has flown more than 50,000 flight hours.

**Army Aviation Hall of Fame Nominations
are open. Suspense is May 1, 2006.**

**See the AAAA website www.quad-a.org or
contact the National Office at (203) 268-2450**

MADE FOR THE MISSION



UH-145: We're on Board

The UH-145 is the best solution for the U.S. Army's new Light Utility Helicopter. Made and supported by an industry team that includes the leading manufacturers of both commercial and military helicopters, the technologically superior UH-145 is mission-tested and ready to serve America.

Performance. Experience. Value.
The American-built UH-145.
Made for the Mission.

Visit www.uh-145.com



A New Year for New Opportunities

Congratulations and thanks for your support to the AAAA. We entered the New Year with 15,200 members. This is an endorsement of your interest in Army Aviation and desire to help support the U.S. Army Aviation Soldier.

Join me in welcoming two new chapters to our list of 70. The Volunteer Chapter in Smyrna, Tenn., activated Dec. 3 under the leadership of LTC Kris Durham.

I had the pleasure of meeting with some of their officers during the 2006 Convention IPR held in Nashville in December. This spirited chapter will predominantly focus on National Guard membership.

Earlier this month I also had the pleasure of attending the Jan. 6 inaugural meeting of our newest chapter that has an industry focus, the William C. Moog Memorial AAAA Chapter of Greater Buffalo, N.Y. A special thanks to Moog Inc. for hosting my visit and congratulations to both chapters.

In last month's Cockpit, I mentioned the creation of the Compensation Committee to address the fairness of the incentive, proficiency and bonus pays among the total Army aviation community.

BG (Ret.) Mike Burke recognizes we cannot swallow the elephant whole, so as the chair he plans to take a toe at a time. The first bite, which is more than a mouthful, is the Aviation Career Incentive Pay (ACIP) issue.

Mike has hosted two telephonic meetings with his robust team and held a Jan. 9 meeting in Washington, D.C. to develop a position with the ARNG on ACIP and the 1/30th rule. We'll report more on this soon.

The Aircraft Survivability and Mission Equipment Symposium held Dec. 12-14 in Nashville was a tremendous success, with over 225 attendees and 19 exhibits (see page 42 for the recap).

A special thanks to CSM Neil Ciotola, from III Corps and Fort

Hood, who gave the flat-out best banquet speech I have heard in many, many years. He is one outstanding and straightforward Soldier to say the least!

In early December, I attended the Secretary of Defense's community group outreach program called *America Supports You*. It started with an early morning White House tour and concluded with afternoon discussions with Secretary Donald Rumsfeld at the Pentagon.

It was a great opportunity to lock arms with other private, military and veteran organizations to identify how best to support our servicemen and women.

Although only a year old, the *America Supports You* program has mobilized the involvement of grass roots organizations across the nation for our men and women in uniform. Visit www.AmericaSupportsYou.mil to see how you can help with activities in your state.

Speaking of support, AW2 (the Army Wounded Warrior program) is doing a great service for our wounded Soldiers to assist them as they tran-

sition to post-Army careers.

I want you to know that AAAA is working on one specific case right now that looks very promising in helping a former aviation Soldier obtain a job with industry in the aviation maintenance field.

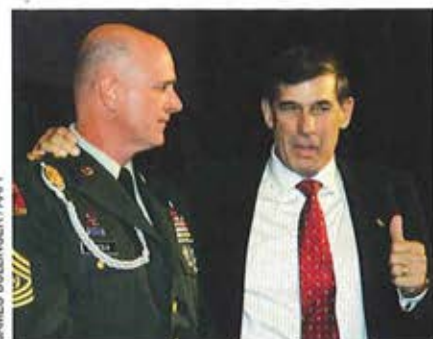
If you know of a Soldier, especially an Army Aviation soldier, who is in need of assistance, contact me at president@quad-a.org or our Executive Director Bill Harris at bill@quad-a.org and we will do our best to get him/her to the right resources and connect them with one of our many outstanding AAAA industry members.

I want to remind all chapters with Army aviation units returning from OIF and OEF to contact Bill Harris to request assistance for a *Welcome Home* celebration. The AAAA National Executive Board has approved up to \$5,000 (based on the size of the unit).

This is just another way that AAAA is helping to Support the Army Aviation Soldier.

In conclusion, we look forward to the upcoming Joseph P. Cribbins Aviation Product Symposium March 8-9 at the Von Braun Civic Center in Huntsville, Ala., and of course the annual AAAA convention this April 9-12 in Nashville at the Gaylord Opryland Resort and Convention Center. Hope to see you there.

Tom Konitzer
AAAA President
president@quad-a.org



James Bullinger / AAPI
Giving a "thumbs-up" to CSM Neil Ciotola for his banquet speech in Nashville Dec. 13.



COURTESY DOD PHOTO
Meeting with Defense Secretary Donald Rumsfeld during the *America Supports You* program orientation at the Pentagon Dec. 2.

"Publisher's note: Due to an editorial error in the December "Cockpit" the order of selection in the blind draw for the sponsor of the new Crew Chief Award was reversed. L-3 was initially selected as the primary sponsor but declined in favor of sponsoring the new Active Component award. Robertson Aviation then became the sponsor of the new Crew Chief Award as stated in the article."

BORESIGHTING

FOR ALL

The AH-64D Apache Longbow and the Armed Reconnaissance Helicopter (ARH). The MH-60R Seahawk. The F-35 Joint Strike Fighter and the EF2000 Typhoon. The C-17 Globemaster III and the C-130 Hercules.

Advanced Boresight Equipment (ABE) Model 310 is the common alignment system for all military aircraft fleets — Army, Navy, Marine Corps, and Air Force.



No platform is excluded — rotorcraft, fighters, transports, UAVs.

Benefits include accuracy, dependability, speed, repeatability, ease of use, supportability, interoperability.

And value.

Contact us at ABE@aaicorp.com or 800-655-2626.



INNOVATION THAT WORKS.™

boresight.com

Lessons Learned Integration

2006 Aviation Senior Leaders Conference and DOTD's New Tactics Division

By BG E.J. Sinclair



The U.S. Army Aviation Warfighting Center (USAAWC) continues to prepare for the Aviation Senior Leaders Conference (AVSLC), January 30 to February 3, with the central theme of this year's conference being Lessons Learned Integration (L2I).

The presentations will highlight specific observations, insights and lessons (OIL) in a myriad of categories from joint operations; tactics, techniques and procedures (TTP) for urban operations; air-ground integration; mobilization issues; homeland security; unmanned aircraft systems (UAS)—the emerging term to replace unmanned aerial vehicle; the brigade aviation element; transformation; Reset/Preset; the Army Force Generation Model (ARFORGEN); and aviation operations around the world.

The 2006 AVSLC is a tremendous opportunity for senior Aviation leaders to discuss

commanders in the field.

Additionally, all of the USAAWC commanders, directors and staffs will be available to assist in any way possible. Supporting the Warfighter is our mission—not a bumper sticker.

During the conference, COL Jerry Egbert, the director of DOTD (Directorate of Training and Doctrine), will brief the way ahead for L2I.

A few months ago, a reorganization was initiated of DOTD that will result in the formation of a division that will be the focal point for L2I: the Tactics Division.

LTC Grady King is the new chief of the Tactics Division and oversees the Tactics, Weapons Tactics (Gunnery), Lessons Learned and Doctrine branches.

This reorganization was imperative as we reviewed the lessons learned process and identified several significant shortfalls.

The creation of the Tactics Division and the Lessons Learned Branch, along with considerable realignment within DOTD, will put us on a better path to provide Aviation Soldiers the appropriate information exchange capability required to share OIL and integrate lessons learned.

This will help us enhance our adaptability, which is the desired result of this entire effort. The collection of OIL was and is occurring, but there was no central collection organization or archive until we created the Tactics Division.

A comprehensive review also revealed areas for improvement in the analysis and dissemination phases. Now there is a comprehensive effort to collect OIL from Directorate of Evaluation and Standardization assistance visits; Combat Training Center trends; student surveys; observations from exercises, studies and experimentation; Center for Army Lessons Learned products and Joint sources.

Additionally, the USAAWC now has a principle agent to review the validity and applicability of lessons learned and integration into our TTPs.



The Aviation Senior Leaders Conference will address topics like L2I (lessons learned integration) from ongoing operations.

relevant warfighting trends and ensure that the USAAWC continues to provide the best equipment, training and information for Aviation Soldiers, which will better support

READY TO SERVE.



The UH-145 Light Utility Helicopter

With its combination of superior performance, unmatched mission flexibility, and the most experienced manufacturing and logistics team in the industry, the UH-145 is the best solution for the U.S. Army's new Light Utility Helicopter.

Performance. Experience. Value.
The American-built UH-145: Made for the Mission.

Visit www.uh-145.com





COURTESY ARMY PHOTO

An injured child with his father and others are evacuated by UH-60 for medical treatment during an Oct. 25 mission in Pakistan.

In the dissemination phase we have been modifying our Programs of Instruction (POI) and doctrine, but were missing an opportunity to provide the field with more options.

Additionally, the DOTD reorganization consolidates weapons and tactics subject-matter-experts into one organization; creates an organization that collects, analyzes, disseminates, and archives aviation lessons learned; and provides a quick turnaround of lessons learned into TTP, faster than the current doctrinal literature review and development cycle.

The USAAWC is continually assessing the situation in order to identify and close capability requirement gaps.

Whether it is individual or collective training, we are constantly reviewing and modifying training to prepare our Soldiers for the contemporary operating environment.

In order for this process to work, we need your diligent participation and patience as we work to create the appropriate systems and products to share information.

This information sharing effort will help us learn things once, instead of repeatedly or not at all.

In its fully mature state, you will have worldwide web links to training and operational resources, schools and news services; an information gateway to search, browse, analyze and summarize a wide variety of source data; databases (public, classified and restricted) for library and archive purposes, records management, and multimedia; and finally, relevant and useful products such as newsletters, handbooks, TTPs, bulletins, vignettes and special studies.

The essence of the Lessons Learned program is providing an effective process for the rapid exchange of information.

At the small unit level, aviation companies and platoons routinely conduct aircrew debriefings, hot-washes and after-action-reviews – and they develop standard operating procedures based on these processes.

But until now, there has been no vehicle to insure that

this critical information was shared with other organizations across the Army and in a timely and effective manner.

Too often, our warfighters are forced to learn the same hard lessons because they had no access to previously developed solutions.

The AVSLC is a tremendous vehicle to address this issue with our senior aviation leaders.

Additionally, at the USAAWC, we will continue to work diligently to shrink the time that it takes to modify our training programs of instruction and TTP development from years and months to weeks and days to reduce that possibility.

As we continue to develop this process, it is important to remember that lessons learned are most often the result of developing insights and analyzing trends that are collected over time rather than through a single event.

There are no magic pills or silver bullets. It will require a lot of hard work, diligence and deliberate focus in order for us to successfully and rapidly exchange information that enhances our adaptability.



COURTESY ARMY PHOTO

A TF Griffin (PAK) CH-47D, the workhorse of the operation, prepares to evacuate more than 40 refugees of the Pakistan earthquake on Oct. 25.

We will have more on information sharing and the Tactics Division at the AVSLC.

The four-day effort will be an effective tool to share dynamic and critical information while also synchronizing efforts throughout the branch.

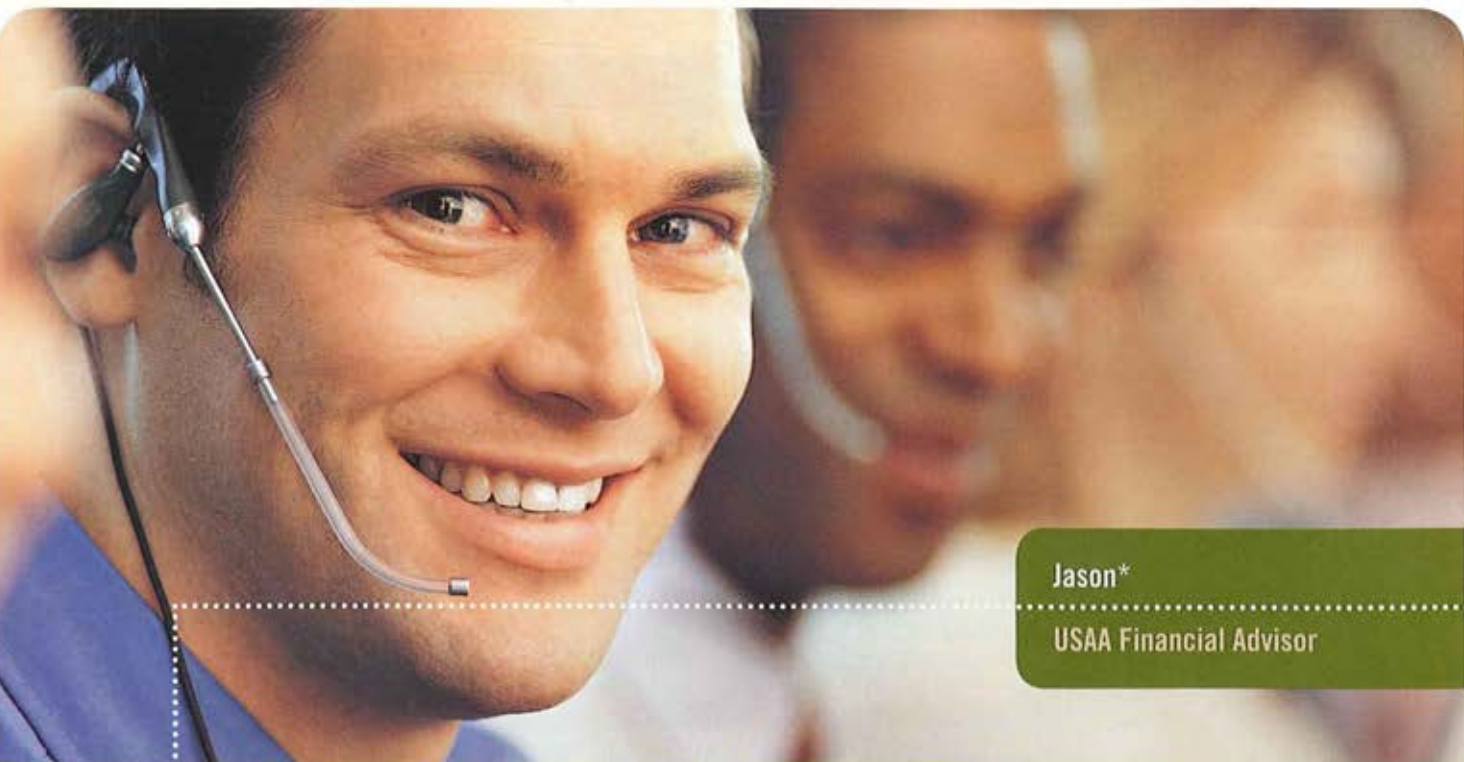
Task Force Griffin (Pakistan)

Responding immediately on October 8 to an earthquake that hit Pakistan measuring 7.6 on the Richter scale, Task Force Griffin formed and deployed TF Griffin (PAK).

The epicenter of the earthquake was in a highly populated region in Muzaffarabad, 95 kilometers north-northeast of Islamabad, and covered an area of approximately 30,000 sq. miles and affected nine districts in Pakistan.

The death toll as of mid December in Pakistan had reached 73,318, with 69,392 injured.

Around 3.5 million people have been affected (500,000 families) and nearly 2.5 million people have lost their homes.



Jason*

USAA Financial Advisor

WHEN IT COMES TO YOUR RETIREMENT, THERE'S NO SUCH THING AS A DUMB QUESTION.

Did you know that new, higher contribution limits on IRAs can help shore up your retirement savings? That's the kind of guidance you'll get when you call our Financial Advice Center. We're experts in helping military personnel fine-tune their retirement plans. Call us **FREE** today and see how USAA can help you.

Get a **FREE USAA Retirement Review** before April 15.

 **800.531.1763**

Or visit usaa.com — keyword IRAHelp



We know what it means to serve.®

INSURANCE • BANKING • INVESTMENTS • MEMBER SERVICES

Financial advice provided through Financial Advice Center as a service of USAA Financial Planning Services Insurance Agency, Inc. (known as USAA Financial Insurance Agency in California) and USAA Financial Advisors, Inc., a registered broker dealer.

*The accompanying photo does not depict the actual named USAA Financial Advisor. • USAA means United Services Automobile Association and its affiliates.

Additionally, in India, official reports indicate that there were 1,307 deaths and 4,500 people injured.

Estimates are that up to one million people have been affected across four districts.

Upon arrival, TF Griffin (PAK) developed airspace procedures, pick-up zone operations, and identified numerous potential landing zones.

The initial deployment included a total of five CH-47s, three UH-60s, and 90 personnel from TFs Storm and Sabre.

TF Griffin PAK quickly grew, adding aircraft from the U.S. Navy, the 1st Cavalry and 25th Infantry divisions; and Co. B, 7-158th Avn. (a USAR unit from Kansas).

Additionally, TF Griffin (PAK) assumed tactical control of four Afghanistan MI-17s.

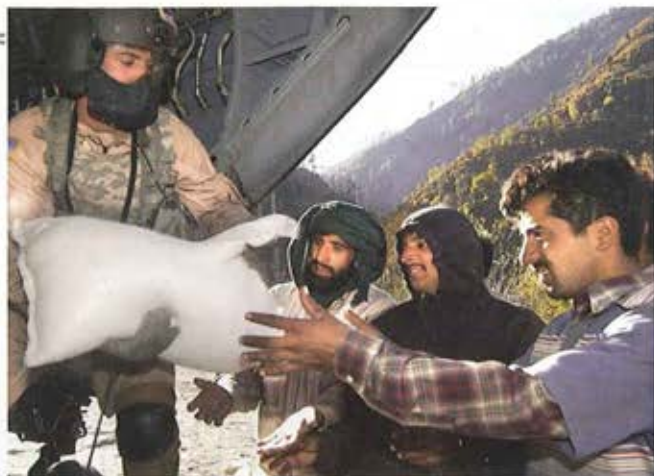
Though the devastation was prolific, the U.S. presence, along with the professionalism displayed by the Soldiers of TF Griffin (PAK), resulted in an outpouring of appreciation and respect by the Pakistanis.

In just under four weeks, TF Griffin (PAK) accomplished the following:

- 1,015 Sorties Flown
- 1,265.1 Flight Hours
- 5,808 Personnel Moved
- 3,224 Casualties Evacuated
- 4,302,850 pounds of Supplies Moved
- 25,000 pounds of External Loads

This mission was a classic demonstration of the "Expeditionary" capability of the U.S. Army, and the agility, versatility and adaptability of Army Aviation.

There is no question that the rapid response and large scale commitment by the U.S. to this tragedy, led by TF Griffin (PAK), will have a positive strategic impact on American and Pakistani relations, as well as perceptions throughout the Middle East.



SGT Micah Louis, a CH-47D Chinook helicopter crew chief with Co. F, 158th Avn. Regt. (USAR), delivers relief supplies Nov. 23 to earthquake survivors at Panjkot, Pakistan.

We couldn't be prouder of TF Griffin Soldiers.

And finally, it is essential that a continuous dialog be maintained as we fight the Global War On Terrorism (GWOT), Reset and Preset formations, and continue transformation.

The USAAWC top priority is to ensure our Aviation Soldiers have the best possible training, equipment and information to fight the GWOT and L2I plays a vital role in this effort.

We have complete confidence that our Army Aviation team will continue to successfully meet those challenges for our nation.

Above the Best!



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

International Exchanges

BG E.J. Sinclair, the commanding general of the Army's Aviation Warfighter Center and Fort Rucker, Ala., represented the U.S. Army at Shephard's Heli-Power Conference in Italy November 16-17. Sinclair, a presenter and discussion panel member, joined with senior aviation representatives from nine different countries for the international helicopter forum. Pictured here from left to right are:



GEN Juan Esteban Verastegui, commander of Spain's Army Aviation; BG Anthony Fraser, commander of the Australian Army's 16th Brigade (Aviation); MG Gary Coward, commander of the British Joint Helicopter Command; MG Charlie Bouchard, commander of the 1st Canadian Air Division, Canadian Air Force; BG Jean Claude Allard, commander of France's Army Aviation Légion; COL Erminio Pierangelini, commander of Italy's 1st Regiment "Antares", Army Aviation; BG E.J. Sinclair; BG Paolo Magro, deputy chief of Plans and Operations Division, Italian Air Force Staff; BG Omri Tamir, chief of the Helicopter Air Division, Israeli Air Force; and BG Richard Bolz, director of Germany's Army Aviation and commander of the Army Aviation School.

PHOTO BY LUCA PERUZZI

We'll Cover Just About Anything

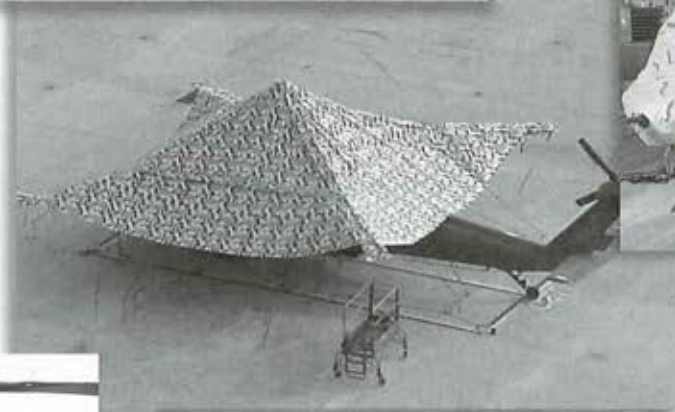
Year round covers



Inside covers



Short term covers



Inside covers, short term covers (only to be used in sun and rain) and year round covers. Rolin Industries has been developing/manufacturing covers since 1994. With many NSN's assigned along with a GSA contract #GS-07F-0520N. Can also be seen on DOD E- Mail: www.email.dla.mil

For more information visit our website:
www.windshieldsbuddy.com

 **Rolin**
Industries, Inc.

Direct Line: 850.654.1704
Toll Free: 888.667.9455
Fax Line: 850.837.8061
E-Mail: sales@windshieldsbuddy.com

634 Lovejoy Rd. • Ft. Walton Beach, FL 32549

Patent No. US 6,749,151 B1 ©Rolin Industries, Inc. 2004 All Rights Reserved

Finally...

A Maintenance Examiners Course

By CW5 Brent Driggers



In keeping with this issue of Army Aviation magazine's special focus on Maintenance, I would like to yield my space to retired CW5 Dean Doudna, a great Soldier that happens to be an Army aviator and one of the best maintainers I have served with.

Dean was the catalyst for the maintenance examiners (ME) course in 2000 while working at the Directorate of Evaluation and Standardization (DES). Many have worked on this course over the past five years to make it happen today.

I must also acknowledge the contributions of others that made the ME course a reality, including COL Pete Foreman, commander of the 2nd Inf. Div. Combat Aviation Brigade in Korea, and CW5 Daniel Ward, the CAB's quality control officer, who reminded our branch chief and the chief warrant officer of the branch of the need for the ME course.

Thanks also to the stalwart maintainers here at Fort Rucker, Ala. including: DES; the 1st Bn., 223rd Avn.

Regt.; the Aviation Proponency Office, the Directorate of Training and Doctrine, the Directorate of Resource Management and the U.S. Army Aviation Warfighting Center G3 that worked out the details to make this long overdue course a reality. All courses have been validated and are open for business as of Oct. 1, 2005.

Doudna penned the following article prior to his recent retirement after 36 years of service to our nation. He was assigned as the chief of the Logistics Support Branch at the Warrant Officer Career Center when he wrote this.

Thanks for your 36 years of mentorship and professionalism Dean; you are "Above the Best."

Always place the mission first, never accept defeat, never quit and never leave a fallen comrade.

Here's CW5 Doudna's thoughts on the ME course.



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

MAINTENANCE EXAMINER STANDARDIZATION

We got it Wrong!

By CW5 (Ret.) Dean Doudna

This is not what I wanted to believe about a program that has been in existence since the Army had been creating and certifying maintenance test pilot evaluators (ME), but as a team, we just got the entire process wrong and I am glad that our current branch chief and chief warrant officer of the branch are determined to get it right!

its maintenance test pilot community.

The senior maintenance standardization warrants of the day were additionally tasked to do this without creating an additional financial burden on the existing certification system; on the cheap if you will.

The Problem

In the early years leadership tasked senior maintenance standardization warrant officers of the day to answer the annual standardization question of

The Answer

That group of distinguished warrant officers toiled laboriously and presented leadership with the system that we currently have today. Given

the budgetary constraints, it seemed to be exactly the answer that the community required.

The Directorate of Evaluation and Standardization (DES) would marshal



CW4 Rodney Swanson, left, is the chief for the CH-47D MTP/ME course, and CW2 Brian Clyde is the newest ME with Co. A, 1-223rd Avn. Regt. at Fort Rucker.

COURTESY ARMY PHOTO



itself since its conception and the way we address conflicts no longer reflects General George Washington's crossing of the Delaware, yet when the Army's ever changing norm was applied to the ME program we were woefully incapable of keeping pace with those changes, therefore the Army mission was adversely affected. We had indeed got it wrong.

The Final Answer

We have to resource and protect the future that we create today. An ME course conducted at Fort Rucker is the only viable option.

Not unlike the instructor pilot (IP) and the instrument examiner (IE) courses, the ME course will soon become a hallmark of our future.

An ME course is not without its critics, and that is healthy. The existence of that group has forced synergistic concurrence that we are properly addressing this problem.

Is transforming the way we do business going to be easy? I would like to think that General Washington responded to that same sort of question on his fateful crossing with, "Not if we don't get to the other side!"

ARMY PHOTO BY SSG JACOB BAILEY

Standardizing the course of instruction to qualify maintenance test pilot evaluators is yielding safer, more efficient and proficient examiners.

the program, update the program befitting Army changing circumstances and hold the entire Army to that line of standardization.

The Flaw

That group of fine officers could never have dreamed that the system birthed would lend itself to as many defects as there were answers. First

and foremost, standardization became lost as one generation replaced another either through leaving the Army, change of duty station, or by retirement.

Likewise the entire face of the Army changed with the way we respond to the battlefield threat. These are complex subsets.

The Army has been regenerating

U.S. AIR TOOL USATCO COMPANY, INC.

Supplying the Aerospace, Defense & Metal Working Industries Since 1951

USATCO Custom Kits • Hand & Cutting Tools
Abrasives • Rivet Guns & Accessories
Portable Squeezers • Sanders & Grinders
Material Removal Tools • Fastening Tools
Sheet Metal Equipment • Drills & Accessories
Cable, Wire & Tubing Tools • Blind Riveters

Request our new 2005 catalog!

Tool Repair ~ Tensiometer Calibration

Toll Free
Nationwide & Canada: **800-645-8180**

www.USATCO.com E-Mail: info@usatco.com

USATCO\U.S. AIR TOOL COMPANY, INC. NEW YORK • CALIFORNIA





"Aviation's Finest" Our Deployed Soldiers

By CSM Buford Thomas, Jr.

Members of the 101st Combat Aviation Brigade's torch and advanced party (ADVON) teams reached Kuwait Aug. 29, 2005, marking the return of the brigade to the Middle East.

The 101st CAB had previously been deployed to Iraq from Feb. 2003 to March 2004 during Operation Iraqi Freedom I, and became the first fully transformed combat aviation brigade in the U.S. Army to return to theater.

Prior to their departure, I visited the Soldiers of the 101st while they were conducting vehicle loadouts at the railhead out of Fort Campbell, Ky.

It was an opportunity to present some coins and a chance to talk with the Soldiers about everything from their families, to what they could expect on their deployment, and Aviation transformation.

In a transfer of authority ceremony at Forward Operating Base Speicher in Iraq on Oct. 13, the 101st CAB took over aerial operations at 8:30 a.m. from the 42nd Infantry Division's Aviation Brigade outside the two units' tactical operation center.

The 42nd's Avn. Bde., an Army National Guard unit based out of Patchogue, N.Y., commanded by COL Mark F. Burke and CSM Rene Rivera, had served in Iraq since January 2005.

The 101st CAB arrived in Iraq in September and after a train up assumed control over aviation operations in the area, to include providing convoy and route security, medical evacuations, and use of air assets in support of ground forces in strengthening the Iraqi government and security forces.

The 101st CAB's commander and command sergeant major, COL Warren E. Phipps and CSM Tod L.



Above: CSM Buford Thomas, left, helps a Soldier of the 101st Combat Aviation Brigade tighten down a chain during their railhead load out.

Left: COL Warren E. Phipps unveils the colors of the 101st Combat Aviation Brigade during the transfer of authority ceremony Oct. 13 at Forward Operating Base Speicher, Iraq.



Below: SPC Jeffrey Collins (left) and SPC Andrew King, both "Ghoststrider" maintenance company mechanics, make adjustments to the main rotor system of a 5-101st Avn. Black Hawk helicopter.

The heart of Aviation is its maintenance force, with its many diverse and increasing roles.

Glidewell, oversee the area of operations, and are two of Aviation's finest leaders.

BG E.J. Sinclair, the U.S. Army Aviation Warfighting Center's commanding general, and I are truly thankful for their leadership and dedication to duty.

The heart of Aviation is its maintenance force, with its many diverse and increasing roles. Today's maintenance force can move elements forward to support any mission.

Aviation forces perform every mission from a nuclear recon, to cordon and search, to full-scale air assault and convoy protections. Yet, the most difficult tasks facing the troops of the 101st will be maintenance of the aircraft, due to the environment.

The overall preservation of the Apaches is the sole responsibility of the crew chiefs. Crew chiefs ensure that everything is cleaned and oiled to ensure the guns work properly.

In this type environment crew chiefs really have their work cut out for them and spend more time maintaining the birds than most are accustomed to.

The aviation unit maintenance Soldiers of Co. D "Ghostrider", 5th Bn., 101st Avn. Regt., are responsible for the maintenance of the battalion's UH-60s. The teamwork of all the mechanics in the battalion ensures the Black Hawks stay in the air.

The Soldiers share a love for the aircraft and their team. Each of these mechanics play a vital role in ensuring the pilots and crew chiefs can complete the battalion's missions throughout the course of the deployment.

All are in Army aviation mechanical MOS (military occupational specialties) or jobs, and much like auto mechanics, each has their own specialty in maintaining and repairing the aircraft.

The Aviation Warfighting Center must provide the operational commanders with Soldiers who possess the right skills, training and equipment to accomplish the missions facing our combat aviation brigades.

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.

It is an exciting, but challenging time to be in Army Aviation as we transfer to the future fights.

To the 101st Combat Aviation Brigade, 101st Airborne Div. (Air Assault) and to all in Aviation... "Thank you for everything you do for this great Army every day of your life."

Above the Best!



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

We fix aircraft safely the first time while the little ones sleep in peace.



- * **TRADOC AVIM & AVUM**
- * **Reset Capability**
- * **USAF UH-1H Maint Support**
- * **ATTC Support Test Activity**
- * **Flatiron Maint Support**
- * **FAA Repair Station**
- * **USAARL Maint Support**
- * **Component Overhaul Repair**
- * **Maintenance Tracking**
- * **Transient A/C**



ARMY FLEET SUPPORT

Fort Rucker, Alabama

www.ARMYFLEETSUPPORT.com



communications

Army Fleet Support is a joint venture led by
L-3 Vertex Aerospace and L-3 Integrated Systems

PM-AGSE

Aviation Maintenance's Bridge to the Future

By Bernard Gajkowski and Don Hamblin

As the first Army aviators pulled pitch in twenty-first century state-of-the-art aircraft during Operations Enduring Freedom and Iraqi Freedom, the aviation maintenance Soldiers providing those mission ready aircraft were doing so with tools and equipment that, in some cases, dated back as far as the Vietnam era.

SPECIAL FOCUS: Product Support

While Army aircraft were continually available to fly the record numbers of hours, and units maintained record readiness rates, those superhuman accomplishments by our maintenance Soldiers were not going unnoticed.

Tools for a 21st Century Army

In-theater visits to deployed units by COL Michelle Yarborough, the project manager for Aviation Systems (PM-AS), and DAC Bernard Gajkowski, product manager for Aviation Ground Support Equipment (PM-AGSE), validated the issues raised by the after-action reports and comments from returning maintenance officers from OEF and OIF at aircraft platform user conferences.

Final validation came from the first

ever Aviation and Missile Command Lifecycle Management Command's Aviation Maintenance Tool Kit conference, co-hosted by AMCOM's CSM Gregory Lunn and the PM-AGSE.

The challenges raised were clear, the Soldiers maintaining twenty-first century aircraft not only required but deserved twenty-first century tools and support equipment.

Bridging to the Future

The acquisition process is known for being time consuming and labor intensive. In its defense, it needs to be that way to assure acquisition managers do not place an inappropriate or unsupportable product in the hands of our Soldiers.

That said, proactive and forward thinking acquisition managers can still directly support tactical missions with modern equipment while molding the material solutions for the future.

The AGSE strategy has become one of bridging to the future by developing support for commercial off-the-shelf (COTS) items units have already purchased, then providing deployed tactical units with COTS

The aircraft wash system provides Soldiers with the ability to wash multiple aircraft simultaneously. Here troops training with an AWS clean an AH-64D Apache.

ARMY PHOTO BY SFC SIMON TRINIDAD

items that appear to meet a majority of needs, and finalizing the total Army solution based upon this experience.

Talk is Cheap

Validation of this strategy is already in place across the sands and mountains of Southwest Asia. Various "Tool Stores" established by PM-AGSE are now in operation in both Iraq and Afghanistan.

Hand tools under warranty which have failed or are broken can be immediately exchanged for replacement items at central locations in either country. Stocking these critical enablers forward has shortened the maintenance Soldiers wait time by weeks and even months.

Tactical aircraft and turbine engine washing has always presented problems. These problems have been attacked in two different ways.

The first solution was to authorize the Turbine Engine Wash System

EXTENDING THE REACH OF FREEDOM.



WE'RE PROUD TO SUPPORT
UNITED STATES ARMY AVIATORS WHO
PUT THEMSELVES IN HARM'S WAY
FOR OUR NATION EVERY DAY.

ROBERTSON
AVIATION
CRASHWORTHY RANGE EXTENSION FUEL SYSTEMS

PM ASGA *Continued*

(TEWS) as a substitute for the antiquated Universal Wash System in the A-92 aviation unit maintenance shop set.

PM-AGSE could then begin to establish a standard support structure for an item many units had already purchased, and augment unit property with limited numbers of "loaner" TEWS as stay-behind equipment (SBE).

Full aircraft washing has been made possible with forward positioning of scores of large trailer mounted aircraft wash systems (AWS) as SBE. AWS are capable of facilitating the washing of a number of aircraft without replenishing onboard water supplies.

Repositioning aircraft has long been a challenge to aircraft maintenance Soldiers, so commercial rough-terrain tractors and tow bars have been added to the SBE fleet.

While slight modifications to the commercial products have been necessary, the development and support structure lag times have been greatly reduced. But more importantly, "fifteen Soldiers on a rope" is no longer an expedient option for moving aircraft around the tactical maintenance area.

Nitrogen availability in forward maintenance areas is not the cumbersome task it had once become. The nitrogen back pack (NBK) system, similar to a number of systems locally purchased by units, has also been added to available SBE.

A more mobile capability than nitrogen service carts or generic aircraft nitrogen generators (GANG), the NBK has put manageable nitrogen servicing capability in the Soldier's hands.

In tactical environments the hydraulic, pneumatic, electrical and other capabilities of the aviation ground power unit (AGPU) are critical to efficient maintenance operations.

To this end the PM-AGSE has provided a number of operational readiness float AGPUs to the AMCOM Theater Aviation Single Manager so as to support continued aircraft maintenance while deployed AGPU are being serviced.

As age and multiple deployments catch up with these systems, a service life extension program (SLEP) is being established to extend their useful life until a more



Troops receive new equipment fielding training on the "Hydroblaster" aircraft wash system (AWS) as part of their deployment.



The turbine engine wash system or TEWS is a substitute for the antiquated Universal Wash System in the aviation unit maintenance formations.

modern replacement can be developed and fielded. The SLEP AGPU will be completely overhauled, modernized and issued to future deploying units.

No "Drive-by" Fieldings

Dumping non-standard equipment into the hands of deployed Soldiers has proven to be the ultimate disservice, so each of these "bridging" systems have been provided with an initial repair parts and services package, along with maintenance and operator manuals.

As further proof of the PM-AGSE commitment to support what is fielded, new equipment training is being offered for each of these systems as part of the PRESET pre-deployment assistance program, and regularly at forward locations in theater.

Commitment to the Real World

In the midst of these highly visible activities, PM-AGSE has not lost sight of the commitment to support the rest of today's tools and support equipment. Based on real-time availability data from forward deployed AMCOM logistics assistance representatives, the entire AMCOM LCMC AGSE team monitors all the critical items of support equipment so as to proactively provide expedit-

ed support at the first signs of problems.

What's Next

Providing COTS items to fill immediate needs is not the final answer to Army aviation's maintenance support future. The PM-AGSE is committed to using lessons learned from tactical experience with these bridging systems so as to assure the final material solutions are truly field proven and forged in the hands of the ultimate tester. That ultimate tester is today's forward deployed Army aviation maintenance Soldier!



Bernard Gajkowski is the product manager for Aviation Ground Support Equipment within the Aviation Systems Project Management Office, Program Executive for Aviation, Redstone Arsenal, Ala. Don Hamblin is the chief of the Logistics Branch in the AGSE PMO.

**Start with AAFMAA's
low-cost life insurance.**

**Keep going with AAFMAA's
\$5,000 CAP loan at 1.5% APR.**



We know that Company grade officers and rising NCOs have special needs and unexpected expenses. Whether moving, tuition expenses, or reducing your credit card balance – AAFMAA's CAP loan is hard to beat. It's one of the benefits of being an AAFMAA member. You'll have up to 48 months to repay and no penalties for

paying off early. **Who is eligible:** AAFMAA members who are E6s promotable or attending/completed advanced schooling, E7 to E9, WO1, CW2, O1 to O3 and on active duty. Call today and take advantage of a better financial future.

NO AVIATION, NO WAR, and NO TERRORIST CLAUSES.

**For complete details
call AAFMAA direct: 1.877.398.2263
or visit www.aafmaa.com**



Insurance from a name you can trust...AAFMAA
STABILITY • REPUTATION • LOW COST • SINCE 1879

102 Sheridan Avenue, Fort Myer, VA 22211-1110

TASM

The Theater Aviation Single Manager in Southwest Asia

By COL Frank G. Atkins
and Kimo Bacon



COURTESY ARMY PHOTO

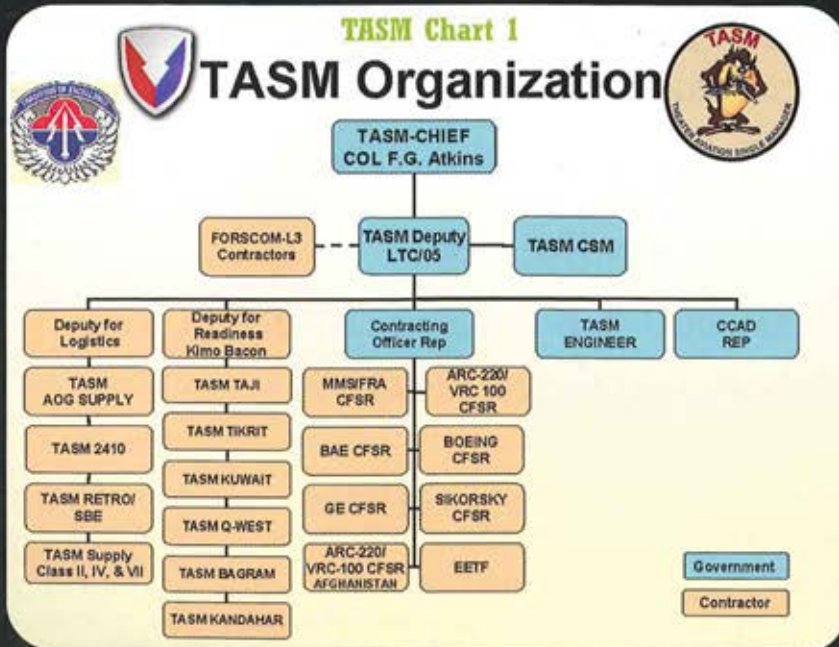
Here a contractor works on a modification work order to install new equipment components on an AH-64D Apache attack helicopter in theater.

The Theater Aviation Single Manager or TASM is a forward element of the Army's Aviation and Missile Command (AMCOM) Program Executive Office for Aviation in Southwest Asia. The first TASM personnel arrived in Logistics Support Area Anaconda at Balad Airfield in March 2004 and established a work area near the current rotary wing aviation hub on the west side of the base.

As the senior AMCOM aviation presence in theater, the TASM serves as the "go-to" organization for aviation related issues.

Its charter, given by MG James H. Pillsbury, AMCOM's commanding general, is as an "initiatives group" and a "catalytic agent" focused on developing enterprises to improve theater level aviation logistics by providing an organization to field, account for and maintain PEO Aviation system enhancements to the war-fighters in the Combined Forces Land Component Command (CFLCC) theater of operations. See Chart 1.

By providing the aviation customers with a group of aviation and logistics experts, the TASM has been able to help the aviation brigades sustain the highest levels of readiness under hostile circumstances and in extreme environmental conditions.



Mission

Through both the headquarters, located in Balad, Iraq and two-person teams at each of the major aviation forward operating bases in Afghanistan, Iraq and Kuwait, the TASM provides "one-stop-service" for maintenance and supply issues. See Chart 2.

This allows direct reach-back capability for technical assistance, logistics support and forward repair activity (FRA) management.

Class IX Air and Missile retrograde has been greatly enhanced through the use of Air Force inter-theater transportation using dedicated C-17 aircraft as an AMCOM express flight, as well as Air Force Opportune Air transportation.

Efficient, rapid retrograde of Class IX Air, Missile and high priority Communications and Electronics Command (CECOM) items by the TASM has insured

sources of repair have a continuous flow of items to be repaired.

The TASM also performs MWO (modification work order) support for aviation units within the Southwest Asia (SWA) area of operations.

TASM's most recent on-going project is the installation of the CMWS (common missile warning system), a 1000 man-hour modification, on all AH-64D aircraft in Iraq.

One Team Effort

By leveraging Active Army, National Guard, Army Reserve, Department of the Army Civilians (DAC) and contractors, the TASM's staff has knowledge of the unique capabilities that each component brings to the war fight.

The current staff has an Active Army colonel, an ARNG lieutenant colonel and a USAR sergeant major. DACs and contractors, serving as primary and special staff, bring their unique talents and experiences that contribute to innovative solutions in the unique operating environments of the SWA theater.

An outstanding example of the synergy and leveraging brought about by the TASM was the consolidated group of specialists able to provide the aviation commander with recommended solutions to aviation maintenance and supply issues.

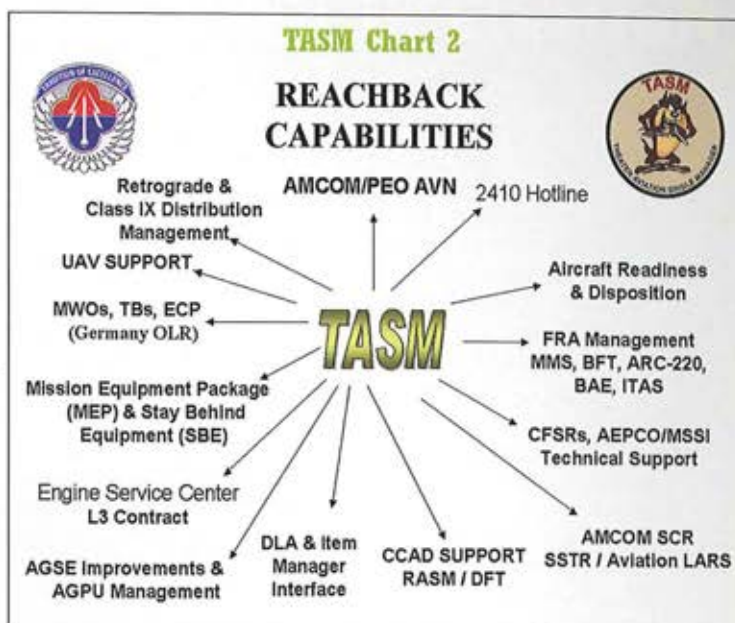
These specialists include AMCOM and CECOM logistics assistance representatives; contracted field service representatives from Sikorsky Aircraft, Boeing and GE engines; ARC-220 and VRC-100 radios, an engineer from the Army Material Research Development and

Engineering Command and a representative from Corpus Christi Army Depot in one area.

This has facilitated communications and problem solving, which has rapidly brought aviation maintenance and supply solutions to difficult warfighter problems.

The TASM also serves as a "base camp" for theater aviation expeditor liaison officer and NCO cells.

These necessary elements are taken from aviation units'



D-9000-MIL-2.4 Tools in One Kit!

Serving the U.S. Army's Blind Rivet Needs
for Both Ground & Air



D-700-VM
Riveter

PT-100M
Riveter



D-9000-MIL-2
NSN 5180-01-470-6539

PT-4000
Riveter



D-28
Hand Riveter



GSA Contract #
GS-06F-0009L

Cage Code: 64878
1206 East MacArthur St.
Sonoma, CA 95476
800-344-2393

TASM *continued*

existing personnel and placed near major logistics support areas. Often left to find their own work areas and resources, the TASM provides workspace, communications and other support services, allowing them to focus on their mission of pushing critical aviation repair parts forward.

TASM Capabilities

Throughout the theater the TASM brings an impressive array of capabilities to the aviation warfighter. Besides the ability to quickly develop engineering and technical support, there is a direct remote access 2410 hotline. Paper historical records that are missing can quickly be rebuilt.

Class IX (Air) parts that have been separated from their documents can be tracked and returned to service.

The special and forward repair activities (FRA) supporting aviation are sustained by the TASM. These include the mast-mounted sight FRA for the OH-58D, the CMWS on all rotary wing aircraft, the Blue Force Tracker (BFT), and the Integrated Tow Acquisition System.

The TASM also has a 61-person Enhanced Desert Maintenance contractor team which performs A&P certified maintenance.

The Engine Service Center has improved the availability of T-700 series engines in theater through a rotatable pool and improving the engine torque factor performance baseline for all aviation units utilizing T-700, T-701 and T-701C engines. Work is ongoing to tool and provide the same servicing on T-714 and T-703 engines.

The aviation ground service equipment (AGSE) section works on maintenance stands, aircraft jacks, aviation ground power units and other ground service equipment.

The repair work is conducted at Balad or contact teams are sent to the forward operating bases (FOB). Chart 3 provides a snapshot of repairs, retrograde and FOB contact teams provided by the TASM.

AMCOM/PEO TASM IRAQ RETROGRADE OPERATIONS			
PALLETES SHIPPED			
	NOV 05	PREVIOUS	TOTAL
AMCOM EXPRESS	18	209	227
AIR FORCE CHANNEL	26	218	244
GRAND TOTAL			471

AMCOM/PEO TASM IRAQ ALLIED SHOPS			
		WORKORDERS THIS MONTH	WORKORDERS YEAR TO DATE
ENGINE SERVICE CENTER (ESC)	700	4	144
	701	0	47
	701C	16	37
	T65-714	0	2
GROUND SUPPORT	AGPU	18	183
	GANG	2	28
	OTHER	134	455
	Afghanistan	Iraq	TOTAL
AGSE Contact Team	3	34	37
ESC Contact Team	1	1	2

The TASM also provides a forward operations base and supports an Aviation Classification and Repair Activity Depot (AVCRAD) element in Iraq.

Based out of Arifjan, Kuwait, the AVCRAD provides forward support in Afghanistan and Iraq.

In addition to supporting the AVCRAD, the TASM also provides complete infrastructure support for TASM-Europe On Location Repair Teams to conduct timely MWO support to include installation of the A and B kits for BFT and CMWS systems.

SBE and TPE

The TASM provides both the manpower and corporate knowledge to establish and coordinate the SBE (stay behind equipment) and TPE (theater provided equipment) executions plans and requirements for the incoming and outgoing aviation units.

Working with the CFLCC and the Multi-National Corps-Iraq staff the TASM collects repairs and distributes Army and special Aviation Program Manager equipment.

Summary

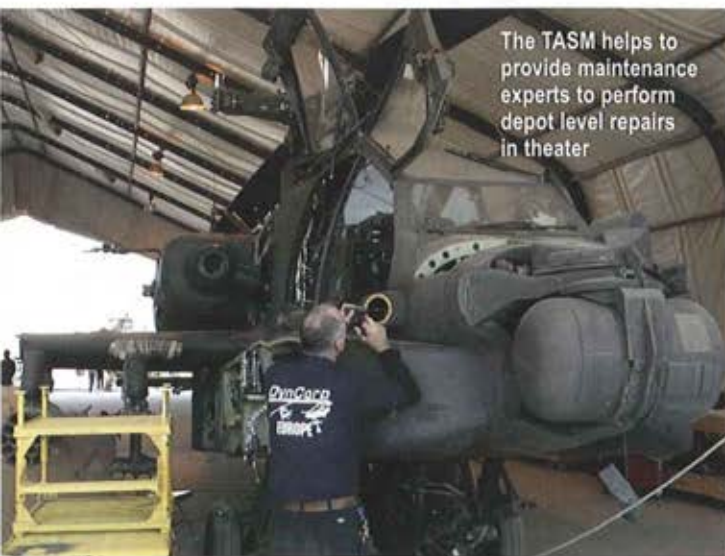
The Army Material Command and its subordinate commands (AMCOM, CECOM and the Tank and Automotive Command), provide resources, programs and equipment to the Army aviation fleet.

Execution of these programs and distribution of the equipment and resources is a difficult task in the hostile conditions and under extreme weather conditions of SWA.

As long as there are Army aircraft above the best, the TASM will be working to facilitate and sustain the highest levels of aviation readiness in the SWA theater of operations.



COL Frank G. Atkins is the TASM Chief for the Southwest Asia Theater and is assigned as the deputy Program Executive Officer for Aviation Program Integrator. Kimo Bacon is a retired Aviation Colonel and is the deputy chief for Readiness for the TASM.



The TASM helps to provide maintenance experts to perform depot level repairs in theater

COURTESY ARMY PHOTO

TOUGH, BRIGHT, SAFE

ONE HAND OPERATION


NEW

INTRODUCING THE L4 1830 LED. THE 50 HOUR "WHEN YOU NEED IT, WHERE YOU NEED IT" PENLIGHT.

The new L4 fits neatly in your pocket so you can always have it with you. It generates 8 lumens of light to produce a bright LED beam that's 50% brighter than its competitors. And the tail switch can be operated with one hand for on/off or momentary activation.

Totally safe to use in electrical environments with a non-metal body (molded from Xenoy polymer) that won't cause sparks or shorts. And with 50 hours of burn time, it's the only penlight you'll need when you're in the field.

Call us toll free at 866-291-8301 or go to pelican.com/aa for more info.



Tough clip for tough work



Convenient on/off or momentary tail button switch allows for easy one hand activation.



23215 EARLY AVENUE, TORRANCE, CA 90505 • 866.291.8301 (TOLL FREE) • 310.326.4700 • FAX 310.326.9213 • WWW.PELICAN.COM/AA
All trademarks and logos displayed herein are registered and unregistered trademarks of Pelican Products, Inc. and others.



PELICAN™
You break it, we replace it... forever.

**THE PELICAN UNCONDITIONAL
LIFETIME GUARANTEE**

Training *the* Maintainers

Army Aviation Logistics School Year-End Review

By Irene Hill, photography by Anthony Sims

2005 was a year of great change and continued excellence at the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va. This article highlights the significant changes that occurred this past year.

USAALS Accreditation

In 2005, USAALS was accredited by both the Council on Occupational Education (COE) and the Army's Training and Doctrine Command (TRADOC).

SPECIAL FOCUS: Maintenance

The COE is a national accrediting agency that accredits post-secondary vocational and technical training institutions. The COE has accredited USAALS every five years since 1975.

In April 2005, TRADOC and COE fully accredited USAALS under TRADOC's new school standards. During the out brief the accreditation team cited USAALS as one of the most outstanding schools in TRADOC.

The success of this accreditation can solely be attributed to the leadership of the assistant commandant who focused the School's staff and faculty on meeting today's training needs of the commanders, noncommissioned officers and Soldiers in the field.

During the "Warrior Training" field training exercise, students learn the tasks and skills needed to insure they are combat ready upon graduation for possible overseas deployment.

A big plus to USAALS's staff and faculty is having a majority of the instructors with experiences



Soldiers learn various tactics and techniques during convoy operations training.

ARMY PHOTOS BY ANTHONY SIMS

from Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF), and civilian professionals who are committed to excellence in aviation maintenance training.

The USAALS was also cited for staying current in all technical aspects of Army aviation maintenance and being able to quickly implement training revisions based on emerging lessons learned; changes to technical bulletins and manuals, to safety of flight messages, other technical materials; and coordinating with aviation program managers, commanders and units in the fight.

Minor changes to USAALS lesson plans now take days rather than weeks and months.

Cited as a Quality Assurance Program of Excellence, the USAALS managed to perform, with limited assets, a self-assessment of all aviation maintenance courses at USAALS; the Eastern and Western Army National Guard Aviation Training Sites; Sheppard AFB, Texas; and the Army Aviation Warfighting Center, twelve months prior to the accreditation inspection.

Both the training development processes and products at USAALS were rated as the best in TRADOC and selected products were used as TRADOC models of excellence for other Army Schools to emulate.

Despite the preparations, USAALS fell a few points short of their goal to achieve an Institution of Excellence rating — a 100 percent score.

However, the accreditation team commented that USAALS was "the best of the 12 TRADOC Schools visited to date."

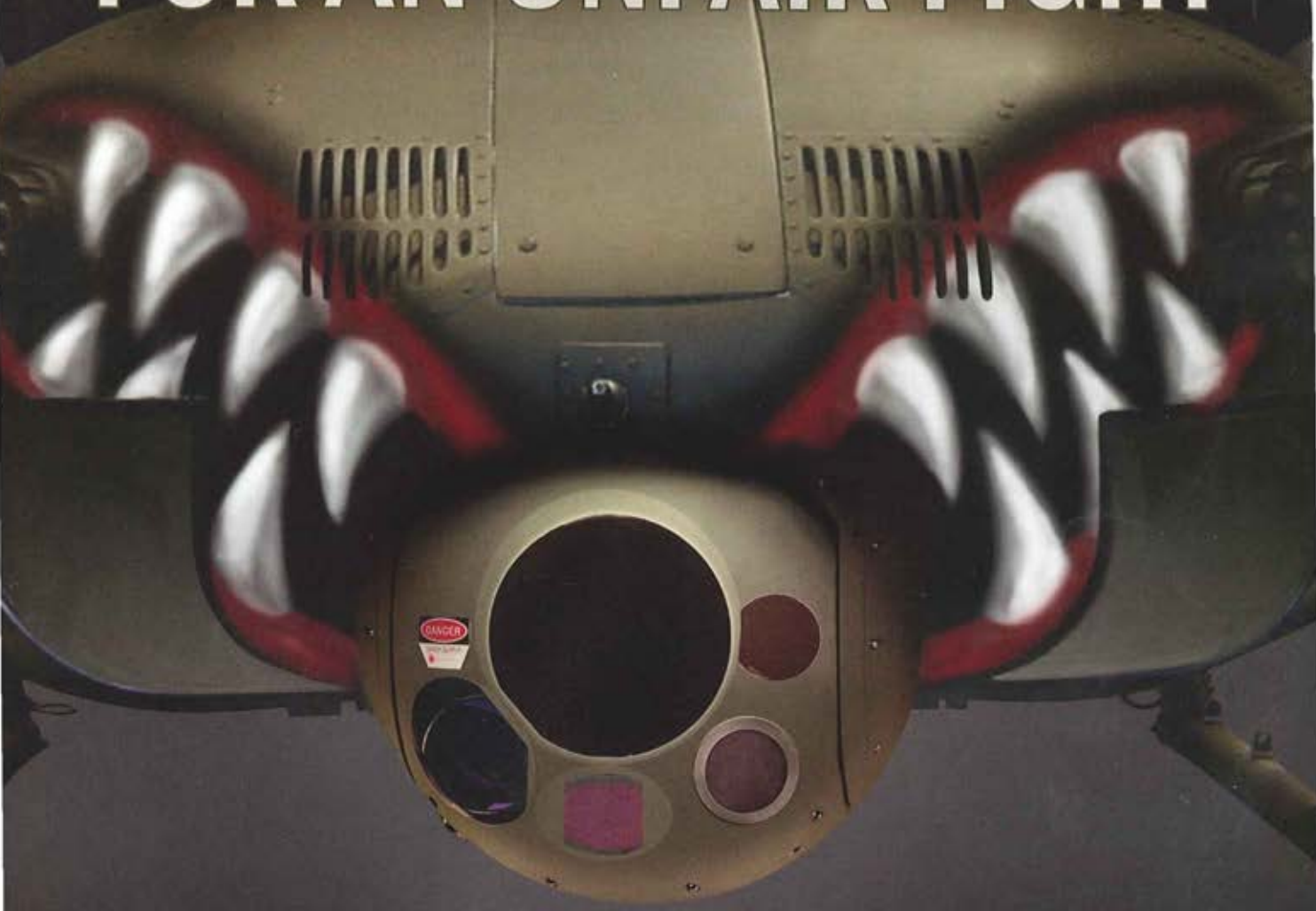
The school leadership is very pleased with their accomplishments and the TRADOC team's comments.

BNCOC Transformation

The Army is transforming the Noncommissioned Officer Education System using guided professional and organizational self-development to support the requirements of the modular force and an Army at war. USAALS

The ARH **BRITE Star™ II** from FLIR

OUT OF SIGHT FOR AN UNFAIR FIGHT



THE BEST TECHNOLOGY FOR THE MODERN WARFIGHTER



BRITE Star II

Theirs



BRITE Star II Benefits

	BRITE Star II	Theirs	BRITE Star II Benefits
IR ZOOM	89x	50x	Increased stand-off range for safety
LASER DESIGNATOR	Diode Pumped	Flash Lamp	Newer technology - better reliability
TARGET LOCATION	Embedded IMU	Uses Aircraft Nav	Best on-board target location
GIMBAL ROTATION	360° Continuous	±210°	Never lose sight of the enemy

 **FLIR™**
WWW.FLIR.COM

Training the Maintainers *continued*

is leading this endeavor for the Aviation branch.

The Army's goal is to reduce resident training to meet the needs of the Army Force Generation model; this includes common leader training (CLT).

The transformed basic noncommissioned officer courses (BNCOC) will create sergeants and promotable sergeants with cognitive thinking skills who are adaptive, self-aware, agile leaders.

To support this transformation, USAALS has identified subject areas within BNCOC that can be instructed by distributed learning (DL).

The DL portion of the courses will range from six to nine weeks in length including the CLT.

The DL training module will be a prerequisite before Soldiers attend the resident BNCOC. Important to highlight here is that aviation Soldiers will still be trained to standard while taking DL courses.

In addition, the school is looking at DL opportunities for the advanced NCO courses.

Aviation Logistics BNCOC covers the three facets of the jobs to which graduates may be assigned by commanders in the field, including: technical inspection, supervision, and master diagnostician (troubleshooting).

Based on input from Soldiers and instructors with recent OIF/OEF experience, USAALS has revised their resident BNCOC to reflect current and relevant job requirements in the unit.

Aviation logistics BNCOC training provides even more



Aviation logistics NCO training provides even more specific detailed subject matter to prepare graduates as supervisors, diagnosticians and technical inspectors.

specific detailed subject matter to prepare graduates as supervisors, diagnosticians and technical inspectors.

These revisions include more emphasis on inspections of component repairs and more scenarios to challenge the Soldiers with realistic situations.

Soldiers are taught the inspections required on their particular aircraft such as the engines, rotors, hydraulics, electrical and sheet metal.

The training is in-depth on the technical inspections that Soldiers will have to sign off when they return to their units.

The scenarios reflect problems the Soldier will face and have to resolve in the unit.

Need a field team? Call L-3 Vertex CFT first!

Maintenance
& Repair

Contingency
Support

Modifications

Depot Services

Inspections

Training

CONUS & OCONUS
Available worldwide on short notice



communications

Integrated Systems
Vertex Aerospace

Call now!

1-800-788-8101

www.L-3VertexCFT.com



The commanders and Soldiers in the field stated the requirement for enhanced tear-down and repair training; thus USAALS has responded with a more robust and realistic slant to the courses.

Warrior Training

TRADOC mandated that all schools implement and conduct *Warrior Training* comprised of 39 warrior tasks and 9 battle drills, known simply as 39 & 9.

USAALS accepted this challenge and, as a result, all initial military training (IMT) Soldiers at USAALS participate in a 5-day Warrior Training field training exercise (FTX) to reinforce training received throughout IMT and demonstrate their proficiency in these vital warrior skills.

The BNCOC Soldiers are incorporated into the training as squad leaders and platoon sergeants allowing an



A Soldier is confronted by a civilian (role player) during the urban operations portion of the field training exercise.

exchange of information between the combat veterans and new Soldiers.

The training actually begins two weeks prior to the FTX during the weapons immersion training where the IMT Soldiers carry their weapons at all times.

The weapons are loaded with blanks to ensure proper discharges and muzzle discipline is enforced in all training environments.

The FTX begins with the IMT Soldiers meeting their assigned squad leaders from the current BNCOC class, followed by a foot march to the forward operating base (FOB) where they live, sleep, guard and stage operations for the duration of the exercise.

The FOB operates much like an

actual FOB with clearing barrels for Soldiers to clear their weapons and manned guard points at the entrance and in the elevated guard shacks on each corner.

The Soldiers deploy daily to one of three lanes: military operations on urbanized terrain (MOUT), convoy and range operations, for refresher training and evaluation on the 39 & 9.

As the name indicates, Soldiers focus on marksmanship proficiency on the range operations lane where they both zero and qualify on the M16A2 rifle.

The MOUT and Convoy Lanes encompass the remaining 39 & 9. Both of these lanes include training situations where Soldiers encounter enemy forces and civilians on the battlefield (COB) requiring them to react to nuclear, biological and chemical threats, improvised explosive devices, and indirect and direct fire ambushes while both mounted and dismounted, as well as clearing a local village.

The cadre goes all out to make the training realistic by dressing in "Garb," the traditional attire of the Iraqi citizens, and using wigs and fake beards.

These civilians attempt to distract the Soldiers from their mission to clear the buildings, much as they do in realistic situations.

They even go so far as to block doorways and tell the Soldiers that it is their home and to leave. This requires Soldiers to make split second decisions on techniques to control the COBs.

Throughout the FTX, Soldiers receive feedback during after-action reviews and gain confidence and knowledge as they progress through the training.

This 5-day intensive training is geared towards the Global War on Terrorism and preparing for possible operations in Afghanistan and Iraq.

The prime intent is to send the gaining unit a more combat ready individual prepared to deploy and execute all required tasks.

USAALS continues to exemplify the Aviation branch motto of "Above the Best."



Irene Hill is the director of Quality Assurance at the U.S. Army Aviation Logistics School at Fort Eustis, Va.

Yes, We Admit It... After 25 Years We're Still Interested In Your Body.

Specializing in:

- Honeycomb Bonded Structure Repairs
- Honeycomb Component Replacements
- Sheet Metal & Structural Repairs
- Sandwich Panels & Pre-Bonds
- Consolidation & Consignment of Inventory

- FAA Repair Station #HV2R886K
- EASA.145.4420
- ISO 9001:2000
- NADCAP

25TH ANNIVERSARY

HELICOMB INTERNATIONAL

1402 South 69th East Avenue
Tulsa, Oklahoma 74112
(918) 835-3999 FAX (918) 834-4451
Web site: www.helicomb.com

Aviation Logistics Transformation Efforts in 2005

By LTC Eldon E. Franks

ARMY PHOTO BY SUZANNE M. DAY



DCSLOG Aviation transformation efforts are helping benefit active and reserve component aviation units. Here Army National Guard crew chiefs from the 150th General Support Avn. Bn., 42nd Inf. Div., perform maintenance on a UH-60 helicopter at Forward Operating Base Danger, near Tikrit, Iraq last May 27, 2005.

SPECIAL FOCUS: Maintenance

I would like to take this opportunity to give a quick update on the many transformation priorities and issues that have been worked in the aviation logistics community over the last year.

Aviation transformation has rapidly progressed in 2005.

Many of the initiatives recommended by the Aviation Transformation Task Force have been studied, initiated and completed.

I'll address these by the priorities the Aviation Division of the Deputy Chief of Staff for Logistics gave you in the ARMY AVIATION articles over the past year.

Aviation Logistics Automation

Priority 1 was the modernization of aviation logistic automation. The new AVLOG automation standard army management information system (STAMIS) for the near term is the Unit Level Logistics System-Aviation (ULLS-A) system change package 6 (SCP 6).

ULLS-A (SCP 6) was the first AVLOG software to be tested in the laboratory by the Program Manager for Logistics Integrated Systems (PM-LIS) at Fort Hood, Texas, prior to fielding.

It provided the best test results of any program tested and has been further enhanced through the positive feed-

back from the user.

It started out with four modules – *production control, maintenance (logbook), supply ordering & tracking, and work-order & back shops.*

The additional modules of *phase work, decision support, and flight operations* were added along with functionality of passing work from the aviation maintenance company (AMC) to the aviation support company (ASC) as a result of your comments.

Kevin Carroll, the program executive officer for Enterprise Information Systems (PEO-EIS), directed that ULLS-A (SCP 6) become a fully fielded system to cover all of Army aviation.

During 2005 the combat aviation brigades (CAB) of the 4th Inf. Div. and the 10th Mountain Div., and numerous National Guard facilities have received the ULLS-A (SCP 6).

The second set of achievements that make ULLS-A (SCP6) fully functional was the decision to add the combat service support automated information system interface (CAISI) and the very small aperture terminal (VSAT) to every battalion in the CAB.

This connectivity will allow the crew chief to update aircraft status from the aircraft in the assembly area and for the technical supply section to order parts no matter what their location is in the world.

Providing Parts

Our second priority was to "Fix the Aviation Spares." The spares purchased in 2003 and 2004 really began to arrive in quantity in 2005.

Even though we now report an aircraft status as not-mission-capable for supply (NMCS) or preventive maintenance checks and services (PMCS) as soon as a part is on order, we have seen very little increase in the NMCS reporting across the Army.

Equipping for Modularity

Priority 3 was the implementation of *modularity* to the aviation force. In 2005 we converted five more CABs for a total of six CABs and have two more in transition.

The CAB has an Aviation Support Battalion with an ASC, a distribution company, a signal company, and a headquarters company.

Both the AMC and ASC are greatly enhanced in personnel strength compared to the old AVUM [aviation unit maintenance] and AVIM [aviation intermediate maintenance] organizations.

The Aviation Logistics Transformation Working Group completed a complete review of the sets, kits, outfits and test sets (SKOTS) and made many changes and recommendations.

The Mission Design Series (MDS) Product Managers (PM) are developing supply catalogs to help you with the accountability of special tools and test equipment listed in the back of the -23 series technical manuals.

The PM for Aviation Ground Support Equipment (PM-AGSE) is developing a new set of toolboxes that will have foam tool cutouts and has a set of wheels for ease of transport.

They are also developing a new A-92 that meets the needs of modularity, a replacement for the aviation ground power unit (AGPU) and generic aviation nitrogen generator (GANG) in a single system, and they are fielding the new shop sets to the ASC.

Maintenance and Sustainment

Priority 4 was Two Level Maintenance (2LM). We have developed and adopted 2LM across every CAB. With the advent of *Field* and *Sustainment* levels of maintenance, we have changed how we have worked maintenance for over 25 years.

By placing the intermediate maintenance under the CAB commander instead of the division, corps and theater support commands, we have provided the commander who owns the aircraft the ability to fully affect the maintenance of his aircraft.

It has also allowed us to move the force structure from the old corps support command AVIM units into the AMCs and ASCs of the CAB. This has eliminated the "pass back" maintenance from one AVIM to another.

There are no more corps AVIMs to receive lower level command pass back. All CABs are equal and have an ASB designed to handle all of their maintenance requirements.

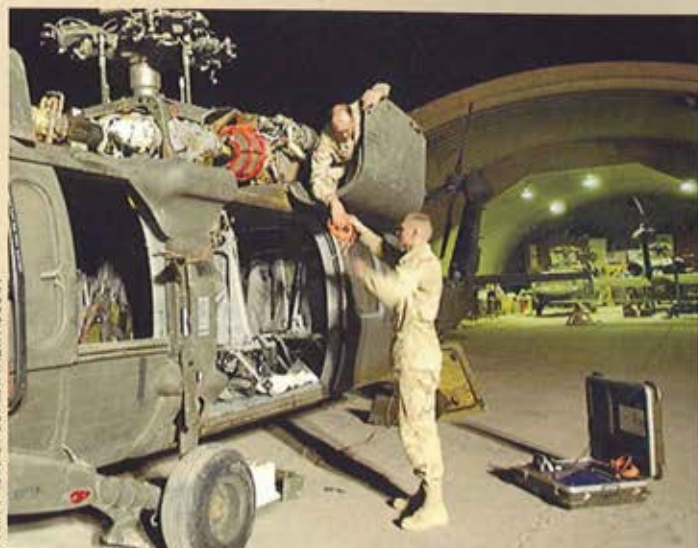
Shortening the Log Tail

To help shorten the logistics tail in the area of operations the Theater Aviation Sustainment Maintenance Group (TASMG) has been designed. These units will provide limited depot and national maintenance program support within a theater.

The TASMG is in force structure design process for approval at HQDA and in the Initial Capabilities Document process for the equipment portion. The units that will fill this role and mission will be from the Army National Guard's Aviation Classification Repair Activity Depots (AVCRAD).

The forces design will provide an MTOE structure and a forward support company (FSC) that will provide the vehicular support which the AVCRADs currently lack.

The ICD has proposed a capability of having equipment containerized for this mission that can be performed while loaded on a ship or be down loaded to a ground location.



SGT Justin Gunn (top) and SPC Kyle Decker, UH-60 Black Hawk technicians from Co. C, 1st Bn., 140th Avn. Regt., Calif. Army National Guard, work the night shift May 12, 2005 at FOB Speicher, near Tikrit, Iraq.

Issues for the Long Haul

The long term priorities begin with Condition Based Maintenance Plus (CMB+). The Army's Aviation and Missile Command (AMCOM) has designated a working group to explore the cost benefit analysis for our aircraft and to develop as much commonality between fleets as is possible.

All future aircraft have been designated to require the enhanced diagnostics we need for CMB+. But prognostics for the remaining life of a component are just the tip of what CMB+ will be able to provide.

There will be improved proactive supply actions, data fusion by being connected to the Aviation Enterprise Warehouse database, improved continuous life cycle management, and greater operational readiness.

The proof-of-principle was conducted in July and August to validate the feasibility of the embedded diagnostics and it provided some very interesting results. The examination of the AH-64 Block III fleet of 10 parts could improve readiness by a minimum of 4.9 percent and save 41,000 maintenance man-hours (MMHs).

The UH-60M fleet with 9 parts could improve readiness

Aviation Logistics continued on next page



2006 AAAA ANNUAL CONVENTION

APRIL 9 - 12

GAYLORD OPRYLAND CONVENTION
& RESORT CENTER
NASHVILLE, TENNESSEE

For more information go to our web site:
www.quad-a.org
or call the AAAA National Office: (203) 268-2450

Aviation Logistics *Continued*

by a minimum of 3.4 percent and save 26,000 MMHs. The test aircraft at the 101st Airborne Division have had the time between overhaul extended on several items, such as the oil cooler fans, to twice or more their original expected life.

However, for the system to work, the aircraft requires an integrated databus, and AMCOM is researching the options for the UH-60A and L fleets, as well as for the CH-47D.

Summary

This last year has been very exciting and busy for Aviation as we move towards the goals of Army transformation. The formations are being realized and exercised in the units and the program managers and the major command staffs continue to work with the DA staff in developing improvements for the future.

We would like to thank everyone for making 2005 a success and ask you to keep providing the comments that allow us to continue to improve the Logistics Transformation for Army Aviation.



LTC Eldon E. Franks is the deputy chief for Aviation Logistics for Current Operations and Transformation in the Aviation Logistics Division, Office of the Deputy Chief of Staff for Logistics, G4, Washington, D.C.

Your Maintenance Team Deserves the Best Fall Protection Available!



UH-60's



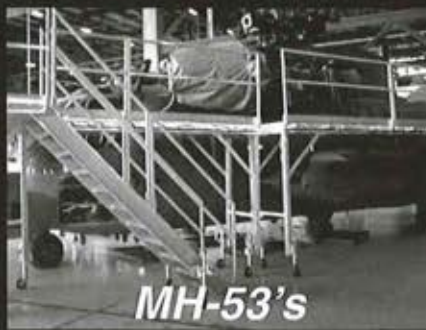
CH-47's



AH-64's



KC-135's



MH-53's



- Platforms for OH-58, UH-1, S-92 & C-130 also available.
- OSHA Compliant.
- We can build it to suit your maintenance access needs.
- Call Us Today: 1-864-985-0804
email: pliplatforms@bellsouth.net

Precision Lift Inc.

phone: 864-985-0804

email: pliplatforms@bellsouth.net

www.precisionliftinc.com



Army Aviation Hall of Fame Nominations

(SUSPENSE DATE FOR NOMINATIONS: MAY 1, 2006)

USAGE

The official nomination form is to be used for the submission of all nominations for the Army Aviation Hall of Fame. It may be obtained from either the AAAA website, www.quad-a.org, or by writing to: AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450. FAX: (203) 268-5870.

CRITERIA

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made a) an outstanding contribution to Army Aviation over an extended period, b) a doctrinal or technical contribution, c) an innovation with an identifiable impact on Army Aviation, d) efforts that were an inspiration to others, or e) any combination of the foregoing, and records the excellence of their achievements for posterity. All persons are eligible for induction, except active duty Generals and Colonels. Membership in AAAA is not a requirement for individuals nominated for the Army Aviation Hall of Fame. Any individual, military or civilian, may nominate an individual for Army Aviation Hall of Fame consideration.

SUBMISSION

Any person may submit this Nomination Form directly to the Army Aviation Hall of Fame Board of Trustees for consideration. Nominations should be postmarked not later than May 1, 2006, and mailed or express-mailed to AAAA, ATTN: Chairman, Hall of Fame Board of Trustees; 755 Main Street, Suite 4D, Monroe, CT 06468-2830. The receipt of each nomination will be acknowledged by the AAAA. However, nominations material - to include photographs - cannot be returned.

DOCUMENTATION

The Army Aviation Hall of Fame Board of Trustees will consider only the following in mak-

ing its selections:

[1] A 250-word summary of the accomplishments of the individual nominee.

[2] Up to three additional pages (8.5 x 11) of not less than 10pt. type, to include any/all supporting documentation and endorsements.


[3] The nomination must include a photograph of the nominee in any size, preferably in color and sent electronically to: Janis@quad-a.org.

BOARDING

Copies of all nominations will be sent to each member of three different voting groups: (1) Hall of Fame Board of Trustees, (2) National Executive Board and (3) AAAA Chapter Presidents. Each nomination will be reviewed and rated on a scale of zero to ten. An Order of Merit List (OML) will be developed for each of the three voting groups. Copies of the three OML's will be sent to each member of the Hall of Fame Board of Trustees. The Hall of Fame Board of Trustees will meet to review the OML's and establish a "break" point for nominees to be inducted for the 2007 induction. The Aviation Branch Chief, the Branch Chief Warrant Officer and the Branch Command Sergeant Major will be invited to participate in this review.

INDUCTION

Inductions into the AAAA Hall of Fame are conducted tri-annually. The next induction will take place at the AAAA Annual Convention in 2007. The elected Inductees will be inducted in the Army Aviation Hall of Fame in ceremonies held during an Army Aviation Hall of Fame Induction Dinner. The actual Hall of Fame is located at the U.S. Army Aviation Museum in Fort Rucker, Alabama, where the portraits of the Inductees and descriptive narratives are displayed.



Medics from the 404th ASB inventory medical supplies at the Troop Medical Clinic in Iraq. The Soldiers are part of the CAB's medical detachment.



404th ASB

Continues to Support Combat Aviation Brigade

By SFC Reginald Rogers

Editor's note: This is the fourth and final 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 aviation support battalion.

As the 4th Infantry Division's Combat Aviation Brigade takes on its year-long mission in Iraq, the 404th Aviation Support Battalion (ASB) will also hit the sand with a new look and greater capabilities that will enable it to better support the brigade.

The support battalion, along with some of the other battalions within the brigade, has changed to a more robust and stand-alone structure as part of the Army's transformation to modularity.

These changes are all geared to support split based and autonomous aviation operations.

One very significant change includes the addition of 247 more Soldiers, which now provides other support capabilities to include: transportation, medical service, water production, CH-47 helicopter repair, and tactical communications via signal

PHOTO BY SFC REGINALD ROGERS



LTC Roy D. Templin, left, confers with SSG Philip Mlynarski during an inspection of equipment from the battalion's Joint Network Node, which is being set up in Camp Taji, Iraq. Templin is the commander of the 404th Aviation Support Battalion.

and network operations.

According to LTC Roy D. Templin, the 404th ASB commander, prior to modularity the aviation brigade received direct support from the unit which was then designated as the Division Aviation Support Battalion, a part of the division's Support Command, or DISCOM.

The DASB was organized with three companies: a headquarters sup-

port Battalion of the ground brigades or division, respectively.

Templin pointed out that the first notable difference modularity had on the DASB is the reassignment of the battalion from the DISCOM to a direct command relationship with the Combat Aviation Brigade.

This action streamlined the command of control of the battalion in concert with its wartime supported unit.

to include Class VIII for the brigade, as well as their distribution across the battlefield.

The section also contains the Combat Service Support Automation Management Office, or CSSAMO, which supports the brigade's Standard Army Management Information Systems.

"This section provides responsive stand alone capabilities in maintaining the readiness of the brigade's STAMIS computers to maximize uninterrupted logistical management," Templin explained.

New Unit Restructuring

Modularity transformation of the DASB to the current ASB structure reorganized the battalion into four distinct companies: a Headquarters Support Company (HSC), Co. A (distribution), Co. B (aviation intermediate maintenance), and Co. C (signal and network support).

Each company has a distinct mission supporting both the battalion and the CAB.

The CAB now has direct control of all logistical operations supporting its four flight battalions and the brigade's Headquarters Company.

port company, an aviation intermediate maintenance company, which at the time was designated as Co. A.; and the ground maintenance company, which was Co. B.

"The battalion's primary mission was to provide division level logistics support for the aviation brigade and cavalry squadron," Templin said.

"Under this structure, the aviation brigade retained inherent responsibility for all organizational maintenance and field feeding."

He added that all external medical support to the brigade was provided by one of the medical companies assigned to either the Forward Support Battalion or the Main

Now Direct Support to CAB

The CAB now has direct control of all logistical operations supporting its four flight battalions and the brigade's Headquarters Company.

The responsibility of coordinating the brigade's logistical support rests on the Support Operations Officer. The SPO coordinates directly with the brigade S4 and executive officer.

Additionally, the SPO is an extended member of the brigade staff, taking all external support requirements higher.

Templin said the support ops section is staffed with officers and non-commissioned officers in key specialties that manage all classes of supply

The HSC was built around the old DASB Ground Maintenance Company. The repair capability for all tracked vehicles and land combat missile systems repair was transferred to other support units within the division.

The communications-electronics repair mission was reassigned to the battalion's AVIM company.

New capabilities to the HSC include the addition of a Level I healthcare section and ground patient evacuation.

"Under modularity, the HSC provides organizational and direct support maintenance to not only the aviation support battalion, but also to the com-



bat aviation brigade's Headquarters Company," Templin said.

"Additionally, the HSC is responsible for providing field feeding to the aviation brigade headquarters company. Other capabilities include fire control systems, small arms, power generation and heating and air conditioning repair."

Distribution Capability

Co. A, the battalion's distribution company, is the former HSC. The company has much of the same capabilities of its former namesake.

However, according to MAJ Eric Jackson, the 404th ASB's executive officer, there is an increased transportation capability due to the addition of 23 load handling systems providing movement for 50 tons of materiel.

Jackson added that the fuel storage capability of this unit is almost double that of its predecessor, growing from 126,000 to 246,000 gallons.

The increase is due to the increase of one fuel system supply point and six 10,000 gallon collapsible fabric tanks.

"The fuel distribution capability of this unit doubled from 30,000 to 60,000 gallons through the increase of 8 HEMTT fuelers," Jackson said.

"This unit also features added ammunition capability and expertise through the addition of an ammunition warrant officer.

However, to provide more robust support throughout the aviation brigade, that warrant officer works directly for the battalion SPO."

Intermediate Maintenance

Co. B, the aviation intermediate maintenance company, hasn't changed much from its previous design, Templin said.

"With the loss of the division cav-

alry squadron, the company lost the requirement to support their OH-58D Kiowa Warriors," he explained.

"With the addition of the CH-47 Chinooks into the brigade as part of the general support aviation battalion, the company stood up a heavy lift section."

He said Co. B also received the communications-electronic shop from the old DASB ground maintenance company. This consolidated all of the electronic repair sections into a single organization.

The company continues to provide the brigade's 110 helicopters with organizational and intermediate aircraft maintenance support through component repair and aircraft phases.

Communications

Co. C serves as the battalion's signal network company. It was originally an element of the division's signal battalion, which deactivated as a part of transformation.

Upon its deactivation, the battalion was split into company-sized elements and dispersed to each of the division's brigades.

According to Jackson, upon its assignment to the CAB, Co. C transitioned from the mobile subscriber equipment (MSE) to the cutting edge technology of the Joint Network Telecommunication System.

"This system encompasses a satellite-based communication suite providing the Combat Aviation Brigade commander, COL Donald M. MacWillie, and his tactical operations center with both secure and non-secure tactical internet services, voice communications, voice over internet protocol, and video teleconferencing capabilities," Jackson said.

This unit also has the capability to

The aviation support battalion's Company A provides the CAB with an increased logistical distribution capability. Here a variety of vehicles, in desert paint colors, assemble for deployment.

provide mobile retransmission sites.

The addition of the signal company allows the commander greater capability to provide command and control of the brigade as it maneuvers through the depth and breadth of the battle space, Templin said.

"Since the ASB is an inherent part of the brigade's formation, all logistical support to the brigade is staffed and coordinated through one central command and control node," he explained.

The brigade also receives direct reports on the status of logistical support requirements. Based on these reports, the brigade commander now has greater control of managing the logistical risk as he plans the fight for his formation.

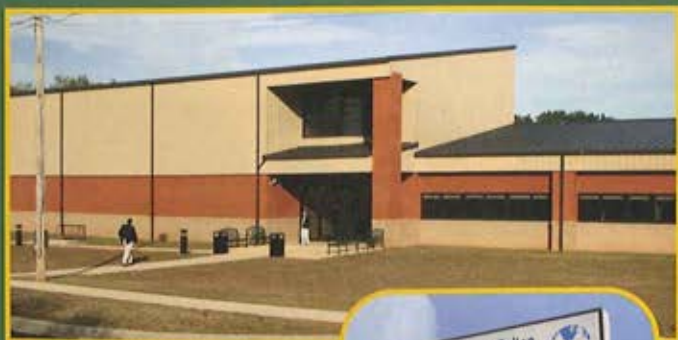
Summary

Through each of its assigned companies, the 404th ASB provides all the support necessary to sustain the CAB in an austere combat environment.

The 404th Aviation Support Battalion is currently serving in Southwest Asia as part of the Combat Aviation Brigade's deployment in support of Operation Iraqi Freedom. The unit departed from Fort Hood, Texas on Nov. 15 to begin its one-year tour of duty.



SFC Reginald Rogers is the public affairs officer for the 4th Infantry Division's Combat Aviation Brigade at Fort Hood, Texas. He and the CAB are now deployed in support of Operation Iraqi Freedom.



Above: Newly open physical fitness center.

Left: Family of Fortenberry and Colton assisted with the ribbon cutting.



New Rucker Gym Honors Fallen Aviators

By James Bullinger

The home of Army Aviation recently honored two pilots killed in action while supporting their fellow comrades during Operation Iraqi Freedom.

On December 9, family members and friends, Soldiers and Army leaders, and civilians and other dignitaries gathered to officially open and dedicate the new Fortenberry-Colton Physical Fitness Center located near the barrack areas of the Warrant Officer Candidate School and Advance Individual Training students at Fort Rucker, Ala.

The PFC is named after CW3 Wesley Charles "Chuck" Fortenberry and CW2 Lawrence Shane Colton, two AH-64D Longbow helicopter pilots assigned to Co. C, 1st Bn., 227th Avn. Regt., 1st Cavalry Division, serving in Iraq.

Fortenberry and Colton were killed in action about 3 miles west of the Baghdad International Airport on April 11, 2004 while responding to an ambush by anti-Iraqi forces on a convoy of the 706th Transportation Company. The arrival of their aircraft and another AH-64D provided much needed suppression on the enemy fires and turned the attack on the 29 Soldiers of the 706th.

After several gun runs firing 30mm rounds into enemy positions, their aircraft was hit by an enemy missile and destroyed.

Family members of the two aviators were present at the dedication, including Fortenberry's father, retired U.S. Air Force Master Sgt. Charles K. Fortenberry, along with brothers Shawn and Aaron.

"It makes me extremely proud that my son is being honored here," Charles Fortenberry said, "we all feel honored by this. It's an amazing thing that heroes honor heroes."

Fortenberry's widow Cynthia and three sons Benjamin, Alexander and Nicholas; and Colton's widow Inga and son Lance were present as well.

LTC Ronald Lewis, now the senior aviation trainer at the National Training Center, was the 1-227th's battalion commander from June 2003 to May 2005 and served with Colton and Fortenberry in Iraq was also present.

"This fight [Global War on Terrorism] is about air-ground integration, it's about security for our guys on the ground," Lewis said. In Iraq his unit had a motto...When we fly - Soldiers don't die.



CW2 Colton



CW3 Fortenberry

"Chuck and Shane's actions that day on April 11, 2004 just epitomize that," Lewis said, "So to dedicate a place here at the home of Army aviation where we are training the next leaders in aviation, where they can see and read the awards and understand the events that happened that day, what a great place to do that."

BG E.J. Sinclair, commanding general of the U.S. Army Aviation Warfighting Center and Fort Rucker, spoke to the assembled attendance about the two men being honored.

"The Soldiers of the 706th were saved by the heroic actions of CW3 Chuck Fortenberry and CW2 Shane Colton," Sinclair said, "They paid the ultimate sacrifice in their Longbow Apache as they were struck by enemy missile fire on their last pass."

Sinclair explained that for their actions the men were posthumously awarded the Distinguished Flying Cross, the nation's fourth highest combat award and the highest combat award for bravery in flight.

"The selfless courage of Chuck and Shane enabled the Soldiers of the 706th to continue their mission," Sinclair said, which was delivering much needed fuel to the Marines engaged in the siege and battle of Fallujah.

The guest speaker, GEN Richard A. Cody, vice chief of staff of the Army and representing the Army's senior leadership, welcomed the families of the men being remembered and honored.

"Our Secretary of the Army Dr. Francis Harvey and our Chief of Staff of the Army GEN Pete Schoomaker extend their greetings, and have asked me to express their gratitude and appreciation for all that you have done here at Fort Rucker on behalf of our Army, and a special gratitude to the Fortenberry and Colton families," Cody said.

"We are a nation at war, so it is important that we pause from all of our daily activities and routines to acknowledge the sacrifice of our Soldiers, more importantly their families, because their example reaffirms to all of us each and every day, that the American way of life is worth defending," Cody said.

Family members then assisted with cutting a ribbon to officially open the facility and unveiled a plaque in memory of the two fallen heroes.

Army and Navy WORKS

The MQ-8B Fire Scout VTOL UAS

By LTC James Brashear and Robert Brown

Since the Army first operated a fixed wing *Pioneer* unmanned aerial vehicle (UAV) during Operation Desert Storm in 1991, the pace of introduction of new Army fixed-wing UAVs has been blistering.

Today the Army is accumulating thousands of flight hours each month across its family of unmanned aircraft systems (UAS).

The *Warrior* was recently selected to meet the extended range, multi-purpose (ERMP) requirements, and currently the four classes of UAS for the Future Combat System (FCS) program are being defined and developed.

forward and has a solid record with regard to fielding fixed wing UAS.

A New Opportunity for Cooperation

Just as the Navy ended up with the derivative of an aircraft first developed for the Army, the SH-60, the Army is now procuring the MQ-8B *Fire Scout*, an aircraft first selected by the Navy.

Following source selection by the Navy in 2000, the Army selected the *Fire Scout* in 2003 as the Class IV UAS for the FCS program.

The Navy vertical tactical UAV (VTUAV) system will be deployed on

Fire Scout, while the product manager for Future Force Unmanned Aerial Vehicle Systems leads the Army effort.

Through the partnership, both services realize value due to reduced development and procurement costs.

Furthermore, the Army and Navy are building on the relationship forged by the *Fire Scout* program to expand the level of cooperation into other areas of UAS development.

Benefiting from Others' R&D

Cost savings are too often a system level metric. What is not considered is the impact of knowledge gained in other programs or the use of established organizations and facilities during the execution of acquisition tasks.

The Navy has learned hard lessons during their development of the Tactical Control Data Link (TCDL).

Although several Navy systems were fielded with TC DL, interoperability was not realized due to vendor proprietary excursions within the TC DL specifications.

In response, the Naval Air System Command created an interoperability profile that will ensure future data link interoperability regardless of the manufacturer.

While TC DL may not currently be the data link for the Army's *Fire Scout*, it is being considered for other Army platforms.

Because of the conduit opened by the *Fire Scout* partnership, the Navy UAS program office was able to provide their TC DL information to the Army.

Symbiotic Relationship

Both services are benefiting from the VTUAV cooperative partnership. Initially, the Army stands to gain more because the Navy is leading the

PHOTOS BY DANIEL PERALES/NORTHROP GRUMMAN



This past fall the *Fire Scout* participated in demonstration flights at Aberdeen Proving Grounds, Md., and at Fort Rucker, Ala.

Past to Present

Amidst the current euphoria on what UAS bring to the field and aspects of their performance, memories can be short on what happens to a UAS program when the acquisition and development process goes awry.

The cancellation of the *Aquila* and *Outrider* programs, and then the *Hunter*, were characterized by high crash rates at key points during development and cumulative decisions that additional engineering was not solving the problem of achieving a timely and cost effective system.

Since then, the Army has moved

the Littoral Combat Ship class ship and the Army's version will be land based. Much of the *Fire Scout* air vehicle will be common.

The Army and Navy have established a partnership to facilitate the development of the *Fire Scout* system.

The cooperation is centered at the O-6 level and involves the program manager for Naval Unmanned Air Systems (PMA-263) and the Army's program manager for Unmanned Aerial Vehicle Systems (PM-UAVS).

At the O-5 level, the *Fire Scout* Integrated Product Team leader is responsible for development of Navy's



Here the MQ-8A Fire Scout participates in a test flight to fire 2.75 inch rockets at a target while in forward flight.

developmental effort.

Therefore, the Army can use the work accomplished by the Navy that meets the needs of the Army and then apply resources in the areas of deviation.

Additionally, the Army has the luxury of time. Since the Navy is developing the system ahead of the Army, the Navy will encounter and resolve the issues prior to those issues impacting the Army program.

In the future, the Navy will be able to use elements of the Army program to conduct product improvements or rebuild systems during their lifecycle.

The cooperation within the program offices involves many fundamental areas of program management including testing, system engineering, logistics and financial management, risk management, training and contracting.

Combined testing and logistics are two areas ripe for exploitation. For example, both the Army and Navy have fatigue tests planned for the rotor hub.

By combining resources, the services will obtain desired test information while reducing the number of test articles.

Additionally, the test set-up costs will only be incurred once and the information will flow into a logistics database that supports both services.

Demonstrating Viability

The overt manifestations of the tightly woven partnership were two Army demonstrations of the Fire Scout system using Navy owned equipment.

The accomplishment of the demonstrations required active involvement of flag officers and senior field grade officers of both services.

On the Navy side, Rear Admiral Tim Heely, the Program Executive Officer for Naval Strike Weapons and Unmanned Aerial Vehicles (PEO-W), recognized the value and was absolutely committed to supporting the demonstrations.

The first occurred in late September 2005 as part of the FCS demonstration at Aberdeen Proving Grounds, Md., and the second was executed at Fort Rucker's 50th Anniversary in October.

Future Ventures

Assuming that the development of a VTOL UAV is more difficult than developing a fixed wing UAS, it is reasonable for the Army and Navy to continue working together as long as their systems have similar attributes.

In the case of the Fire Scout, the

The Fire Scout is being studied and tested for multiple roles besides just aerial reconnaissance. Here the UAS is mounted with two four-shot rocket pods for offensive capability development.



Army and Navy air vehicles will have several common items including the airframe, global positioning system/inertial navigation system (GPS/INS), transponder and radar altimeter.

As systems are developed, other areas for commonality will be investigated.

While the interaction between the services has already benefited both, cooperation extends far beyond the systems.

The greatest savings can be realized by cooperation between the Army and Navy with regard to the infrastructure that supports system acquisition, fielding and support.

The Navy has a well-developed sup-

porting cast which has evolved over many years of fielding both manned and unmanned systems. These organizations serve as tester of both the components and systems.

One such organization is the Naval Air Warfare Center Aircraft Division (NAWCAD) and conducts electromagnetic environmental effects (E³) testing.

The E³ complex at Patuxent River, Md., is one of the largest and most complete facilities in the world and is designed to evaluate all things from subsystems to multiple full-scale UASs.

The Army and Navy plan to conduct combined E³ testing this November on the MQ-8B at Patuxent River.

Summary

Considering the grave implications of a failed acquisition in terms of resources, opportunity and support to the warfighter, a lot is at stake.

The Army and Navy will be well served by continued cooperation that is not limited to the system level since each service has expertise and facilities that the other could draw upon.

The relationship between the Fire Scout programs serves as an example and a springboard for greater interaction.

Perhaps in the near future, both the Army and Navy will operate similar UASs in the same battle space as they did in 1991.



LTC James Brashear is the Army liaison to the Naval Unmanned Air Systems Program Office at Patuxent River Naval Air Station, Md. Robert "Bob" Brown is an unmanned aerial system specialist with 15 years of experience working in the NUASPO.

3RD ID COMBAT AVIATION BRIGADE CREWS



Edited from Stories
by SPC Jennifer D. Atkinson

As the helicopters thundered over the flat roofs of southern Baghdad, the Task Force Baghdad Soldiers on board were determined to find their target in the urban jungle below, and with a cloud of dust the UH-60 Black Hawks settled swiftly onto the landing zone, the Soldiers exited and the aircraft took off again.

The 3rd Inf. Div. helicopters, all from Co. C, 4th Bn., 3rd Avn. Regt. (Assault) transported approximately 65 Soldiers from the 4th Bde. Cbt. Team's Co. A, 1st Bn., 184th Inf. Regt., to a Baghdad neighborhood for a cordon and search mission at more than 30 houses on October 9.

Since the unit's arrival at Forward Operating Base Falcon in August, there had been numerous improvised explosive device (IED) strikes.

Information on a particular terrorist cell and its leaders prompted the raid. The mission was focused on capturing the terrorists believed responsible for IED attacks on Coalition Forces and Iraqi citizens and several houses in the neighborhood were suspected to be safe houses harboring them.

One terrorist was killed and 15 others were detained during the combat operation, which also included a search of the surrounding area for any weapon caches.

"The swift and agile nature of the air assault was cru-

cial to the success of the raid," said CPT Christopher J. Kirk, commander of Co. C, 4-3 Avn.

When units go in on a ground-assault, the early warning network starts up, Kirk said, and the terrorists usually escape. "After that, it's like trying to find a needle in a haystack," he said.

"The helicopters allow for speed and surprise," Kirk said, "and apparently, it worked." The raid was successful by all standards.

Missions like this don't just happen, Kirk explained. Although it might seem easy, there's more to it than just swooping in and dropping the Soldiers off.

"The time between when the company receives the mission and when they have to execute it drives the planning process. Our standard is a 96 hour process," Kirk said, "but in Iraq, the company rarely has that much time."

The start of the process is a series of meetings to determine the type of support that the ground commander needs from the aviation unit.

"What they're going to do after we drop them off will impact exactly where we drop them off," he said.

After determining what the ground troops will be doing, and where they will be landing, the aviation unit focuses on planning the best route to take to the objective. The routes will determine the event schedule and flight times.

After all the information is collected, it is organized

HELP TO DEFEAT TERRORISTS



Left: 1-184th Inf. Bn. Soldiers unload from UH-60 Black Hawks following a successful cordon and search mission on Oct. 9. The raid resulted in the capture of 15 terrorist suspects.

Above: UH-60 helicopters from Co. C, 4-3 Avn. Regt. depart FOB Falcon with 65 Soldiers from 1st Bn., 184th Inf. Regt. on a mission to capture terrorists suspected of IED attacks.

Inset: Soldiers from the 3rd ID's 4th BCT listen to a mission briefing prior to loading Black Hawk helicopters on a raid to capture terrorist cell members south of Baghdad.



ARMY PHOTOS BY SFC JENNIFER ATKINSON

into a cohesive aircrew brief, which can be a six to eight hour process.

For this operation, Co. C set up an air mission coordination meeting with the armor commander, planned the routes, put together the brief and set up a terrain rehearsal the day before the mission.

"Terrain rehearsals are particularly important, it lets the crews visualize everything on the battlefield when going into a known hostile area," Kirk explained.

The crew chiefs from every participating crew attend the briefings and the rehearsals. They must have a thorough understanding of what their responsibilities are and how the mission is going to be executed.

Time was built into this mission to allow the ground forces an opportunity to conduct last minute loading and exiting drills on the aircraft.

Making sure the aircraft is ready for the mission is the job of the crew chiefs, said SGT Dave L. Goldfarb with C Co., including mounting the machine guns, loading escape and evasion equipment, survival equipment, meals and water.

"After conducting a through preflight of the helicopter, our primary role during the mission is the safety of our passengers and defending the aircraft," Goldfarb said.

"Despite the stresses involved with the mission, having a concrete plan, and knowing what the purpose of the mission is keeps the entire crew focused," Goldfarb added.

DIFFERENT DAY, MORE SUCCESSES

Less than 36 hours later, prowling through the early morning inky darkness of October 11, two AH-64D Longbow helicopters from Co. C., 1st Bn., 3rd Avn. Regt. circled high above a TF Baghdad convoy moving along the Tigris River.

Longbows from the 3rd ID's Cbt. Avn. Bde. routinely provide security and reconnaissance for ground forces patrolling in the Baghdad area.

In this case, Soldiers from the 3rd Squadron, 3rd Armored Cavalry Regt. and the Iraqi Army were performing another cordon and search mission.

During sweeps of the convoy route, the sharp-eyed aviators identified several men armed with automatic rifles, two with rocket-propelled grenade launchers, standing watch while others were digging holes along the side of the road.

While coordinating with the ground unit, the Longbows descended to get a better view of the situation, at which point the men began to scatter.

After confirming that the suspects below were indeed anti-Iraq forces, the pilots engaged the combatants.

Continuing their combat air patrols along the convoy route, the pilots came across yet another group of approx-

3rd ID Combat Aviation Brigade Crews continued on page 46

AAAA Hosts Aircraft Mission & S

Recap and photography by James Bullinger

AAAA held its annual Aircraft Survivability and Mission Equipment Symposium Dec. 12-14 at the Gaylord Opryland Convention Center in Nashville, Tenn.

The theme "AME, ASE – Command, Control and Survivability on the Net-Centric Battlefield" set the focus for the two-day event attended by over 220 participants.

Association President retired BG Thomas J. Konitzer opened the symposium Dec. 13. and introduced this year's key-note speaker Paul Bogosian.

Bogosian, the program executive officer for Aviation, discussed the latest status of Army Aviation's modernization plan.

He then spoke of items of concern to the aviation community about the current state of its interoperability architecture.

Of interest is the point-to-point message exchange capability and overcoming the limitations of the L-band frequency range of satellite communications used with the Blue Force Tracker system, which is a primary data exchange for aviation forces.

Bogosian believes the Army can reach its desired end state by fiscal year 2016 to achieve full net-centric capabilities, through the integration of the joint tactical radio system (JRTS), net-centric services and enhanced battle command software applications.

The first full day session then was devoted to aviation mission equipment (AME) and was hosted by Marvin W. Nichols, PEO-Aviation's program manager for AME.

Nichols led off with an update on his organization's accomplishments in 2005, which included: the TTVS (tactical terrain visualization system); the successful demonstration of the improved data modem (IDM) open systems architecture in the CH-47F; the continued fielding of the APX-118 into UH-60A/L, CH-47D, AH-64D and AH-64A aircraft; successfully structured an alternate communications program to meet aircraft communications requirements impacted by JTRS delays, and initiated the install of ARC-220 high frequency radios into Block I AH-64D aircraft supporting OIF and OEF.

Then a series of eight half-hour presentations followed covering such topics such as the AN/ARC-220 program, the improved data modem, the joint precision approach landing system, the JRTS program status, the aviation mission planning systems, and the aircraft cable detection system.

Capping the first day was the National Awards banquet to recognize AAAA's 2005 ASE and Avionics award recipients who distinguished themselves during the period of Aug. 1, 2004 to July 31, 2005.

The Aircraft Survivability Equipment award, sponsored by BAE Systems, is presented to the person who has made an outstanding individual ASE contribution to Army Aviation. William Leach, representing BAE, assisted with the presentation.

This year's winner is **CW4 Gregory A. Calvert**, the electronic warfare and ASE officer for the 160th Spec. Opns. Avn. Regt. (Airborne), Fort Campbell, Ky.

A decorated combat veteran with extensive MH-47E flight experience, Calvert vigorously pursued initiatives to increase threat awareness, promote technology development, and enhance tactical application of systems and the tactics, techniques and procedures of the 160th SOAR.

1) CW5 Gregory P. Fuchs, ASDAT Team Chief

2) Marvin W. Nichols, PM of AME

3) Paul Bogosian, PEO-Aviation

4) COL Kevin Mangum, 160th SOAR, provided the opening address for Day 2.

5) CW4 Duane Oldfather, Clay Carnes and Grant South discuss ASE user feedback and lessons learned from operations in Iraq and Afghanistan.

6) Presentation of the 2005 ASE Award (l to r): CSM Neil Ciotola, Dana Calvert, CW4 Greg Calvert, William Leach, Tom Konitzer and COL William Stevenson.



Survivability Equipment Symposium



6



7



8



7) Presentation of the 2005 Avionics Award (l to r): CSM Neil Ciotola, SGT David Geldmacher, Tom Konitzer, James Wambold and Marvin Nichols.

8) John Savage, left, with PEO-Aviation's PM-AME, received hardy thanks from BG (Ret.) Tom Konitzer for his efforts in planning and coordinating this year's AME/ASE Symposium.

Calvert grew a fledgling ASE program into an effective, versatile and adaptable tool for the special ops aviation warfighter.

The AAAA Avionics award, sponsored by the Cubic Corp., is presented to the person who has made an outstanding individual contribution to the Aviation's avionics program. James Wambold, representing Cubic, assisted with the presentation.

This year's winner is **SGT David L. Geldmacher**, an AH-64D systems maintainer with Co. D, 1st Bn., 227th Avn. Regt., Fort Hood, Texas.

During OIF II, then Specialist Geldmacher served with the 1-227th Avn. at Camp Cook in Taji, where he was responsible for maintaining 23 Longbow aircraft in a mission capable status, achieving over 19,000 flight hours in 12 months.

Though constantly dealing with numerous simultaneous challenges, he completed everything beyond all Army standards, often working from 12 to 14 hours a day, seven days a week, in all types of weather conditions.

Proficient in many of the aircraft's avionics systems he has also demonstrated the technical ability and leadership skills to efficiently teach and train anyone in need of assistance. His attention to detail and knowledge made him a "go-to-guy" for maintenance related issues.

The two winners received replica trophies of the originals on display at the Army Aviation Museum at Fort Rucker, Ala., for their retention.

The banquet guest speaker CSM Neil Ciotola, the command sergeant major of III Corps and Fort Hood also assisted with the award presentations.

The second morning began with COL Kevin Mangum, commander of the 160th SOAR, discussing ASE and AME use by the Night Stalkers. Examples included tactics, techniques and procedures; ballistic protection systems, robust fuel tanks, the 3-flare solution, and night operations.

COL William W. Stevenson, the program director for ASE, then served as host for the day, focusing on aircraft survivability equipment presentations. Stevenson's address "Solutions for the Survivability of Aviation Systems and Crews" gave a brief update on ASE issues.

Then ten half-hour presentations followed covering topics such as CMWS (common missile warning system) and the ATIRCM (advance threat infrared countermeasures) systems, the AVR-2A/2B laser warning systems, the APR-39A(V)X radar warning system, improving tactical operations situational awareness, Army Special Operations Aviation ASE programs and initiatives.

Other presentations also included an Aviation Warfighting Center update, lessons learned for the Army's Aircraft Shoot Down Assessment Team, and a three-man panel discussion on ASE feedback from the OIF and OEF theaters.

Several warrant officers serving as tactical operations officer or ASE officers from tactical units participated as attendees this year, and all stated that this was the best opportunity they had to meet with and network with all of the subject matter experts from the various PMs, organizations and industry partners working in the AME and ASE arena.

Many found the experience worthwhile and hoped to attend next year's symposium.

Industry News

And Announcements Related to Army Aviation Matters

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

GoldenEye Surpasses Acoustic Requirements

Aurora Flight Sciences of Manassas, Va., announced Dec. 13 that during testing of its third generation GoldenEye-50 unmanned aerial system (UAS) it demonstrated acoustic signatures consistently below limits set by the Defense Advanced

Research Projects Agency for the OAV-II program. GoldenEye's muffler system sets a new standard in acoustic signature suppression for ducted fans without sacrificing engine power or payload capacity. Its low noise reduces the standoff distance required for GoldenEye to perform surveillance without being observed. Since April the vertical takeoff and landing UAS has

completed more than three dozen transition flights and demonstrated its capabilities to Army and NATO forces.

ITT gets Contract for Special Ops EW Systems

ITT Industries, Inc., White Plains, N.Y., announced Nov. 10 it received a \$42 million 3-year contract from the Army's Technology Applications Program Office at Fort Eustis, Va., to produce electronic warfare systems for the Army's special operations helicopters. ITT will supply the ALQ-211 SIRFC system (suite of integrated radio frequency countermeasures) until 2008. The next-generation ALQ-211 provides advanced radar warning, situational awareness and electronic countermeasures capabilities, allowing aircrews to detect, evade and defeat current and emerging air defense threats.

First TH-1H Helicopter Delivered to USAF

US Helicopter Services Inc., of Ozark, Ala., a division of Bell Helicopter's subsidiary Bell Aerospace, delivered the first TH-1H training helicopter to the U.S. Air Force during a Nov. 5 roll-

out ceremony at Randolph AFB, Texas. This is the first of 24 USAF TH-1H to be fielded in the next four years. The TH-1H uses a Bell Huey II kit upgrade, with a more powerful

engine, new components, nose and tailboom, includes a digital cockpit, and has crashworthy seats. The USAF conducts initial helicopter pilot training with the Army at Fort Rucker, Ala.

Raytheon Fires PAASM from Rotary Wing UAV

A Raytheon Company precision attack air-to-surface missile (PAASM) was successfully launched Dec. 13 from an

unmanned UH-1 aerial vehicle at White Sands Missile Range, NM. Upon receiving the launch command, the PAASM successfully ignited and separated from a standard digital M299 single-rail launcher and transitioned into stable flight, meeting

test objectives. PAASM is an alternative, low cost missile solution to existing joint, extended range, rotary wing precision strike requirements to destroy stationary and moving targets ranging from buildings and bunkers, to tactical vehicles and advanced armor. Possible uses include Longbow Block 2/3, ARH, AH-1Z, and Warrior and Predator "B" UAS.

X-50A Dragonfly Completes Hover Flight

The Boeing Company's second canard rotor/wing (CRW) technology demonstrator, the X-50A Dragonfly unmanned air vehicle, successfully completed a four-minute hover flight Dec. 2, reaching an altitude of about 20 feet at the Yuma Proving Grounds in Arizona. Under joint development by Boeing Phantom Works and the Defense Advanced Research Projects Agency, the CRW is a revolutionary aircraft that combines the speed and range of fixed-wing flight with the flexibility of rotary-wing flight. It incorporates tip jet propulsion and stopped rotor technologies. The concept is the main rotor stops turning in flight, locks in place and becomes a fixed wing for high speed flight.

Contracts: General Electric Aircraft Engine, Cincinnati, Ohio, was awarded Dec. 15 a \$177.8M contract for an overhaul and repair effort for the entire T700 family of engines. Work will be performed in Corpus Christi, TX, completion date Sept. 25, 2006.

Bell Helicopter Textron Inc., Fort Worth, Texas, was awarded Dec. 13 a \$6.9M contract for Bell 206B-3 Jet Ranger Helicopters. Work should be completed by Dec. 13, 2007.

Hellfire Systems L.L.C., Orlando, Fla., was awarded Dec. 7 a \$37.2M contract for HELLFIRE missiles and warhead components. Work should be completed by Aug. 31, 2008.

Alloy Surfaces Co. Inc.*, Chester Township, Pa., was awarded Dec. 6 a \$15.6M contract for the M211 Infrared Countermeasure Flares. Work should be completed by Aug. 17, 2007.

Sikorsky Aircraft Corp., Stratford, Conn., was awarded Nov. 22 a \$13.7M contract for flight control panels for the UH-60 Black Hawk helicopter. Work should be completed by Nov. 15, 2010.

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

Advertisers Index

AAI Corporation	7	L-3 Vertex	28
Army & Air Force Mutual Aid Assoc.	21	MD Helicopter	55
Army Fleet Support LLC	17	Miltope Corporation	1
Bell Helicopter Textron Inc.	2	Precision Lift	32
EADS North America	5	Pelican	25
EADS North America	9	Robertson	19
Fastening Systems International Inc.	23	RoLin	13
FLIR Systems, Inc.	27	USAA	11
Global Military Aircraft Systems	56	USATCO	15
Helicomb	29		

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.

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 06-02, 48 Officers,
Graduated Dec. 2**

OBC

2LT Julie A. Perry * DG
2LT Lorilyn M. Woods * HG
2LT Travis G. Brainard * HG
2LT Jason A. Birkle * HG
2LT Courtney L. Kiluk * HG
2LT Jordan A. Boyd * CLG
2LT Lucas R. Anderson
2LT Christopher R. Anthony
2LT Franklin T. Barker *
2LT Kermit L. Baumgartner *
2LT Troy L. Bovo *
2LT Ernest G. Carlson *
2LT Patricia M. Crispin *
2LT Brianne K. Galloway *
2LT Jayson L. Hughes *
1LT James B. Jordan *
2LT Peter J. Kephart *
2LT Cory J. May *
2LT John F. McDaniel
2LT Cory N. McLaughlin *
2LT Logan R. Mecham *
2LT Daniel N. Mendez *
2LT Stacy J. Rostorfer *
2LT Casey P. Tharp
2LT Richard Thomas *
2LT William R. Webster *
2LT Louis L. Williams
2LT Darin Lesefka
2LT Bryan P. Pierce
2LT John R. Robinson

WOBC

WO1 James R. Fitzpatrick DG
WO1 William A. Stone HG
WO1 Lance A. Wasdin HG
WO1 Eric C. Corl * HG
WO1 George C. Baum *
WO1 Richard E. Campbell *
WO1 Mitchell L. Cook
WO1 Kelly T. Harvey *

WO1 Jacob J. Hill *
WO1 James P. Layne *
WO1 Mason J. McDonald *
WO1 Mary V. Neason
WO1 Jeffrey T. Reilly *
CW2 Mark D. Robinson *
WO1 Scott A. Thomas *
WO1 Joshua L. Wilhelm *
WO1 Joseph H. Pope
WO1 James A. Whiteside

**Class 06-03, 47 Officers,
Graduated Dec. 16**

OBC

CPT Anne C. McClain * DG
2LT Derrick A. Yohe * HG
2LT Brent J. Pafford * HG
2LT Melissa A. Pyun * HG
2LT Amber J. Baker
2LT Nathan T. Brooks *
2LT Lyle K. Daniel *
2LT Jeffrey P. Gaines *
2LT Amir A. Gharbi *
1LT Douglas M. Hoelscher *
2LT John D. Hortman
2LT Justin M. Jensen
2LT Nicholas M. Kiaunis
2LT Paul L. McKnight *
2LT Chris R. Miller
2LT Sonya S. Montoya *
2LT Daniel M. Moore *
2LT Terrance F. Thorgramson *
2LT Cora E. Walden *
1LT Lisa M. Whitley
2LT Karl C. Winter *

WOBC

WO1 Francis Martynowski * DG
WO1 Andrew D. McMillan * HG
WO1 Luis F. Rivera * HG
WO1 Zachary V. Glanz * HG
WO1 Benjamin L. Bower * HG
WO1 Bernardo Barbero *
WO1 Shai M. Bardfield *
WO1 Mark D. Bolick *
WO1 Joshua S. Brock *
WO1 William D. Brown *
WO1 Allen M. Dowling
WO1 John J. Driver *
WO1 Nathan J. Drumm *
WO1 Aaron S. Foster *
WO1 Juan J. Garcia *
WO1 Kevin S. Graddy *
WO1 Douglas L. Hill
WO1 Wayne A. Huffaker *



ARMY PHOTO BY SSG JOSE COSTA

New Command

Army Aviation's newest command, the Army Air Operations Group, based at Fort McNair, District of Columbia, was activated on Dec. 9. COL Steward E. Remaly and CSM Herbert W. McCoy lead the AOG, which provides integrated command, control and coordination of the U.S. Army Priority Air Transport (USAPAT) Command, the 12th Avn. Bn. and the Military District of Washington Engineer Company. Pictured here are (l to r): Remaly; MG Guy C. Swan III, MDW commanding general; and McCoy cutting the activation ceremony cake.

Change of Charter

LTC(P) Dorothy Taneyhill passed responsibility as the Fixed Wing Product Manager at Redstone Arsenal, Ala. to LTC Keith J. Brown on Dec. 9. Taneyhill departs to become the deputy Theater Aviation Single Manager in Balad, Iraq. Brown previously served in a joint acquisition category 1A position with the Navy's Program Executive Officer for Information Technology in New Orleans, La.

Change of Responsibility

CSM Herbert W. McCoy passed responsibility as the command sergeant major of the 12th Avn. Bn. at Davidson Army Airfield to 1SG Jimmy L. Collins on Dec. 1 at Fort Belvoir, Va. McCoy moves to be the CSM of the newly activated Army Air Operations Group at Fort McNair in District of Columbia. Collins previously served as the first sergeant of Co. D, 12th Avn. Bn.

WO1 Robert W. Loving *
WO1 Stephen J. Madden *
WO1 Jason K. Mawhirter
WO1 Daniel L. Paden *
WO1 Dennis P. Riordan *
WO1 John M. Shoemaker *
WO1 Erick W. Sillitoe *
WO1 Joseph M. Stuppiello *

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

Fiscal Year 07 LTC, Army Active Competitive, Command and Key Billet selection list released Dec. 15. Congratulations to the following 41 Aviation officers.

COMBAT ARMS

4ER-AVIATION TSS

LTC Allen, Shawn D. *
MAJ Alpeter, Scott R. *
MAJ Bryant, James A.
MAJ Hutson, Robert W. *
MAJ Kornman, John Y.
MAJ Krings, Troy D. *
MAJ Myers, Ronald G.
MAJ Pepin, Allan M. *

4K-AVN RECON/ATK (OH-58D) TACTICAL

MAJ Fowler, Kevin J.
MAJ Hawley, Kenneth A. *
MAJ Lewis, Michael A. *

4L-AVN RECON/ATK (AH-64) TACTICAL

MAJ Dalcourt, Charles J. Jr. *
LTC Mayer, Roger K. *
MAJ Mendenhall, Cory A. *
MAJ Scott, John Michael
MAJ Vizzarri, Kevin A. *
MAJ Watson, Dale E. *
MAJ White, John C. *

* = AAAA Member
+ = Life Member

4M-AVN ASSAULT TACTICAL

MAJ Benson, James T. *
LTC Carroll, Richard C. *
MAJ Francis, David J.
MAJ Lentze, Hugo F.
MAJ Stauss, Thomas H. *
LTC Stote, Paul E. *

4N-GENERAL SUPPORT AVN TACTICAL

LTC Bone, Jack W. +
LTC Conyers, Todd Z.
MAJ Fleckenstein, David S. *
MAJ Healy, Timothy P. +
MAJ Manning, Kenneth R.
MAJ Rugen, Walter T. *
MAJ Yager, Paul H. *

COMBAT SUPPORT ARMS 5E-AERIAL EXPLOITATION TACTICAL

LTC McCutchen, Berrien T. Jr.
LTC Radtke, Mark J.
LTC Tapen, Patrick J.

5ER-AERIAL EXPLOITATION TSS

LTC Petrenko, Ihor +

COMBAT SERVICE SUPPORT 6H-AVN MAINTENANCE TACTICAL

MAJ Agor, John S.
MAJ Hamontree, George III +
MAJ Pogue, Billingsley G. III +
LTC Salter, David E. *
LTC Singer, Laura L. *
LTC Wolfe, Christopher F. *

3RD ID COMBAT AVIATION BRIGADE CREWS continued from page 41

imately 10 men emplacing IEDs.

After again confirming with the ground commander that there were no Iraqi police, Iraqi Army or other Coalition Forces in the area, the pilots engaged these terrorists.

The operation continued for several hours. Later two more AH-64Ds from C/1-3 Avn. relieved the first two aircraft around dawn, as the convoy moved closer to the cordon and search object.

"The team before us really set the pace," said CPT C.J. Jacobs, commander of C/1-3 Avn., one of the second team pilots, "and we just picked up where they left off."

Continuing the mission of security and reconnaissance for the convoy, Jacobs and the other pilots responded to reports of sporadic enemy contact along the convoy route, and in the cordon and search area.

Frustratingly, by the time the Apaches reached several of the reported contact sites, the enemy had scattered into the scrubby tree line or shallow canals.

"These guys always hide," Jacobs said, "they run and they never show themselves."

During on-going surveillance of the convoy route, the pilots identified approximately six more terrorists setting up another ambush site.

To prevent the terrorists from completing the ambush preparations, the ground commander asked the pilots to engage and destroy the enemy.

The enemy again "went to ground" as the AH-64Ds maneuvered into position.

"They dove into bushes and a ditch along the road and we lost sight of them," Jacobs said.

Jacobs and his team stayed on station until the middle of the morning, keeping an eye out for threats to the ground troops.

Approximately 60 suspected terrorists were detained and two were killed during this operation, and IED making materials were confiscated during the cordon and search.



SPC Jennifer D. Atkinson is a public affairs photojournalist with the Combat Aviation Brigade of the 3rd Inf. Div. in Iraq. Atkinson's stories have been edited for length and updated from additional military news releases.



Attention AAAA Members!!!
send us your e-mail address

(especially your AKO Account)

Send to:

AAAA National Office
e-mail: aaaa@quad-a.org



LEGISLATIVE REPORT

LTC JoAnn Eberle (Ret.)

AAAA Representative to The Military Coalition (TMC)

Editor's note: We are pleased to welcome LTC (Ret.) JoAnn Eberle as AAAA's new representative to the TMC. JoAnn replaces COL (Ret.) Sy Berdux, Jr., who stepped down in December.

FINAL SALUTE TO TMC PIONEER

The military community was saddened by the November passing of retired Marine Sgt. Maj. C.A. "Mack" McKinney to cancer at the age of 80.

McKinney worked tirelessly on their behalf for over 34 years, playing a role in virtually every legislative initiative affecting military personnel and benefits.

McKinney retired from the Corps in 1971 after a 29-year career. He co-founded The Military Coalition in 1985, bringing together various military advocacy groups to increase their effectiveness on Capitol Hill.

During their December meeting, the TMC unanimously voted to retire the title of "Administrator" in McKinney's honor, the last position he held in the organization.

Farewell, Mack. You will be missed.

FY2006 DEFENSE BILLS

On Dec. 21 the Senate finally approved the conference reports for both the 2006 Defense Authorization Act, including controversial provisions on detainee policy and operations in Iraq, and the 2006 Defense Appropriations bill, minus a much-debated provision authorizing oil and gas exploration in the Arctic Coastal Plain.

Both defense bills are urgently needed to support our military efforts. Major provisions of the Authorization bill include:

- Enhanced Congressional oversight of operations OIF and OEF.
- A 3.1% raise for all military.
- An increase of 10,000 in active Army end strength.
- Government-subsidized TRICARE standard for every Select Reserve member who commits to continued service and their family.
- Accelerated phase-in of full concurrent

receipt for some 100% disabled retirees.

- \$115.4 million over the president's budget request for unmanned aerial vehicles.
- A \$100,000 increase in the death gratuity allowance (retroactive to Oct. 7, 2001) to survivors of active duty personnel.

■ Nearly \$60 million added in science and technology funding for unmanned systems, components, integration and testing.

- Multiyear procurement authority to the Army for 96 AH-64D block II and UH-60M.
- \$2.8 billion for procurement of Army Aviation assets.

Major provisions of Appropriations bill:

- 3.1% pay raise for military personnel.
- A reduction in the LUH helicopter request of \$36.4 million for program delays.
- The addition of \$180 million for National Guard and Reserve equipment.
- \$681.5 million to support additional recruiting and retention incentives.
- \$74.1 million to replace battle lost Apache aircraft.
- \$30 million for Blackhawk MEDEVAC aircraft.
- \$1 billion for immediate Guard and Reserve equipment shortfalls, to include \$700 million for the Army National Guard.

TMC worked hard in November and December, weighing in with all House and Senate Armed Services Committee members and staff in support of various provisions included in the Senate and House versions of the bill.

Key items include support of Survivor Benefit Plan fixes, improving Guard and Reserve health care and retirement benefits, supporting increased Army end strength, endorsing full concurrent receipt and expansion of SGLI and death gratuity eligibility, retaining commissary benefits, and increasing household moving weight allowances for senior enlisted members.

TMC also sent letters supporting a proposal to allow amended IRS returns for more than three years when the delay is the result of extended VA claims processing time, and expressing concern over

DOD plans to shift additional health care costs to military beneficiaries.

TMC PROTESTS HEALTH FEE HIKES

DOD has announced its intent to impose an 8.5 percent premium increase for TRICARE Reserve Select (TRS), the new healthcare option for drilling members of the Guard and Reserve.

This increase – imposed even though the program has been offered for only a few months – is almost triple the percentage of the troops' pay raise (3.1%) in FY06.

Monthly TRS premiums will rise from \$75 to \$81 for single members, and from \$233 to \$253 for family plans.

TMC has also learned that Defense leaders are planning to propose shifting a far larger share of healthcare costs to all retirees as part of their budget submission for FY2007 (starting Oct. 1, 2006).

The new plan establishes an enrollment fee for TRICARE Standard, which has not had an enrollment fee.

It would also double the TRICARE deductible and more than triple the TRICARE Prime enrollment fee over the next three years, and then increase all of these fees annually by the percentage of inflation.

Retired officers would be charged about one-third more than enlisted members, however Medicare-eligibles would be exempt from the fee increases.

It's not yet known whether the plan would also apply to survivors under age 65, but that would appear likely.

TMC sent letters to every House and Senate Armed Services Committee member protesting these plans.

This program was supposed to be a recruiting and retention incentive, but we're going to price the troops out of the market with these kinds of annual increases.

The fundamental issue is that military medical and retirement programs need to be better than civilian programs.

Hiking healthcare costs for military retirees to follow corporate trends misses the whole point of why we have a unique military health plan.

VA DISABILITY CLAIMS SOAR

The House Veterans Affairs Committee heard testimony in December concerning

continued

Thanks largely to efforts by the Committee for Employer Support of the Guard and Reserve and solid support from employers, work-related complaints from returning Guard and Reserve members are down 30 percent since their last major deployment, in the early 1990s.

JANUARY 31, 2006



Tennessee Valley Chapter

TVC President Bob Birmingham, right, presented the Bronze award of the Order of St. Michael on December 5 to promotable **LTC Dorothy Taneyhill** at the Sparkman Center, Redstone Arsenal, Ala. Taneyhill, who departed as the product manager for all Army fixed wing aircraft, was recognized for her outstanding and significant contributions to Army Aviation during her PM tenure and her career. As the first woman PM of the Fixed Wing Product Office, she was responsible for 259 aircraft, as well as the next generation Future Cargo Aircraft, and served as the single focal point for all fixed wing related initiatives and matters. Taneyhill has moved to be AMCOM's deputy Theater Aviation Single Manager in Iraq. LTC Keith J. Brown is the new PM for the Fixed Wing Product Office.



Greater Atlanta Chapter

COL Alvin Foshee, left, the director of Aviation with the U.S. Army Reserve Command, and COL Thomas Caples, commander of the 244th Aviation Brigade, presented the Bronze award of the Order of St. Michael to retired **CW4 Monte McDonald** on November 12 in Atlanta, Ga. McDonald was recognized for his more than 35 years of military and government aviation service. A combat veteran, he served as CH-47 crew chief during the Vietnam War. He has served since 1992 as an aircraft logistics and readiness management specialist with USARC after retiring from the Army with over 20 years of service.



Aviation Adds a New Star

As the sun set in Korea on Jan. 5, a star was pinned on one of the Aviation branch's newest brigadier generals. GEN Leon J. LaPorte, the commanding general of the Combined Forces Command, United Nations Command, and U.S. Force Korea, presided over the promotion ceremony in Seoul for **BG William H. Forrester Jr.**, who has served as the assistant division commander for Support with the 2nd Infantry Division since June 2005. Pictured here, Forrester, assisted by his wife Nancy, makes the initial slice into the promotion cake with a sword. The event attended by about 150 people was held in the Naija Room of the Dragon Hill Lodge, U.S. Army Garrison Yongsan.



Aviation Center Chapter

The Bronze award of the Order of St. Michael was presented by ACC President COL Daniel Stewart Nov. 18 to **CW3 Alexander Lutz** and **SSG Jason L. Ballinger** during the chapter's quarterly membership meeting at Fort Rucker, Ala. Lutz, now the executive officer for Co. B, 1st Bn., 223rd Avn. Regt., was recognized for his many contributions over his 18 years of aviation service. Some of his key highlights include platoon leader for CH-47 Flight School XXI track at Knox Army Heliport, serving on MACOM G3 aviation staff for KFOR/OIF/OEF; being the Fort Rucker instructor pilot of the 2nd quarter in 2005, and as the pilot in command for a relief mission following Hurricane Katrina. Ballinger, also with Co. B, 1-223rd Avn. and who is now a CH-47D flight engineer instructor, was honored for his contributions to the aviation community as well. He recently served with Co. B, 159th Avn. Regt. at Hunter Army Airfield in Savannah, Ga., before moving to his current position. Pictured above are Ballinger, Stewart and Lutz.

IN MEMORIAM

Retired **COL Leslie A. Layne**, 77, of Killeen, Texas, died Nov. 8, 2005 in Temple. He was an AAAA life member since 1960. Layne was born Jan. 28, 1928 in Raymondville, Texas, and served 32 years in the Army, including tours of duty in Vietnam and Korea, and working as a military adviser in Taiwan. He is survived by his wife Theresa "Tibby" Layne of Killeen; two sons, Kevin Layne of Austin and Shawn Layne of Loveland, Colo.; two daughters, Maura Stinson of Cedar Park and Cathy Layne of Killeen; eight grandchildren; and three great-grandchildren. Memorials may be made to St. Joseph's Catholic School, 2901 E. Rancier Ave., Killeen, TX 76543.

FALLEN HEROES

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



SGT Jakoniuk

Operation Iraqi Freedom

A UH-60 Black Hawk helicopter crew chief serving with Task Force Baghdad died in a non-combat related

incident following an aviation mission in Iraq.

SGT Grzegorz Jakoniuk, 25, of Schiller Park, Ill., died about 7:10 p.m. Iraq time in Taji on Nov. 30. He was assigned to Co. B, 4th Bn., 3rd Avn. Regt., 3rd Inf. Div. at Fort Campbell, Ky. Jakoniuk was promoted posthumously.

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

In Memoriam

CPT Hugh C. Thompson Jr.



Thompson's company command photo circa mid-1970s.



Hugh Thompson at his Hall of Fame Induction in 2004.

Retired CPT Hugh C. Thompson Jr., 62, of Broussard, La., died Jan. 6 of cancer at the Veterans Affairs Medical Center in Alexandria. Born in 1943 in Atlanta, Ga., Thompson is best remembered as the hero of the My Lai massacre during the Vietnam War.

Thompson served in the Navy from 1961 to 1964, before joining the Army in 1966. After attending the Warrant Officer Course and flight training, he shipped out to Vietnam in 1967.

On April 16, 1968, WO1 Thompson was flying his OH-23 in support of an air assault into the village of My Lai 4. While flying he noticed numerous civilian casualties around the village in need of medical attention. He then witnessed American Soldiers approach the wounded and shoot them.

After radioing for assistance for the wounded, Thompson personally intervened by landing, and with his door gunner Lawrence Colburn and crew chief Glenn Andreotta covering him, he confronted one of the officers on the ground. Then he radioed to two gun-ships and together they airlifted at least nine villagers to safety. Thompson's subsequent actions after returning to base led to a general cease fire being ordered and effectively ended the My Lai massacre.

While in Vietnam, Thompson's aircraft were hit by enemy fire eight times, losing five helicopters in combat. During the last combat crash he broke his back and was evacuated home. For his actions he was awarded the Distinguished Flying Cross and the Purple Heart. He quietly retired from the Army in 1983.

For almost three decades Thompson was shunned and scorned for being unpatriotic for reporting the actions of his fellow Soldiers, which by today's Army values are now considered courageous. Nearly 30 years after the event, the U.S. Army in March 1998 presented Thompson and his crew with the Soldier's Medal for bravely not involving conflict with an enemy.

Thompson, a 2004 Army Aviation Hall of Fame inductee, received the Courage of Conscience Award from the Harvard Divinity School and was once nominated for the Nobel Peace Prize.

He is survived by his wife, Mona, and sons Bucky, Brian and Stephen.

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

SFC Gene W. Braxton, Ret.
Mr. Benjamin L. Chitty
1LT Bridget Deuter
LTC Gary D. Matson, Ret.
SGT Ryan C. Matson

ALOHA CHAPTER HONOLULU, HI

SFC Michael L. Bertram
SPC Daniel W. Dugal
SGT Robb W. Ellis
CPT James E. Fischer
LTC William O. Fisher
1SG William F. Gentry
1SG Joseph W. Kirby
SGT Johanny E. Placencia
1SG Raymie L. Ripley
CW3 Christopher A. Sorrell
SFC Rickey E. Waggoner
1SG Jerry L. Wiley
SGT Lance H. Williams

AMERICA'S 1ST COAST CHAP. JACKSONVILLE, FL

LTC Aaron T. Barrier
AVIATION CENTER CHAPTER
FORT RUCKER, AL

WO1 Jaime Aguirre Jr.
1SG Alexander W. Barber II, Ret.
2LT Robert J. Barno
1LT Robert J. Binz
WO1 Lucas D. Bohm
2LT Nicholas J. Cahill
2LT Nissa A. Carlson

WO1 Charles B. Denson
CW2 Ryan M. Falcone
Mr. Gary L. Fugate
2LT Samantha M. Harmon
WO1 Mark T. Hatcher
2LT Jarrod A. Howard

WO1 William W. LeBoeuf
WO1 David T. Litteken
2LT John C. Lodes IV
2LT Christopher R. Lossing
WO1 Christopher J. Matthews

WO1 Brennan M. Moss
WO1 Tom A. Neuman
WO1 Thomas H. Parker
2LT Ryan A. Plowey
2LT David T. Powell

Mr. Paul E. Reynolds
2LT Christopher P. Rossi
2LT Eric W. Rucker
2LT Melissa H. Shipman
2LT Joshua S. Sik

2LT Renaldo D. Simoni
Mrs. Karen E. Soto
2LT Sakellarios M. Spirtos
CW3 Elston L. Stephenson
2LT Andrew Stillwell

SGM David S. Thompson
2LT Michael G. Tully
2LT Harold E. Turner
WO1 Thomas F. Whiting

BIG RED ONE CHAPTER ANSBACH, GERMANY

SFC Lloyd S. Ankrum
CPT Jarat L. Ford
CPT Phillip H. Lamb
CPT Travis H. Taylor

CENTRAL FLORIDA CHAPTER ORLANDO, FL

LTC Eugene M. Diamond, Ret.
CDT Michael Stanksi
CW4 John S. Sullivan, Ret.
COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA

1SG Mathew M. Calhoun
SSG Harold L. Demmon
COL Gregory T. Johnson
CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX

Ms. Rita A. Burke
Ms. Audrey Lambert
Mr. Arthur R. Palumbo
HIGH DESERT CHAPTER
FORT IRWIN, CA

MAJ Jose A. Bonilla
IRON EAGLE CHAPTER
HANAU, GERMANY
COL Michael A. Bills
SGT Bennie D. Register
IRON MIKE CHAPTER
FORT BRAGG, NC

LTC Morgan M. Lamb
CPT Eddy J. Lee
CPT James B. McLean
MAJ Robert E. Pettit, III
SSG Gene E. Thomlinson
JACK H. DIBRELL/ALAMO/
FORT SAM HOUSTON, TX

COI Daniel W. Gower, Jr.
Ms. Laura H. Saher
JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC

CW2 Jean H. Abrahamsen
CW2 Jeffrey S. Bender
2LT Miracle Garcia-Lockridge
SFC Bernie H. Ochoa
KEYSTONE CHAPTER
INDIANTOWN GAP, PA

CW4 Kenneth L. Lareau
MAGNOLIA CHAPTER
JACKSON, MS
CW4 Roger A. Hussey
MONMOUTH CHAPTER
FORT MONMOUTH, NJ

Mr. Russ T. Frazer
Mr. Robert D. Haas
Mr. Ari J. Kaufmann
LTC Horace R. Matthews
CW3 Eugene S. Vandergrift, Ret.

MORNING CALM CHAPTER
SEOUL, KOREA
PFC Christopher Aikens
SPC Juvan Algood
SPC Jareem N. Anderson
SPC Luke M. Anzono

PFC Brandon L. Bartlett
MSG Robert D. Bousley, Jr.
PFC Eric J. Boyea
SPC Carlos Bravo-Angel
PFC Kelly Brown

PFC Alan M. Cable
PV2 Steven M. Calkins
PFC Bradley Cannon
SGT Benjamin A. Chaconvelasco
SPC Shannon Clark

SPC Richard J. Conklin
SPC Laura Curley
SPC Joseph Dale
PFC Jennifer Davis

SPC Michael Day
SPC David W. Elser
SPC Jerry K. Ewell
CPL A. Fatuesi
PFC Robin J. Fredrick

SFC Rodney O. Gababe
PVT Nickolas A. Goldsberry
SPC Roman L. Gomez
SGT Charles E. Gossett
PFC Shelton Hamilton

PFC Micah Heiser
SPC Dennis Higley
CPL Jonathan Holloway
Mr. Jong Moon Hong
SPC Joshua Hudson

CPL Roben Iman
PFC Philip Iniguez
PV2 James W. Jewell III
SPC Jeffrey Jewell
CW3 Jeffrey J. Johnson

PFC Shawndell J. Johnson
SPC Jason Jones
Mr. Jae Young Jun
PFC Dennis Kay
Mr. Duk Kun Kim

SPC Thomas Klus
SPC Michael Krivensky
SPC Charles D. Kwon
Mr. Byung Kwon Lee
CPL Daniel Lowe

PFC Cullis Lynn
PFC Jonathan L. Mabane
SPC KW J. McCorkly
SPC Rainhard Mediola
PFC Jerrod A. Medoza

PV2 Bryan E. Mills Jr.
CPL Jesse Mondor
SPC Daniel Morales
PFC David Morris
PFC Jeffrey P. Murvin

PFC Frederick Nelson, Jr.
PV2 Anthony Ochs
SPC Carlos Ortiz
SPC Jennifer Ortiz
SPC Douglas J. Patterson Jr.

SPC Lauren L. Pena
SPC A. Piwko
SPC Mathew F. Porter
SPC Timothy L. Rader
SPC Joel Redman

SPC Steven J. Reed
Mr. Hae Won Rhee
SPC Wesly D. Rich
SPC Trevor J. Roberts
SPC David L. Robinson

SPC Karin Robinson
PVT Ramon Santos
SGT Pedro D. Sarmiento
PV2 Matthew E. Schram
SPC Colin J. Schwalm

SPC Aaron D. Seelye
SPC Mathew L. Senn
SPC Nathan Shelly
SPC Atsuyoshi Shiroma
PV2 Michael J. Shutka IV

SPC A. Small
SPC Robert Smith
SPC Joseph W. Soper
PFC Veronica Staples
SGT Kevin L. Stevens
PFC Joshua J. Towne

SPC Christian D. Veal
SPC Daniel Walls
SPC A. Walsh
SPC Ingram M. Welch
PV2 Logan M. West

SPC Timothy Wiednhammer
SPC Marlon Williams
PFC Michael Worley
SPC John Zimmerli
MOUNT RAINIER CHAPTER
FORT LEWIS, WA

BG James E. Kelly
2LT Melinda M. Walden
CPT Joy A. Young
NARRAGANSETT BAY CHAP.
N. KINGSTOWN, RI

LTC John E. Bianchi
NORTH COUNTRY CHAPTER
FORT DRUM, NY
MAJ James E. Ward
NORTH STAR CHAPTER
ST. PAUL, MN

CW4 Curtis E. Skoog
PHANTOM CORPS CHAPTER
FORT HOOD, TX
Mr. William E. Koch
RIO GRANDE CHAPTER
EL PASO, TX

Mr. Patrick M. Blackburn
Mr. Jay W. Mailand
RISING SUN CHAPTER
CAMP ZAMA, JAPAN
CW4 Michael J. Chickilly, Sr.

SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
CSM Jose I. Acosta
SINAI CHAPTER
SINAI, EGYPT

MAJ K. Brogan Farren
MAJ Richard G. Sides, Ret.
1SG Richard A. Suss
TARHEEL CHAPTER
RALEIGH, NC

CW3 James P. McDonough
TAUNUS CHAPTER
WIESBADEN, GERMANY
CPT Kristian E. Willis
TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL

SFC Jeffrey E. Barlow, Ret.
CW4 James A. Brown, Ret.
Mrs. Nora J. Brown
Mr. Hugh G. Burke

Mr. James Collier
Mr. Karl H. Cross
LTC Mike Dahl
Ms. Lori C. Dorning
Mr. Michael Dotson

Mr. Wilfred L. Eberhart
Mr. Heath J. Ferry
CSM Lenny Fields, Ret.
Mr. James D. Foster
Ms. Dagmar L. Gdula

Mr. Daniel C. Green
Mr. Levon Green
Ms. Vikki G. Green
Mr. William G. Howard
Mr. Michael R. Huettel

Mr. Robert M. Jacobson
Ms. Maria I. Jones
Mr. Rocky R. Keane

SSG Michael E. Kelsey, Ret.
Ms. Helen A. Kirby
Mrs. June Labansky
Ms. Susan M. LaFrance

Mr. Morgan L. Lovvorn
Mr. Robert Martinez
Mr. Michael C. McSwain
CW4 Fred M. Merrill II, Ret.
Mr. Thomas J. Monette

Mr. Michael S. Money
Ms. Larissa A. Moore
Mr. Kenneth J. Mott
Mr. Ivan Negron
CW4 Samuel E. O'Neal, Ret.

Mr. Zane M. Pierce
Ms. Becky R. Pillsbury
LTC Eric A. Post
Ms. Janice B. Preston
Ms. Patsy Prevost

Mr. Jorge L. Rivera
Ms. Ginda R. Roadruck
Mr. Edwin C. Rodriguez
Ms. Tami L. Rose
Mr. Monte W. Shearer

Mr. Christopher M. Spears
MAJ Karl V. Stahlecker
Mrs. Carolyn R. Stanley
Mr. James H. Tietjen
Mr. Ruben Valle

Mr. Terry R. Williams
SFC Marvin A. Winfrey, Ret.
Mr. Joseph C. Zurner
VMI/VWIL CHAPTER
LEXINGTON, VA

CDT Steven R. Mercer
VOLUNTEER CHAPTER
SMYRNA, TN
CW4 Michael A. Englebert
CW3 Ricky L. Tackett

VOODOO CHAPTER
NEW ORLEANS, LA
CW5 Edward C. Aldecoa
SFC Rudolph M. Cambre
SGT Henry G. Duchmann, III

CSM Ricky L. Griffin
LTC Norm W. Grotz
CW4 Mark B. Guidry
MAJ Dallas Jones
SFC John S. McCarthy II

1LT Genesis Humphrey
MAJ Stephen P. Todd
WINGED WARRIORS CHAPTER
SOTO CANO AB, HONDURAS

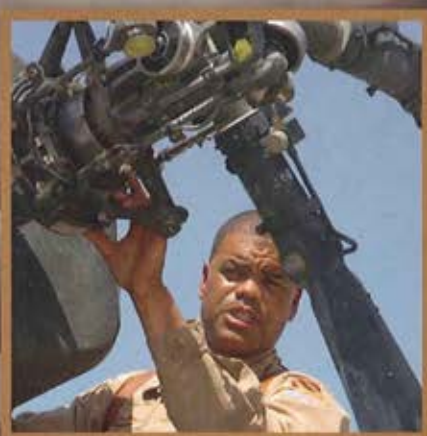
CW4 John L. Hager
MAJ Ronal L. Jackson
CSM Richard E. Santos
WINGS OF VICTORY CHAPTER
GIEBELSTADT, GERMANY

CW5 Scott M. Dillon
CW3 John B. Sims
MEMBERS WITHOUT
CHAPTER AFFILIATION
Mr. Tim Bregenzner

1LT Patricia M. Crispin
Mr. Steven R. Holloway
Mr. Ivan J. Jaszlics
Mr. David Magenheimer
CW3 John P. Stoll



The FUTURE is NOW



The future is full of possibilities. The future is a beacon of hope.
The future is three feet tall with her mother's smile and her daddy's nose.
AAAA wants to make that future as bright as possible.
For details and scholarship information, call 203.268.2450 or visit www.quad-a.org.



AAAA Scholarship Foundation, Inc.
755 Main Street, Suite 40 • Monroe, CT 06468-2830
www.quad-a.org • aaaa@quad-a.org
(203) 268-2450 • Fax: (203) 268-6870

Ad written and designed courtesy of DynCorp International

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.

Nominations are now open. Suspense is May 1, 2006.

See www.quad-a.org or contact the AAAA National Office for details at (203) 268-2450

MAJ O. Glenn Goodhand Army Aviation Hall of Fame 1975 Induction

MAJ (later Brigadier General) O. Glenn Goodhand was prominent in expanding the World War II role of Army Aviation in the 1940s. Accumulating more than 500 combat flight hours, Goodhand is credited with improvising unique and effective aerial tactics for use in three European combat areas.

At Monte Cassino in Italy, he developed night observation techniques beyond the daytime observation range for the adjustment of artillery over enemy territory. On his own initiative he conducted experimental pioneer work in flying with L-4 Cub planes, devised feasible methods of adjusting long range artillery fire at night, and personally flew night missions, often deep behind enemy lines.

At Anzio, Italy, Goodhand developed operational procedures for corps artillery aircraft, which assured continuous target coverage, engagement by the most appropriate artillery, and early pilot warnings of hostile fighter aircraft the latter action greatly enhancing artillery effectiveness and pilot safety.

In southern France, Goodhand organized a V Corps unit of L-5 aircraft for observation ahead of advancing ground elements. This unit developed and employed original techniques for the direction of P-47 fighter-bombers on targets beyond artillery range. His organization and operation of L-5 aircraft for reconnaissance and fighter-bomber direction was of outstanding benefit to the Army and was unique for liaison planes at that time.

After WWII, Goodhand implemented a National Guard Bureau program conceived by others which qualified Navy and Air Force pilots as Army liaison pilots for Army National Guard vacancies. This program later served as a primary source of Army aviators for the Korean War.

Editor's note: BG Goodhand is also a past AAAA national president (1964) and has a training facility at Fort Rucker, Ala. named in his honor.



\$300 million better!



The MD Explorer's® 20-year life cycle costs are
\$300 million to \$700 million less than the competition.

Significantly lower maintenance and operating costs are just two aspects that set the MD Explorer apart from other Light Utility Helicopter contract contenders. Our exclusive NOTAR® technology eliminates the tail rotor, dramatically improving safety and maneuverability while reducing vibration and noise. Cost data contained within independent research firm Conklin & de Decker reports shows that the MD Explorer's modern design and technology will save between \$300 million and \$700 million over the competition during the 20-year life of the program.*

Our "off-the-shelf" solution meets and exceeds the U.S. Army and National Guard's minimum technical requirements. The modern design of the MD Explorer is unparalleled for occupant safety and crashworthiness for impacts up to 30 Gs at 30 feet-per-second, unmatched by any other comparable aircraft. Its large cabin can handle two NATO litters and can be configured for MEDEVAC, search and rescue, surveillance, executive transport and utility use. The MD Explorer is backed by a 50-year rotorcraft history, combined with an ongoing capacity to produce FAA-certified aircraft. Best of all, the MD Explorer is supported by world-class logistical support and a comprehensive training program.

*For more information visit www.luh-explorer.com.



www.luh-explorer.com



The C-27J Spartan.

Our Troops
Deserve The Best.



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.

There's simply nothing like it.



GLOBAL MILITARY
AIRCRAFT SYSTEMS

No Compromise

A JOINT VENTURE BETWEEN



Alenia

NORTH AMERICA

A FINMECCANICA COMPANY



communications

PROUDLY SUPPORTED BY

WWW.C-27J.COM

LOCKHEED MARTIN



Rolls-Royce

Honeywell

DOWTY

smiths